



Ordinary Meeting of Council

1 March 2021 7.00pm

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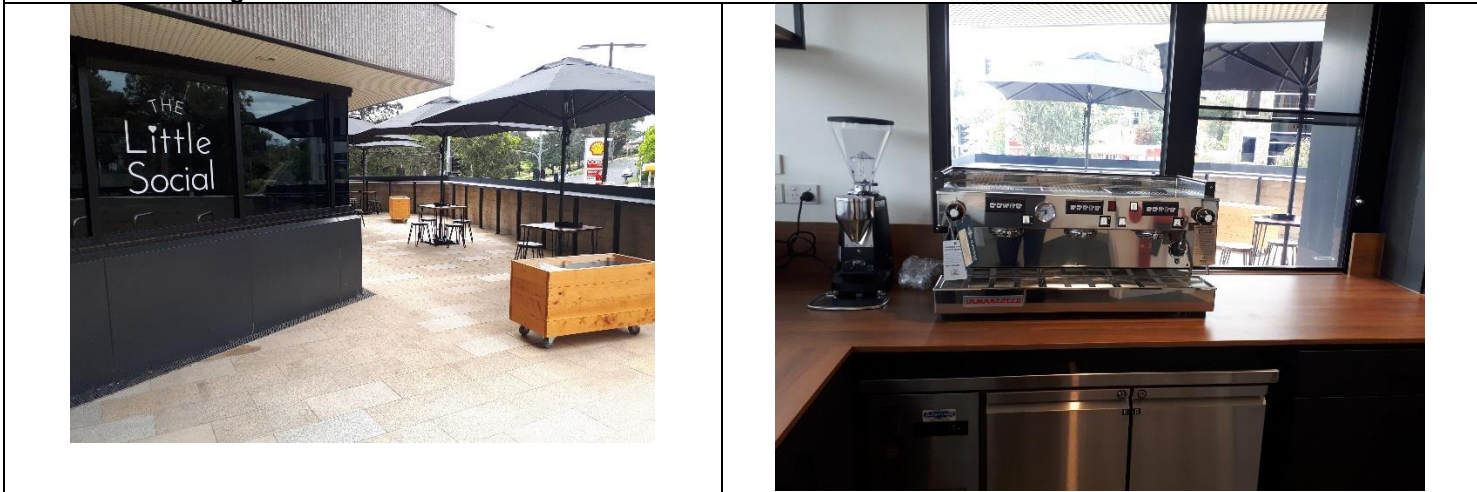
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Following fit-out: interior and exterior shots of The Little Social kiosk on the concourse of Rosanna station



REPORT ON PROGRESS OF THE DUMPED RUBBISH AND LITTER PLAN 2017-2021

SUMMARY

Council endorsed the Dumped Rubbish and Litter Plan 2017-2021 to provide roadmap to prevent litter and dumped rubbish in the first place, as well as identify areas to improve management and clean up services.

The plan identified six dumping and litter behaviours of concern in Banyule:

- Dumping unwanted belongings on nature strips and in open spaces with low natural surveillance
- Players and spectators littering at sporting events at Banyule facilities
- Littering of food packaging including drink containers and other recyclable items
- Not picking up dog poo
- Taking shopping trolleys away from stores and then abandoning them.

Three strategic directions were developed to address these behaviours and work towards achieving the vision of Banyule being a cleaner, more liveable city with a culture rejecting rubbish dumping and littering:

SD1. Implement best practice programs and services to reduce dumped rubbish and litter

SD2. Build a culture of shared responsibility that rejects dumped rubbish and litter

SD3. Advocacy for external measures to reduce dumped rubbish and litter

This report provides a summary of the progress of the Dumped Rubbish and Litter Plan 2017-2021 against those three strategic directions.

PROGRESS

SD1. IMPLEMENT BEST PRACTICE PROGRAMS AND SERVICES TO REDUCE DUMPED RUBBISH AND LITTER

SD1.1 PROGRAMS AND SERVICES

- Various articles have been placed in the Banner newsletter relating to litter, where it ends up and its impact on the environment.
- Annually, Clean-up Australia Day has been promoted through the Banner and social media. In 2019, three sites were targeted, attracting 81 volunteers and collecting 760kg of rubbish. 4 sites were planned for 2020 but were cancelled due to Covid19 restrictions.

- Discussions continue to be held with other Councils regarding the effectiveness of public place recycling given the low levels of contamination now allowed following the recycling crisis. This service which collects public litter such as beverage containers will be impacted container deposit scheme once implemented.
- The Litter Enforcement Officer (LEO) has worked with the Communication team to develop postcards to use at unit blocks. These have been specially designed to seek further information on illegal dumping that is used when investigating complaints. Fridge magnets have been developed to advertise/promote the Litter Hotline and how to book a hard waste collection as easy access for residents. Social media posts on the correct disposal of gloves and masks due to Covid-19 have been placed on Facebook. A new process has been developed with DHHS to request tenant details so that tenant can be dealt with directly and educated on illegal dumping and council processes.
- Work has also been undertaken with the Communications team to develop new footpath decals and corflute signs relating to dog poo as an education tool to be rolled out for the community in our Parks and main walking tracks.
- Banner articles have promoted the Trolley Tracker app and encouraging the community to report abandoned trolleys themselves. The LEO has worked with the Communications team on developing a trolley sticker to assist in enforcement and removal of trolleys in a timely manner (similar to the abandon vehicle sticker). The sticker highlights to the community and trolley company that the complaint has been dealt with.
- Council is currently undertaking a flood mapping analysis to the latest standards, which incorporates advice with regards to opportunities for future stormwater management including gross pollutant (litter) traps. These will be incorporated in future capital works budgets. An audit of existing GPTs will be undertaken in 2021 to ascertain current performance and any remedial actions required to ensure the work effectively to capture litter.
- Work has been undertaken to identify the type of information needed for reporting. Discussions with Local Laws illegal dumping Enforcing officer and Cleansing is to be organised to refine processes and improve efficiencies. Information has been sent to Customer Service to better classify customer requests and ensure requests are sent to the right department.

SD1.2 INTERNAL SYSTEMS

- Customer request categories have been reviewed. Further development of the dumped rubbish request workflow needs to be undertaken to ensure that all opportunities for investigations are made available before collecting the rubbish.
- A Litter Task force has been established and meeting on a quarterly basis to discuss issues and opportunities for addressing dumping of rubbish. Considerable work has been undertaken with Local Laws and Building Maintenance to re-establish CCTV cameras (mobile and fixed) that are used for enforcement.

- Investigation and collection of dumped rubbish continues to work in a timely manner, with tools such as taping, and stickers used to highlight that investigations regarding the dumped rubbish are underway.
- Street sweeping frequencies continue to be reviewed based on known hot spots for litter and leaf drop.
- Cleansing are working to increase the number of sensors installed in litter bins and the possibility of using QR code/RFID readers for other bins to know when bins have been emptied. Use of mobile technology is also being reviewed to monitor and measure efficiencies.
- The dedicated Litter Enforcement Officer has been working extremely hard in the development of CCTV in Banyule, along with signage and other enforcement tools such as magnets, postcards and videos. There has been a huge increase in infringements issued which almost covers the cost of the position. Dumped rubbish enforcement statistics are reported monthly.
- Council's internal EnviroReps team has met to identify opportunities for improving management of waste but its focus has been internal waste following the adoption of the Corporate Emissions Reduction Plan. The team was disbanded in 2020 due to Covid19 and is being restarted as the Green Team in 2021.

SD2 BUILD A CULTURE OF SHARED RESPONSIBILITY THAT REJECTS DUMPED RUBBISH AND LITTER

- Education has been delivered to various primary schools since implementing the plan with over 1,100 students receiving instruction about litter through the Waste Wise Education Van. School visits with the van were cancelled in 2020 due to Covid19 restrictions.
- A new format Waste and Recycling Guide for residents was developed and content relating to the Council services to prevent dumped rubbish, such as the hard rubbish collections and Waste Recovery Centre services updated. The Guide's content was translated into 8 community languages and made available to the Communications Team. Five hundred hardcopies of the new format Guide in English were also printed for distribution through the Operations Centre and to the customer service centres.
- During late 2019 the earliest of the Rethink Centre's program content The Lotta Less Litter Show was revisited to adapt the content to an in-school performance. The new Lotta Less Litter Show was in the rehearsals when it was paused over the Christmas New Year period. Rehearsals did not resume due to Covid19 restrictions in 2020. It remains a project to be completed and implemented.
- The Waste Education team increased the budget and presence at the 2019 Banyule Festival proving more comprehensive displays and anti-litter messages. Air Dancers promoted the use of waste stations to reduce litter at the event. No festivals were held in 2020.
- The Litter Enforcement Officer and Cleansing staff continue to liaise with the Preston Office of Housing (OoH) regarding any dumping of waste on naturestrips that we believe originates from DHHS properties. Changes of management at the Preston OoH have meant that formal meetings with DHHS need to be restarted post lock-down in 2021.

- Issues relating to dumping on Melbourne Water, Parks Victoria, VicRoads and VicTrack land continue to be conveyed to these agencies through local referral channels.
- Work has been undertaken with real estate agents and Owner's Corporations to ensure their tenants are well informed about Environmental Waste Services by providing electronic information for them to distribute to their clients.

SD3 ADVOCACY FOR EXTERNAL MEASURES TO REDUCE DUMPED RUBBISH AND LITTER

- The Litter Enforcement Officer engages regionally with the Litter Enforcement Officer Network (LEON) which liaises with state agencies regarding litter programs. The Waste Education Coordinator also engages the Metropolitan Waste & Resource Recovery Group education network which has links to Sustainability Victoria. Both networks provide an opportunity to advocate for regional or state-wide dumped rubbish and litter programs.
- Officers apply for funding grants when relevant funding is made available by the state. The Environmental Operations Coordinator also seeks funding at various times for water infrastructure projects that can assist in removing litter from the waterways. Officers also made a submission to the Department of Environment Land Water and Planning (DELWP) regarding a new waste Act advocating for more funding from the Sustainability Fund to be returned to councils for waste programs more broadly.

THE IMPACT OF COVID19

While the impact of Covid19 has seen more dumped rubbish requests, the amount of rubbish collected has remained about the same. With people working from home, residents have increased their use of their local open spaces and are therefore more aware of its appearance and if its amenity is being impacted by litter and dumped rubbish.

The restrictions have severely restricted the ability to engage physically face-to-face with residents regarding litter and dumped rubbish as schools' programs were undertaken remotely and festivals cancelled. Officers have had to reinvent the provision of education programs for waste and litter through the use of video and other types of online engagement tools.

MOVING FORWARD

It is anticipated that until the vaccination program for Covid19 is complete, various local outbreaks will mean group sizes will still be restricted for some time, complicating the delivery of some education programs. Waste Education officers will therefore continue to develop alternative methods of delivery to ensure that litter and dumping programs are still provided.

The trial of the Litter Enforcement Officer has shown benefits in enforcement and response to issues and it is important that it continue to show a commitment to addressing the issues of dumped rubbish and litter.

The plan was developed in 2016/17 and is nearing the end of its effective life and needs to be reviewed and updated to reflect addressing current behaviours and issues. Funding required for a review of the plan will be referred to the 2022/23 initiatives budget.

Food Diversion Service Options Expenditure

No Change											
	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	31/32	
Annual Expenditure	\$ 10,879,200	\$ 11,475,400	\$ 11,657,700	\$ 11,843,900	\$ 12,034,000	\$ 12,228,000	\$ 12,426,100	\$ 12,628,300	\$ 12,834,700	\$ 13,045,400	
Annual Income	-\$ 2,112,600	-\$ 2,208,700	-\$ 2,241,900	-\$ 2,275,500	-\$ 2,309,600	-\$ 2,344,300	-\$ 2,379,400	-\$ 2,415,100	-\$ 2,451,300	-\$ 2,488,100	
Annual Net	\$ 8,766,600	\$ 9,266,700	\$ 9,415,800	\$ 9,568,400	\$ 9,724,400	\$ 9,883,700	\$ 10,046,700	\$ 10,213,200	\$ 10,383,400	\$ 10,557,300	
Accumulated Expenditure	\$ 8,766,600	\$ 18,033,300	\$ 27,449,100	\$ 37,017,500	\$ 46,741,900	\$ 56,625,600	\$ 66,672,300	\$ 76,885,500	\$ 87,268,900	\$ 97,826,200	
Accumulated Saving	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Diversion	53%	53%	53%	53%	53%	53%	53%	53%	53%	53%	53%

Low Performance FOGO											
	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	31/32	
Annual Expenditure	\$ 10,655,700	\$ 11,156,300	\$ 11,331,000	\$ 11,505,100	\$ 11,682,700	\$ 11,864,000	\$ 12,049,000	\$ 12,237,600	\$ 12,430,200	\$ 12,626,600	
Annual Income	-\$ 2,112,600	-\$ 2,208,700	-\$ 2,241,900	-\$ 2,275,500	-\$ 2,309,600	-\$ 2,344,300	-\$ 2,379,400	-\$ 2,415,100	-\$ 2,451,300	-\$ 2,488,100	
Annual Net	\$ 8,543,100	\$ 8,947,600	\$ 9,089,100	\$ 9,229,600	\$ 9,373,100	\$ 9,519,700	\$ 9,669,600	\$ 9,822,500	\$ 9,978,900	\$ 10,138,500	
Accumulated Expenditure	\$ 8,543,100	\$ 17,490,700	\$ 26,579,800	\$ 35,809,400	\$ 45,182,500	\$ 54,702,200	\$ 64,371,800	\$ 74,194,300	\$ 84,173,200	\$ 94,311,700	
Annual Savings	\$ 223,500	\$ 319,100	\$ 326,700	\$ 338,800	\$ 351,300	\$ 364,000	\$ 377,100	\$ 390,700	\$ 404,500	\$ 418,800	
Accumulated Saving	\$ 223,500	\$ 542,600	\$ 869,300	\$ 1,208,100	\$ 1,559,400	\$ 1,923,400	\$ 2,300,500	\$ 2,691,200	\$ 3,095,700	\$ 3,514,500	
Diversion	56%	58%	58%	58%	58%	58%	58%	58%	58%	58%	58%

High Performance FOGO											
	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	31/32	
Annual Expenditure	\$ 10,655,700	\$ 10,892,200	\$ 11,060,700	\$ 11,225,600	\$ 11,393,800	\$ 11,565,300	\$ 11,740,200	\$ 11,918,500	\$ 12,100,500	\$ 12,285,900	
Annual Income	-\$ 2,112,600	-\$ 1,702,900	-\$ 1,728,500	-\$ 1,754,400	-\$ 1,780,700	-\$ 1,807,400	-\$ 1,834,500	-\$ 1,862,000	-\$ 1,890,000	-\$ 1,918,300	
Annual Net	\$ 8,543,100	\$ 9,189,300	\$ 9,332,200	\$ 9,471,200	\$ 9,613,100	\$ 9,757,900	\$ 9,905,700	\$ 10,056,500	\$ 10,210,500	\$ 10,367,600	
Accumulated Expenditure	\$ 8,543,100	\$ 17,732,400	\$ 27,064,600	\$ 36,535,800	\$ 46,148,900	\$ 55,906,800	\$ 65,812,500	\$ 75,869,000	\$ 86,079,500	\$ 96,447,100	
Annual Savings	\$ 223,500	\$ 77,400	\$ 83,600	\$ 97,200	\$ 111,300	\$ 125,800	\$ 141,000	\$ 156,700	\$ 172,900	\$ 189,700	
Accumulated Saving	\$ 223,500	\$ 300,900	\$ 384,500	\$ 481,700	\$ 593,000	\$ 718,800	\$ 859,800	\$ 1,016,500	\$ 1,189,400	\$ 1,379,100	
Diversion	56%	62%	66%	69%	71%	71%	71%	71%	71%	71%	71%

Draft Strategy

Banyule Bicycle Strategy

V190811



Prepared for
Banyule City Council

3 February 2021



**Contact Information****Cardno Victoria Pty Ltd**

ABN 47 106 610 913

Level 4

501 Swanston Street

Melbourne VIC 3000

Australia

www.cardno.com

Phone +61 3 8415 7777

Fax +61 3 8415 7788

Author(s):

Joshua Hiscock (Engineer)

Callum Thomas (Project Engineer)

Approved By:

Matthew Mudge

Associate Transport Engineer

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1 Introduction

1.1 General

Cardno Victoria Pty Ltd (Cardno) has been commissioned by Banyule City Council to aid in the review and development of a new bicycle strategy. The strategy will build on the achievements of the Banyule Bicycle Strategy 2010-2020 and will support cycling for recreation or transport becoming a viable and safe mode choice for everyone.

This draft strategy report provides a suite of recommendations to assist Banyule City Council to improve the quality of the bicycle network within the municipal boundary, increase connectivity to the surrounding network, and encourage cycling participation. These recommendations have been informed by a comprehensive assessment of the existing bicycle network within the City of Banyule. This assessment comprised the following:

- > A detailed site inspection;
- > Community engagement including consultation with key stakeholders such as Department of Transport (DoT), Council, the Banyule Bicycle User Group and other local stakeholders;
- > An assessment of existing facilities including traffic counts;
- > Collation of Principal Bicycle Network (PBN) and Strategic Cycling Corridor (SCC) databases; and
- > A literature review of existing background documentation including plans relevant to surrounding municipalities and greater Melbourne.

This draft report and recommendations are presented to Council and community for review and comment. Input gained through this process will be reflected in the development of the final Banyule Bicycle Strategy 2020 and strategic action plan.

1.2 Background

The Banyule local government area is located approximately 7km to 21km northeast of central Melbourne. Figure 1-1, shows the municipality in the context of surrounding councils. The Yarra River runs along the south-eastern boundary and Darebin Creek runs along the western boundary. Three Major Activity Centres (MACs) are located within this area, being Heidelberg, Ivanhoe and Greensborough. The La Trobe National Employment and Innovation Cluster (NEIC) is situated to the immediate west of the Banyule boundary, with the Metropolitan Ring Road and Greensborough Bypass located to the north. Banyule is primarily a residential area with a varying topography, including expansive areas of open space particularly along the Yarra and Plenty River valleys. Other key land uses include industrial uses, education institutions, health and leisure facilities.

Figure 1-1 Banyule Local Government Area





Based on the 2016 Australian Bureau of Statistics (ABS) census data, the population of Banyule is increasing at a 0.6% growth rate per annum with a median age of 39 years, higher than the median for both Victoria and Australia. Banyule is identified as having an ageing population which is forecast to continue over the next 30 years, resulting in an increase in the demand of health and aged care services.

In order to minimise the associated cost impact to all levels of government and maintain community wellbeing, it is vital to provide a high level of access to public open space for low-impact recreation as well as good quality active mode infrastructure which decreases reliance on private vehicle transportation. At present car dependency identified as being high in Banyule, coupled with a lack of provision and connectivity of cycling infrastructure. A number of major projects of state significance are planned or occurring within the municipality, providing both an obstacle and an opportunity with respect to the cycling network.

Improving cycling infrastructure is beneficial from a public health perspective, with additional environmental sustainability benefits associated with reduced private vehicle usage. Banyule City Council is committed to environmental sustainability having declared a climate emergency in 2019 and adopted an ambitious target of carbon neutrality by 2028.

1.3 Purpose of the Banyule Bicycle Strategy

The development of the Banyule Bicycle Strategy (BBS) will significantly contribute towards creating a safe, convenient and accessible network of cycling infrastructure for all ages and abilities. Consideration is to be given to linkages with other transport modes and key destinations, while complementing Banyule's natural environment, community character and the community's overall standard of living.

As an overview, the purpose of the BBS is to identify a set of objectives and key strategies to provide a framework for achieving this vision. This strategy seeks to do this by:

- > Establishing a framework for investment that follows a regional and corridor-based approach;
- > Prioritise a series of key actions to improve the provision of key cyclist infrastructure within Banyule;
- > Encouraging investment in advocacy, education and building a strong cycling culture within different groups;
- > Providing measurable benchmarking tools for goalsetting and measuring cycling trends;
- > Considering constraints to cycling within Banyule including topography, scale and demand; and
- > Advocate for inclusion of cycling infrastructure in all state government projects within the municipality.

2 Strategy Background

2.1 Existing Conditions

To inform the development of proposed recommendations to improve Banyule's Bicycle network and increase uptake within the region, Cardno has prepared a background report that investigated the existing conditions of bicycle infrastructure and community sentiment towards cycling within Banyule.

Specifically, the Background Report comprised the following elements:

- > Literature review;
- > Demographic data and cycling statistics;
- > Site inspection;
- > Consultation;
- > Crash statistics and cyclist count data collection; and
- > Assessment of existing infrastructure.

These elements are outlined briefly within the following sections. For greater detail please refer to the Background Report dated 1 June 2020 attached within Appendix A.

2.1.1 Literature Review

A number of background documents and studies were reviewed in developing this BBS, including:

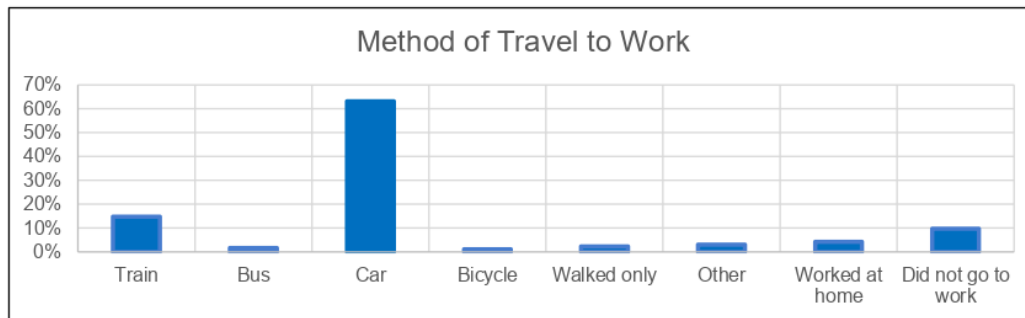
- > Banyule Council Plan 2017-2021;
- > Banyule Integrated Transport Plan (BITP) 2015-2035;
- > Banyule Bicycle Strategy 2010-2020;
- > Banyule Bicycle Route Review 2018 (draft);
- > Banyule Safe Travel Plan 2016 – 2026;
- > Neighbouring Council Bicycle and Transport Strategies;
- > Strategic Cycling Corridors – Overview Document for Councils 2019;
- > Bicycle Facilities at Banyule Rail Stations – Report 2019;
- > Victorian Bicycle Strategy 2018-2028;
- > Movement & Place (M&P) Framework 2019; and
- > Northern Regional Trails Strategy 2016.

2.1.2 Demographic Data and Cycling Statistics

Demographic data collected in the 2011 and 2016 Census including age and employment distribution were compared against travel to work data throughout Banyule. In summary the following was observed:

- > The median age of Banyule residents is 39 years old, with a greater proportion of older residents compared to Greater Melbourne – highlighting a need for Disability Discrimination Act (DDA) compliance, public and active transport infrastructure;
- > 71% of working residents commute outside Banyule whilst 36% live and work within Banyule;
- > Mode choice is generally outlined in Figure 2-1, outlining a high proportion of vehicle and train travel;
- > Of those that cycled to work (1%), 85% of those surveyed were male and the majority of cyclists (58%) were between ages 30-49 years; and
- > Average trip distance for cyclists within Banyule is 8km and for a duration of 36 minutes, it is noted that the CBD is located approximately 7km/h southwest of the southern border of Banyule.

Figure 2-1 Method of Travel to Work



2.1.3 Site Inspection

To build on the understanding of the cycling network and environment within Banyule, particularly from a cyclists' perspective, Cardno representatives undertook an extended site inspection on 23 January 2020.

During the site inspection, the following was generally observed:

- > Within town centres there are limited facilities provided for cyclists.
- > The topography of Banyule is generally defined by hills which combined with its distance from the CBD makes commuting regularly to and from the city from Banyule challenging for cyclists;
- > Train Station car parking appeared to be exceeding capacity (i.e. cars parked on kerb), whilst bike parking at stations is inadequate;
- > Bicycle infrastructure leading to and at railway stations is generally limited;
- > While bicycle paths are provided in certain areas, they are not necessarily connected and often abruptly terminate;
- > Off-road shared paths typically do not connect seamlessly to on-road facilities creating a number of missing links; and
- > Wayfinding generally was lacking and did not sign connections sufficiently.

2.1.4 Crash Statistics and Cyclist Count Data Collection

In the five years between 2014 and 2018, out of a total of 977 crashes reported, 98 crashes (approx. 10%) involved cyclists.

- > A majority of the crashes occurred on a weekday (approximately 83% of cyclist related crashes);
- > 91% of bicycle crashes involved a collision with a vehicle;
- > Of the total cyclist associated crashes, no fatal crashes were reported and were only deemed serious and minor, at a proportion of 27% and 73% respectively;
- > Crashes are generally dispersed throughout Banyule, with particularly high-risk areas located within and between the southern border of council area and the Heidelberg town centre;
- > Around one-third of cyclist crashes reported that a party involved was under the influence of alcohol highlighting a need for safer bicycle infrastructure and increased education around driving under the influence;
- > Approximately 56% of the recorded cyclist crashes occurred at intersections and 44% at non-intersection locations; and
- > Only 1% of crashes were reported at off-road locations. As noted previously, as crash stats data relies on reported incidents, these are often not presented at off-road facilities.



2.1.5 Assessment of Existing Infrastructure

2.1.5.1 Existing Network

Key public realm infrastructure for cycling typically includes on-road and off-road paths, bicycle parking and wayfinding signage. Broadly speaking, Banyule has good provision of off-road paths for cycling, however there is a lack of on-road facilities and connections to these off-road paths.

When cycling in Banyule, it is considered that wayfinding signage is sporadic. Whilst there are good examples of wayfinding signage, there are also key locations where more could be done to direct cyclists to connecting cycle routes. Furthermore, there are examples where wayfinding signage suggests routes which are discontinuous, or where an alternative route may be more appropriate.

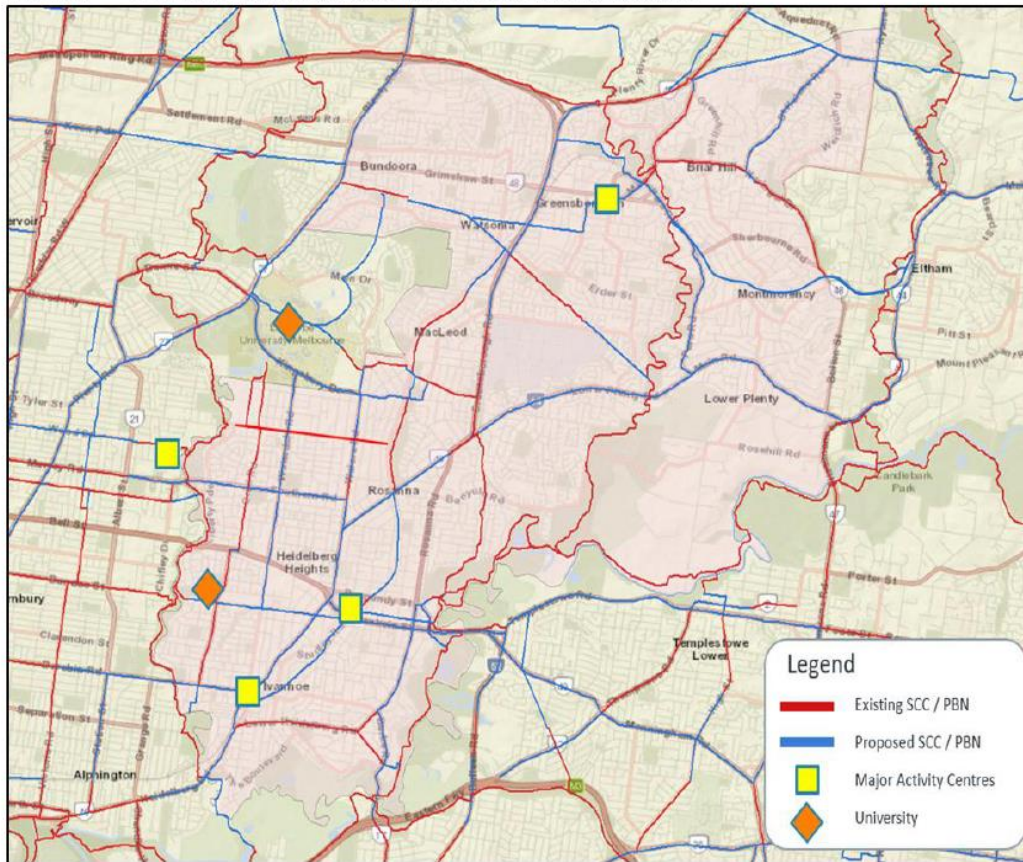
Banyule's cycling network consists of a combination of Principal Bicycle Network (PBN), Strategic Cycling Corridor (SCC), Local Bicycle Network (LBN) links and off-road trails as shown in Figure 2-2.

Principal Bicycle Network (PBN) – The PBN is a network of existing and proposed bicycle routes that provide access to key destinations in the Melbourne metropolitan area. The PBN is generally aligned along the arterial road network and major collector roads within Banyule, focused on connecting 'anchor' destinations such as Central Activity Districts. The quality of paths along the PBN varies greatly with some areas yet to be sufficiently developed to facilitate the proposed function.

Strategic Cycling Corridors (SCC) - The SCC network was first developed in 2015 by VicRoads. The network seeks to provide a safe alternative transport mode which will result in a lower-stress transport experience compared to other modes of transport. SCC are destination focus and priorities the safety of the rider, followed by the directness of the route. SCC are a subset of the PBN and are the most important routes for people cycling for transport as they link up important destinations (*Victorian Cycling Strategy 2018-28*).

Combining the existing and proposed PBNs and SCCs, Figure 2-2 outlines the combined existing and proposed cycling routes throughout the network. Although there are many routes proposed across the network, many are still to be implemented leaving significant gaps throughout the network, including within the proximity of major activity centres. This map provides a picture of the difficulties confronting cyclists within the municipality, with direct routes generally not supported throughout. It is noted that although these maps were last dated in 2016, based on observations during site inspection, this figure continues to provide an accurate representation of the existing network.

Figure 2-2 Existing and Proposed Strategic Cycling Corridor & Public Bicycle Network



Network routes courtesy of Department of Transport (Dated July 2016)

2.1.5.2 Topography

Banyule is described as having an undulating topography, with the elevations typically higher in the north than in the south. From a cyclist’s perspective, the undulating terrain is more notable in the eastern and northern portions of the municipality surrounding Greensborough and Montmorency where gradients in excess of 5% are common.

In combination with typically lengthy commuting distances required from Banyule residential areas to key employment centres (i.e. CBD, La Trobe University) the surrounding topography is considered to create a significant barrier for daily commuting trips.

2.1.5.3 Major Activity Centres (MACs)

The absence of on-road paths is notable towards and through the centre of Banyule’s MACs, at Ivanhoe, Heidelberg and Greensborough. Generally, cycling related infrastructure within activity centres include bicycle parking hoops, wayfinding signage, warning signage and bike lanes, either dedicated or shared, is lacking

In terms of railway station bicycle parking, ‘Parkiteer’ secure bicycle parking has been provided at Greensborough, Heidelberg, Rosanna, and Watsonia Railway Stations. It is understood that all other stations in Banyule are provided with bicycle hoops at a minimum, albeit limited in some cases. Upon inspection, it appears that existing bike parking at stations has room to accommodate further demand, with the exception of Ivanhoe Station.



2.2 Consultation

An engagement workshop was held at Banyule City Council on Wednesday 5 February 2020. The workshop was organized and jointly hosted by Cardno & Banyule City Council, and had approximately 30 attendees from Department of Transport (DoT), local Bicycle User Groups (BUG), council members, Bicycle Network and other local groups for comments on the current and future Banyule bicycle network. For stakeholders that could not attend, feedback was also received via e-mail and over the phone.

Comments were sought on the positive and negative aspects of the existing bicycle network within Banyule as well as any opportunities that these groups see for improvement throughout the municipality. Some of the key themes identified from the consultation are highlighted below:

- > There is a strong demand for additional bicycle parking infrastructure which includes increased parking at schools, town centres, parks and railway stations;
- > Signage for pedestrians and cyclists was highlighted regularly by stakeholders as a major issue to be addressed;
- > Increased community engagement in regards to cycling within the municipality including education, training beginner routes and promotion at schools is required;
- > Banyule has an opportunity to advocate for cycling infrastructure to be included within major transport projects such as North East Link Projects (NELP) and the Hurstbridge Railway Line Upgrade; and
- > Greater connectivity is required between and at major activity centres, neighbouring council networks, La Trobe University, community facilities such as parks, sports fields and skate parks, schools and hospitals.

2.3 Summary of Issues

The background work undertaken in the preparation of this strategy has identified the following:

- > Anticipated rapid growth in the northern region reaching a population of 1.6 million people in 2050 (Victoria in Future, 2016) coupled with the ageing population of Banyule highlights the need for associated open public realm space, health and aged care services;
- > A significant number of paths have missing links throughout the network. Currently, cyclists have to navigate roads without satisfactory cycling facilities, take detours or dismount and walk along the pedestrian footpaths, particularly in town centres;
- > There is typically no road space allocated to bicycle infrastructure throughout Banyule, there also appeared to be limited bicycle parking available in town centres;
- > Female riders represented just 15% of Banyule cyclists which is below average female ridership representation in Victoria (22%);
- > A majority of the cycling associated crashes occurred during weekdays, which could be related to cycle commuting to work;
- > Physical barriers to bicycle network connectivity such as major road, rail lines, rivers and topography;
- > General concern regarding the impact of the North East Link project to cycling connections and breaking any momentum; and
- > Only 14% of the LBN are off-road cycling facilities. Most of the cycling associated crashes were reported along on-road cycling routes. Off-road facilities are generally safer for cyclists as these facilities have greater horizontal separation from vehicles than that of on-road facilities.

2.4 Summary of Opportunities

Similarly, a range of opportunities has also been identified in the preparation of this strategy that have been further explored and reflected in the recommendations.

- > There is an opportunity to increase the number of commuter cyclists to the CBD through the provision of high-quality cycling facilities and more direct commuter cycling routes within Banyule, given the demand for this commuting movement. Based on 'idcommunity' profile data, only 1% of the working residents preferred cycling as their main method of travel versus 63% using a car. This presents an opportunity to introduce means to encourage a modal shift from vehicles to cycling;
- > There is also an opportunity to provide direct cycling routes through realignments and provision of missing links;



- > There are numerous opportunities to provide additional and more direct routes to improve travel time as well as safety, particularly for cyclists;
- > The identification of key trip attractors and the bicycle infrastructure network provides an opportunity to prioritise key areas, for example ensuring safe connections to schools and recreational facilities;
- > Improving safety by reducing the road speed limits in appropriate locations, particularly within and around town centres. This would improve safety benefits with minimal effect on vehicle travel times;
- > There are opportunities to increase bicycle parking and connections to railway stations, recreation reserves and schools, where car parking in many areas is at or is close to capacity, bicycle parking provides an alternative option;
- > Promote and implement grass roots community measures to increase the uptake of cycling; and
- > Investigate opportunities to provide additional end of trip facilities to encourage and facilitate cycling.

3 Benchmarking

3.1 Vision

The vision of this cycling strategy is:

- > To ensure that cycling is a safe alternative mode of transport throughout the whole municipality;
- > To make Banyule a cycling friendly region for all ages;
- > To significantly increase the use of cycling as a mode of transport and reduce the dependence on private vehicles; and
- > To embrace a cycling culture and its health, social, environmental and economic benefits; and
- > To continue to promote cycling for transport to work, studies and recreation.

3.2 Benchmarking

To achieve this vision the following benchmarking concepts are introduced to begin contemplating some broad targets that Banyule City Council can seek to achieve through the establishment and implementation of a Bicycle Strategy.

These benchmarking concepts are intended to be objectives of the Banyule Bicycle Strategy that are also measurable indices that Banyule could check prior to and after the implementation of cycling facilities / promotion throughout the region.

As such it is envisaged that each benchmarking concept introduced is measured via appropriate tools on a regular basis to determine the effectiveness of treatments. This may be on a municipality wide basis or via 'spot checks' within the relevant vicinity of key areas such as schools, stations and activity centres.

3.2.1 Volume Increase

The primary benchmarking indicator for measuring the increase in cyclists is determined by simply counting the number of cyclists at different points in time. The increase in volume of cycling is and can be widely measured within Census data, but also on local level with targeted cyclist counts along popular routes.

There is one (1) permanent bi-directional bicycle counting station located on the Darebin Creek Trail near Heidelberg Road and Willowbank Grove, Ivanhoe. The counter location can be used to establish a profile and trends that measure the increase of cyclists over time. However, with only one counter, this provides a limited picture of the wider municipality. Installation of additional counting stations and/or undertaking regular cyclist counts (i.e. annually) within Banyule would be required to effectively assess the effectiveness of treatments over time.

3.2.2 Gender Ratio

A high proportion of female cyclists is a strong indication of the health of a city's cycling environment. The higher the proportion, the better the cycling infrastructure. In the top international cycling cities, women tend to comprise around 50% of cycling numbers. Generally, this benchmark is most easily measured through Census data as gender is not something that is generally measured in a typical cycling count.

3.2.3 School Aged Children

A key way to gauge the change in trend of cycling is to observe the proportion of children cycling to school. An increase in school aged children riding to school will likely have flow on effects as they are more likely to consider cycling in the future.

Additionally, in the short-term the independence provided to children by cycling may reduce the requirement of vehicle trips by their parents including school drop-offs, to sporting training and events, and socially to the shops and friends' places.

Through the establishment of a close relationship between schools regarding the promotion of cycling through the City of Banyule, the proportion of school aged children cycling may be measured by surveying schools / students / parents or through observing school's bicycle parking data.



3.2.4 Road Speed

30km/h road speeds are quite common in European cities for local and residential streets where cycling infrastructures exists. The prevailing justification is that the severity of injuries to pedestrians and cyclists in collisions involving motor vehicles is much less than that at 50 km/h, and that lowering link speeds has a marginal impact on vehicle journey times in cities, compared with delays at intersections. From a local context, we are beginning to see inner-city municipalities trial and adopt 40km/h road speed limits, to improve the safety and comfort for cyclists.

Within Victoria, Yarra City Council has widely adopted 40km/h speed limits on local roads and recently been trialling 30km/h road speed limits in portions of Fitzroy and Collingwood, with the 12-month trial resulting in Council recommending to retain areas of 30km/h road speed limits permanently. Similarly, Maribyrnong City Council as part of their strategy to improve road safety and increase cycling as a mode of transport throughout the municipality is adopting a 40km/h speed limit on all local streets.

Given the topography, size and density of Banyule it is considered that a widely adopted speed reduction across the municipality is not necessarily appropriate, however in certain locations, the reduction of road speed in combination with supplementary treatments may greatly assist in reducing increasing confidence and safety for cyclists within Banyule.

For clarity, within the context of improving conditions for cyclists, it is considered that the speed reduction has to be signed to be properly effective. For example, a reduction in the average traffic speed to 40km/h from 50km/h due to congestion is anticipated to have less of an impact in increasing the perceived safety of the roadway for cyclists compared to a signed 40km/h speed zone.

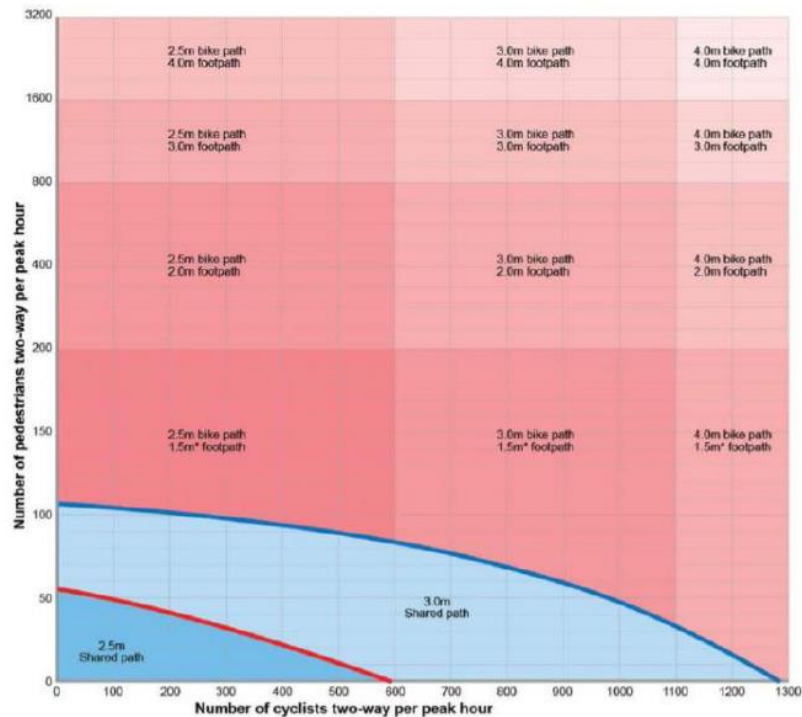
3.2.5 Fit-for-Purpose

In the review of pedestrian, vehicle and cycling counts, Banyule Council should ensure that the cycling infrastructure, such as on-road cycle lanes and shared user paths, are fit for purpose. There are many factors which inform this, however main considerations include providing sufficient widths and quality of infrastructure to ensure that the bicycle passage is maintained and provides an appropriate level of comfort and safety.

Considerations for fit for purpose should consider the volume and type of cyclists. For example, surrounding schools, on-road bicycle paths on busy streets are less appropriate and less likely to be adopted, whilst on-road paths on quiet, local roads or off-road paths are more appropriate.

Regarding volumes, Cycling Aspects of Austroads Guides (Austroads 2017) Figure 3-1 below outlines the types of cycling paths recommended in areas with high proportions of cyclists and pedestrians.

Figure 3-1 Path Widths for a 75/25 Directional Split



Source: *Cycling Aspects of Austroads Guides (2017)*

3.2.6 Mode Choice

As shown in Figure 2-1, cycling within Banyule comprises a very low portion of mode choice for people travelling to work (1%). As such, this benchmarking device, as measured within the Census may provide a clear indication in the future, if implemented strategies are increasing this aspect.

It is noted, that there are many other less measurable trips that the community must make a decision of mode choice. Examples include:

- > Regular trips to the shops
- > Recreation trips (including riding to the park as opposed to driving);
- > Trips to sporting events, pool and gym facilities; and
- > Any other social trip made.

3.2.7 Cycling Safety

As outlined within Section 2.1.4, throughout Banyule there were 98 reported crashes involving cyclists over the last 5 years. Although a large proportion of this strategy focuses on increasing bicycle use throughout Banyule, the other and equally important focus is to ensure that cycling within Banyule is safe.

Generally, it is considered that the two goals can be considered in the same light, as increasing the actual and perceived safety will likely encourage new users who may be more uncomfortable than existing cyclists to adopt cycling.

Going forward, it is important to look at crashes involving cyclists under a lens that also considers the increase in cycling trips. For example, if there are approximately 20 crashes involving cyclists per year at current, if the number of cycling trips doubles over the next 5 years and 20 crashes per year is retained, the number of cycling incidents per trip has effectively halved. Nonetheless, the aim should and always will be minimise the chance an occurrence of incidents as much as possible.

4 Considerations

4.1 Government Policy

Changes to cycling policy enforce a structural and cultural change at all levels, policy changes can be made by Council through changes during revisions of the Planning Scheme, or through advocacy to key stakeholders including VicRoads / DoT the State and Federal Government and inclusion within major projects within the municipality.

Policy changes may be indirect or direct and include measures such as:

- > Elevating the status of cycling within local government and advocating to elevate the status of cycling within State and Federal Government;
- > Increasing bicycle parking at new developments including private parking on-site and publicly available on-street bicycle parking;
- > Reducing the requirements for car parking and therefore encouraging shifts to active and public transport;
- > Including requirements to provide e-bike charging stations;
- > Ensuring public space and council assets provide parking and end of trip facilities.

In order to be effective, policy changes should be consistent at all levels of government, and accord to neighbouring municipalities. In order to be successful, projects and programs will need to be focused at addressing the needs of different groups, issues and locations. Funding similarly will be required to be split across several programs and be committed across a number of years to ensure momentum in continuing to build a cycling culture throughout Banyule.

To encourage support within Council, rides could be organised for local councillors including both within their municipality and exemplary areas nearby to provide an understanding of the potential opportunities of a cycling network and existing issues and constraints within their network.

Prior to the commitment of new infrastructure, Council can also consider conducting trials including reallocation of road space, road closures or other temporary measures to gauge local support to cycling improvements within an area.

4.2 New Infrastructure

Naturally, the provision of new and/or improved infrastructure will encourage existing or potential cyclists to adopt cycling as a mode choice. These could be for factors such as:

- > Decreasing travel time by providing an easier, more direct or prioritised route;
- > Increasing the safety of the journey;
- > Increasing trip comfort and ease of use; and
- > Enhancing the aesthetic journey, particularly for recreational trips.

Although, there are wide variety of infrastructure improvements to improve cycling throughout the Banyule bicycle network, infrastructure improvements should generally targeted to align with other objectives of this strategy and encourage repeated choice of cycling as a mode within the following areas and for relevant user groups:

- > Schools,
- > Stations; and
- > Commercial and shopping precincts.

Some example treatments available to improve the cycling infrastructure are outlined below:

4.2.1 On-Road (Mid-block) Facilities

On-road mid-block facilities should assist with allowing cyclists to be remain a safe distance from live traffic and allow for travel at moderate to high speeds (30+km/h). Some examples of mid-block facilities that can be provided include:

- > Protected bike lanes (i.e. Copenhagen or kerb-separated);

- > Unprotected on-road bike lanes;
- > Bus-Lanes;
- > Sharrows;
- > Contra-flow bicycle lanes (i.e. one-way for vehicles, two-way for cyclists)
- > Wide kerbside lanes or shoulders

Noting that Banyule is generally a well-developed municipality with established roads limited available space to install new infrastructure, the construction of on-road cycling infrastructure will likely rely on space in the road reserve being reallocated to prioritise cycling.

Creating space for cycling can be achieved by a number of mechanisms including:

- > Road widening including of the verge, median, and shoulders;
- > Indenting or restricting car parking;
- > Removing traffic lanes;
- > Closing a road to vehicles; and
- > Adjusting the existing carriageway (i.e. narrowing traffic lanes).

4.2.2 Intersections

It is also important to consider the intersections of the road network with off-road paths. At these locations treatments such as the following may be provided

- > Dedicated signal phases;
- > Bike boxes;
- > Hook turn boxes (see Rathdowne Street example in Figure 4-1);
- > Refuges;
- > Multi-lanes (i.e. roundabouts)
- > Slip lanes;
- > Raised crossings;
- > Cyclist priority crossings (shared path has priority over vehicle movements) (See St Georges Road example in Figure 4-1); and
- > Signalised crossings (including provision of dedicated bike lane).

4.2.3 Off-Road Paths

Off-road cycling paths are generally broken down into three categories, and depicted in

1. Shared User Paths (SUPs) where the space is shared by both pedestrians and cyclists (left)
2. Exclusive Bicycle Paths for cyclists only, which may be sealed or unsealed. Typically, pedestrians are provided with their own path adjacent to the bike path (middle); and
3. Separated zones within a single path or carriageway (right).

Figure 4-1 Off-Road Paths



As outlined within Figure 3-1, the provision of each should consider bicycle and pedestrian volumes.

4.2.4 Other Considerations

Transitions

At transition locations where the on-road bike lane meets the off-road bike path, ramps should be provided linking the path and road carriageway. At these locations wayfinding signage should also be provided to assist cyclists transition into the changed environment.

Sight distances should be clear so that cyclists have visibility of pedestrians & vehicles when approaching and travelling across the ramps. In higher speed environments, pavement markings and signage directed at vehicles should be provided in addition to the ramps.

Pedestrians should not be able to mistake the ramp as a crossing location.

Soft / Indirect Measures

A number of other infrastructure requirements that are generally required to support cyclists including both on and off road include:

- > Wayfinding;
- > Bicycle Counters;
- > Fixiteer Stations;
- > Lighting;
- > Speed Reduction; and
- > Pavement Repair.

Figure 4-1 highlights examples in Melbourne of some of the measures identified in the preceding sections.

Figure 4-2 Example Cycle Network Treatments



Signalised Bike Hook-Turn
(Rathdowne Street, City of Melbourne)



On-Road to Off-Road Transition
(Napier Street, City of Yarra)





Road Narrowing with Cycling Priority
(Ethel Street, City of Darebin)

Cycling Priority Crossing
(St Georges Road, City of Darebin)

4.3 Safer Routes

All new and existing facilities should be considered proactively to be made as safe as possible. Increasing the safety of routes, will increase confidence of cyclists and make the journey more enjoyable resulting in repeated choices of cycling as a mode choice.

Victoria's 'Towards Zero' plan aims to ensure no one is seriously injured on the roads. 10% of the overall \$1.4 billion dollar investment is focused on infrastructure for pedestrians and safe cycling and includes measures such as:

- > Protection for vulnerable users including separate lanes for cyclists;
- > Raised crossings at intersections with off-road shared paths;
- > Traffic calming in busy areas such as shopping strips and town centres; and
- > Reducing speeds including to 30km/h on local roads to reduce the likelihood of road trauma.

Considering the topography of Banyule, it is noted that more on-road protection is required for cyclists who are ascending hills as their speed differential to adjacent vehicles will be higher. Cyclists tend to 'wobble' more uphill, as it requires more effort compared to flat and downhill environments.

4.4 Bicycle Parking

Bicycle parking serves as the end terminal allowing cyclists to safely and reliably secure their bike. As such, parking supply and convenience is a key determinant of cycling for both current and potential cyclists.

For example, if the location of safe parking is not known to a gym patron, a potential cyclist may choose to drive under the expectation that their bike may be stolen or damaged when left unattended.

The wide presence and high visibility of bicycle parking at important destinations including shopping precincts, work places, schools, public transport facilities and recreational facilities encourages the take up of cycling.

Bicycle parking can increase the catchment area of public transport and the convenience and presence of well positioned bicycle parking spaces and hoops can encourage a change in mode, particularly in busy or paid parking areas. In long-term parking areas (such as railway stations) highly visible areas with consistent video or public surveillance should be provided.

It is noted that, as part of this strategy's investigation within Banyule, the occupancy of Parkiteer stations at stations remained relatively low. Usage of these facilities may be low if people are not aware of their existence or consider the sign-up process a barrier. Whenever any of the advocacy channels outlined in the following section are implemented, the use of Parkiteer stations and any other relevant parking facilities (i.e. at workplaces) should be encouraged as appropriate.

4.5 Advocacy

In addition to the initiatives outlined above, creation of a cycling culture within the municipality can be kickstarted or accelerated by a wide variety of advocacy tools as outlined below:

4.5.1 Online Resources

Banyule has a great opportunity to update its on-line cycling resources which are currently limited.

Information that can be included on the website, potentially on a dedicated cycling page include:

- > Online cycling maps including
 - Route maps;
 - Locations of bicycle parking;
 - Locations of bike maintenance 'fixiteer' stations; and
 - Locations of bike shops.
- > Training and education events and services such as bike skills, ride to school and community rides;
- > Bike hire / loan (potentially free)



- > Links to wider available resources such as community cycling groups, Parkiteer registration, Bicycle Network and other useful resources
- > Links to grant application opportunities; and
- > Dedicated Council contact information.

4.5.2 Training and Education

There are many resources available to assist in cycling education and encouragement as outlined below.

4.5.2.1 Education Modules

Road Safety Education Victoria (roadsafetymodules.vic.gov.au) provides a wide range of modules and learning tools aimed at all ages from pre-school through to tertiary including many that focus on all sorts of aspects of cycling.

These can be all found at the online resource: <http://www.roadsafetymodules.vic.gov.au/>

4.5.2.2 Council / User Group Training Schemes

The implementation of training schemes to teach existing or potential cyclists bike handling, repair, maintenance and education on cycling, including sharing of local tips within the area is a great way to encourage more people to ride.

These events can be formal events supported through Council funding or through volunteers, or informal booths and promotion events in high activity areas with offerings such as free coffee. Throughout the consultation process for the Banyule Bicycle Strategy a number of organisations discussed the value of these and are likely to want to be involved, including Bicycle Network Victoria, local Bicycle User Groups and youth groups. As discovered through the consultation process, there are likely to be many groups within Banyule willing to assist that could be greatly successful backed with the right support and promotion.

4.5.3 Events

Encouraging participation in events such as triathlons, fun rides or trail days is a great way to introduce and familiarise people of all ages with cycling. With this encouragement and support, riders may feel more comfortable to take up cycling on a more regular basis.

Considering Banyule's provision of trail rides and wide open spaces, there is a great opportunity to provide a number of off-road events that could introduce or encourage the uptake of cycling.

4.5.4 Ride To School

Encouraging cycling within schools can and should be facilitated by a wide variety of methods including:

- > Increasing safe and secure bicycle parking provision at schools;
- > Encouraging participation in Bicycle Network Australia's national ride to school day and RACV Great Victorian Bike Ride;
- > Ensuring that bicycle infrastructure surrounding schools facilitate the safe movement of young cyclists, including additional provisions at signalised crossings, off-road paths where possible and wide, smooth and safe footpaths where not currently provided;
- > Encouraging parents & teachers to take up cycling as ambassadors as role models; and
- > Exploring potential reward schemes.

Figure 4-3 Ride to School



Image Courtesy of Bicycle Network Australia

4.5.5 Bicycle Share Programs

Public bicycle share programs make bicycles available for rent throughout an area, they are typically implemented to increase cycling levels and to facilitate the beginning and end of public transport journeys.

Studies of the effectiveness of these programs generally have mixed results. Within Melbourne, these programs have a well-publicised history of issues, however there remains an option to increase the number and popularity of a cycling within an area.

Within Banyule specifically, due to the surrounding topography, population density and size, generally it is considered that the typical programs on manual bikes are unlikely to be successful. However, the recent introduction and possibility of electric bicycle share programs (even on a local rented level) may make this option more viable.

Figure 4-4 Jump Electrical Bike Share (Uber)



Image Courtesy of RACV

4.5.6 Open Streets (Car-free Days)

'Open Streets' refer to temporarily closing streets to vehicle traffic to allow the public to reclaim the streets as a public space allowing for safe walking and riding. These days can be created by annual local fates or festivals, and provide an opportunity for Council to promote alternative transportation.

4.6 Other Considerations – Impacts of Covid-19

Commencing in March 2020, the wide reaching impact of Coronavirus including social distancing, changes to work routines and employment throughout Victoria is likely to extend for a period of months or even years. Looking forward, the implications of Covid-19 are also likely to extend to Victoria's transport network with ongoing discussions regarding the impacts including:

- > Reducing the capacity of public transport due to social distancing;
- > Workplaces have been called to stagger their work hours to spread peak flows, and to adjust their typical hours of operation and requirements, with many more workers to work from home; and
- > As public transport becomes less viable commuters and travellers will be forced to rely on alternative transport modes including private vehicles and bicycles.

Regarding cycling specifically, if more commuters are drawn to private vehicles it is possible that the network becomes even more congested compared to pre-Covid-19. As such cycling is likely to become much more attractive as it is likely to become more efficient, particularly where employees live within a rideable distance.

It is noted that within the month of April 2020 during Stage 3 restrictions (everyone to work at home except for essential workers), studies undertaken by the Bicycle Network have shown that cycling volumes have increased by 270% compared to November 2019. This is particularly the case with many people seeking to pursue activities to provide a break from the house and to remain active. Specifically, in the vicinity of Banyule, a count on the Koonung Creek Trail showed an increase of 237% from 192 riders on 10 November 2019 to 455 on 25 April 2020.

4.7 Other Considerations – Induced Demand

When considering the construction of new infrastructure, the concept of induced demand should be considered. Regarding traffic, induced demand is the public's natural reaction to the increase in space, that is if you build more space for traffic, than you may get more traffic.

By constructing new infrastructure travellers can be caused to:

1. Re-route;
2. Re-time;
3. Re-mode;
4. Re-locate;
5. Re-evaluate (to take or not to take); or
6. Stick with the status quo.

Regarding cycling, induced cycling trips represents trips that would not have previously been made by a bicycle. A focus of this strategy is targeting an increase in the amount and quality of space provided to cyclists, whilst improving infrastructure and hence the experience of cyclists on the network. Unless new cycling trips are induced (including increasing the frequency of trips), the investment in cycling is generally considered to have no impact on traffic congestion, public health or emissions.

As such, through encouraging cycling trips within Banyule the key objectives of the Banyule Bicycle Strategy are to:

- > Re-mode: Influence travellers to re-mode existing trips from vehicles to cycling trips such as trips to work, school or the shops;
- > Re-evaluate: Influence travellers to re-evaluate a decision not to travel, to travel by bike (i.e. take-up recreational rides); and
- > Re-route: Influence travellers in vehicles to travel along vehicle priority routes, and cyclists to travel on cyclist priority routes.



It is noted that in the increase in demand on newly constructed cycling facilities continues to increase over time often years after construction. This is generally considered to occur in low cycling modal share areas, as more people take up cycling as a mode of travel over time.

4.8 Other Considerations - Priority

Before considering the cost of implementation of any treatment, the objective of the treatment and the likelihood of its effectiveness should be considered. Important considerations include:

- > Areas with a relatively flat topography – As a significant portion of Banyule is subject to undulating terrain it is less likely that cycling will be adopted in these areas by new cyclists. As such, flatter terrain areas should generally be considered a higher priority;
- > Traffic volumes and speeds – On-Road paths where cyclists are encouraged to travel adjacent to high speed and high volume traffic are generally not conducive to a feeling of perceived safety. On connecting routes, local street routes may be prioritised whilst within town centres single lane roads and low-speed environments should be actively encouraged through the introduction of infrastructure and signage. Generally, these routes that can be encouraged to fit these criteria have been identified within the PBN and SCC networks.
- > The route / treatment services a significant population – treatments should be focused in areas where usage if encouraged appropriately is likely to be high. This includes residential areas in the vicinity of schools, stations and activity centres.



5 Recommendations

5.1 General

Due to the scale and topography of Banyule and significant differences in the requirements and demand for bicycle facilities within the municipality, Recommendations have been completed on an area and objective basis.

Within the subsequent sections, a summary has been completed for areas within Banyule for identified as:

- > General Themes (Municipality Wide)
- > Major Activity Centres;
- > Neighbourhood / Industrial Centres;
- > Off Road SUPs / Trails;
- > Stations; and
- > Schools.

These summaries provide an understanding of the existing characteristics, key destinations for cyclists and issues and barriers relevant to the area to be overcome have been identified.

Following this, high-level recommendations have been provided for each area. Generally, these have focused on objectives that allow for flexibility and require further development prior to selecting specific treatments. In some instances significant choke points or connection issues have been identified that are important to address.



5.2 General Themes

Table 5-1 outlines the general characteristics, barriers and proposed recommendations that generally apply to the wider Banyule municipal area.

Table 5-1 General Recommendations

Location	Characteristics	Destinations	Issues / Barriers	Recommendations
Banyule	<p>Expansive area</p> <p>Changing Topography</p> <p>Lack of Bicycle Parking at Key Locations</p> <p>Significant physical barriers (i.e. Rivers / Arterial Roads)</p>	<p>Activity Centres</p> <p>Commercial Areas</p> <p>Recreational Facilities (Parks / Sports Grounds)</p> <p>Schools</p> <p>Stations</p>	<ul style="list-style-type: none"> > Lack of Cycling Facilities on Primary and Local Streets > Lack of Parking > Lack of Direction and Connectivity > Access and parking at key destinations 	<ul style="list-style-type: none"> > Develop a wayfinding and signage strategy for the Local Bicycle Network that complements the current and planned Open Space Planning Trail signage and coordinate with the planned Banyule Walking Strategy wayfinding signage. It should: <ul style="list-style-type: none"> – Prioritise local roads and crossings approaching Activity Centres; and – Include directions to bicycle parking facilities and railway stations. > Complete wayfinding signage and marking for the Banyule Local Bicycle Network including route modification where appropriate for route safety and continuity. > Ensure bicycle parking is provided in any new streetscape works, recreational facility or master planning work within activity centres. > Explore, in conjunction with City Futures and Open Space Planning, the development of a neighbourhood centre that could become an exemplar of cycling connections to schools, shops and public transport and also tie into the State Government Strategic Cycling Network and 20 Minute Neighbourhood framework. > Promote and distribute up-to-date information and maps of Banyule bicycle routes, including the Banyule TravelSmart map, across the community using appropriately accessible and sustainable means. > Commitment by Council to fund ongoing data collection (via bike counts or installing sensors) to analyse usage trends to guide the provision of additional or enhanced infrastructure; support effective financial management of assets by prioritising investment and make information on use available to the public.

5.3 Activity Centres

Table 5-2 outlines the characteristics, existing barriers and issues and proposed recommendations for Activity Centres within Banyule.

Table 5-2 Major Activity Centre Recommendations

Activity Centre	Characteristics	Destinations	Issues / Barriers	Recommendations
Ivanhoe	Local Commercial and Retail Precinct Large Residential, Educational and Recreational Catchment Moderate 'Rolling Topography'	Town Centre / Shopping Precinct Recreational Facilities (Parks / Sports Grounds) Schools > Ivanhoe Grammar > Ivanhoe Girl's Grammar > Ivanhoe Primary > Mary Immaculate Primary Stations > Ivanhoe > Darebin > Eaglemont	> Lack of Cycling Facilities on Primary and Local Streets > Lack of Parking > No connection to surrounding bicycle network (PBN / SCC) > Access and parking at Schools > Access and parking at surrounding Stations	> Advocate for the provision of SSC cycling facilities On-road bike lanes / sharrows through the town centre on Upper Heidelberg Road (this could be facilitated by further speed reduction or extending the existing 40km/h zone as appropriate). > Provide cycling connections from activity centre, stations and schools to surrounding bike network including: – Lower Heidelberg Road to the east – Darebin Creek Trail (at the boulevard); – Livingstone Street and Oriol Road to the west; and – Studley Road to the north. > Significantly improve bicycle parking facilities within the activity centre, stations, schools and surrounding recreational facilities.
Heidelberg	Large commercial and retail precinct Health Precinct Busy arterial network Rolling Topography	Retail and Commercial Precinct Austin Hospital Heidelberg Station Schools > Heidelberg Primary > Our Lady of Mercy > St Johns	> Lack of Cycling Facilities on Primary and Local Streets > Arterial network and natural barriers (Yarra River) limit connection to surrounding network	> Advocate for the provision of SCC cycling facilities through the town centre on from Studley Road (this could be facilitated by further speed reduction to 30km/h). > Create or formalize existing crossing opportunities for cyclists to and from surrounding areas. Noting significant existing barriers include: – Banksia Street; – Rosanna Road; – Burgundy Street; and – Yarra River > Provide cycling priority intersections where relevant particularly consider: – Banksia Street / Studley Road; – Burgundy Road / Jika Street; and – Studley Road / Stradbroke Avenue.



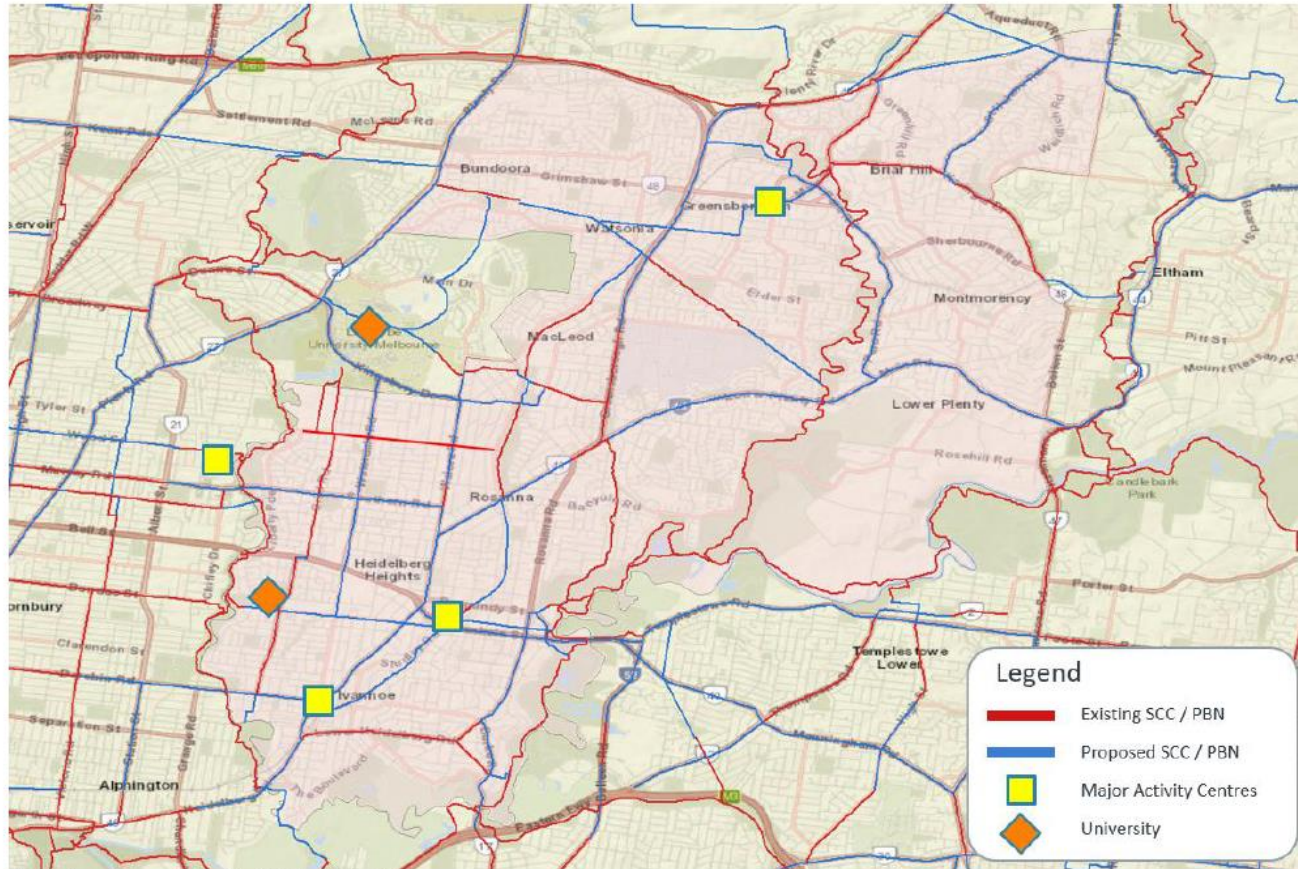
Activity Centre	Characteristics	Destinations	Issues / Barriers	Recommendations
Greensborough	<p>Undulating topography including throughout town centre</p> <p>Dense retail and commercial precinct</p> <p>Bustling centre surrounded by calm local streets</p> <p>Public Transport Hub</p>	<p>Greensborough Plaza</p> <p>Greensborough Station</p> <p>Schools</p> <ul style="list-style-type: none"> > Greensborough Primary > St Mary's > Greensborough College 	<p>Topography</p> <p>Space allocation on Main Street</p> <p>Surrounding Traffic Volumes</p>	<ul style="list-style-type: none"> > Advocate for the provision of SCC cycling facilities through the town centre on Main Street (this could be facilitated by further speed reduction to 30km/h). > Increase bicycle parking availability within activity centre. > Provide dedicated bicycle connections across Grimshaw Street.
Neighbourhood Centres / Industrial Centres	<p>Various Topography</p> <p>Generally Lower Traffic Main Streets</p> <p>More of a "Local Feel"</p> <p>Some Industrial Areas (Generally Flat)</p>	<ul style="list-style-type: none"> > Bellfield > Heidelberg West > Rosanna > Macleod > Watsonia > Montmorency > St Helena > Briar Hill > Bundoora 	<p>Arterial Network</p> <p>Limited connections east-west through the municipality</p> <p>Limited crossing opportunities across Railway Line and River</p> <p>Size of region and varying difficult topography</p> <p>Understanding of North East Link (NEL) Impacts</p> <p>Indirect local street networks</p>	<p>General Recommendations</p> <ul style="list-style-type: none"> > Complete LBN routes within neighbourhood centres to be generally included as part of structure planning or streetscape works. > Work with Major Projects to upgrade bicycle connections including Level Crossing Removal and North East Link and Hurstbridge rail line duplication from Greensborough to Montmorency. > Explore opportunities to provide bicycle parking within neighbourhood centres.



5.4 Connecting Links (PBN / SCC)

Figure 5-1 shows the Existing and proposed Principal Bicycle Network and Strategic Cycling Corridor routes. While this map was developed in 2016 the bulk of these planned networks remain unrealised.

Figure 5-1 Existing and Proposed Strategic Cycling Corridor & Public Bicycle Network



Network routes courtesy of DoT (Dated July 2016)



Many on-road bicycle routes throughout Banyule are discontinuous. Corridors such as Oriol Road in Ivanhoe and Bellfield, are close to functionally complete and yet end abruptly approaching key intersections, in this instance Bell Street.

Further, as most of the routes are yet to be realised, very few areas within Banyule are functionally accessible without relying on a high proportion of cycling on-roads without any bike facilities, and there are large areas where no formal route is provided at all.

As a whole, on-road routes need to be significantly and expediently developed.

While ideal, completion of all routes identified within the SCC / PBN to meet the proposed network is unrealistic in the short to medium term. As such, to assist with the prioritisation with the development of on-road connecting links an example strategy for the staged prioritisation is outlined in Table 5-3 below. Generally this high level strategy for the development of the connecting cycling network is based on the benchmarking and prioritisation framework outlined earlier in this strategy and the SCC and PBN routes outlined in Figure 5-1.

Comprising of a mix of improvements to existing facilities, removal of key barriers and introduction of new routes the following corridors have been identified as priorities:

1. Complete the SCC route in the vicinity of the Hurstbridge Railway alignment from Watsonia via Ivanhoe to connect to the CBD cycling including priority sections:
 - o Macleod Station to Rosanna Station;
 - o Rosanna Station to Heidelberg Station; and
 - o Heidelberg Station to Ivanhoe Station.
2. Provide an east-west cycling connection from Bulleen (Manningham) via Heidelberg Station to Thornbury (Darebin) including:
 - o A new shared user bridge crossing of the Yarra River at the Main Yarra Trail to connect Heide to Heidelberg; and
 - o Provide an on-road bicycle route on Yarra Street or acceptable alternative to connect Yarra crossing to Heidelberg Station Complete the Banyule Shared Trail south of Banksia Street to Burke Road North;
3. Complete the east west power easement trail from Bundoora through Watsonia to the Plenty River Trail in Yallambie including:
 - o A grade separated crossing of North East Link and Greensborough Highway at Watsonia.
4. Complete the cycling connection from Eltham to Bundoora via Greensborough Station including:
 - o From the Macorna Street overpass (to access RMIT University) to Greensborough Station; and
 - o Provide a shared user path along the Hurstbridge rail corridor from Greensborough Station to Eltham Station.



Table 5-3 Connecting Route Recommendations

Item	Objective	Benefits	Recommendation
Incremental Improvements	Identify and connect missing/links at key locations	<ul style="list-style-type: none"> > Cost-effective > Short-term > Upgrades to existing facilities likely to be more effective in the short-term 	<ul style="list-style-type: none"> > Advocate to the Department of Transport to address LBN routes on an activity centre/ neighbourhood centre basis as part of structure planning or streetscape works. > Provide kerb ramps on Livingstone Street at Darebin Creek Trail. > Provide wayfinding signage for cyclists from the end of the shared user path on Greensborough Hwy at Yallambie Road to connect to the LBN into Greensborough (as an interim measure prior to the completion of the North East Link continuous shared user path). > Paved connection and wayfinding signage to connect Main Yarra Trail and Plenty River Trail at Banyule Flats. > Support the development of open space trails as set out in the Northern Regional Trails Strategy.
North-South Activity Centre Route	Completion of on-road north-south routes connecting activity centers from Ivanhoe to Greensborough	<ul style="list-style-type: none"> > Upgrades facilities within and adjacent to activity centers > Provides a more direct route to stations and the CBD for commuting cyclists > Allows for tie-ins and connections with off-road routes > Requirements synergise well with other objectives within this strategy 	<ul style="list-style-type: none"> > Provide on-road bike lane and local streets connecting Studley Road through to a local bike route along streets adjacent to the Hurstbridge line (i.e. Beetham Parade / Ellesmere Parade / Wungan Street). > Develop a crossing at Watsonia or utilize existing Nell Street crossing across Greensborough Road. > Connect Watsonia to Greensborough via a series of comprehensive wayfinding and local road network facilities. > Advocate to the State Government for implementation of a safe direct Strategic Cycling Corridor from Watsonia Station via the Hurstbridge rail line / Heidelberg Road corridor (including protected bike lanes) to the CBD using the following alignments or acceptable alternatives. <ul style="list-style-type: none"> - Section 1: CBD to Heidelberg Road Ivanhoe (outside Banyule). - Section 2: Upper Heidelberg Road through Ivanhoe to Studley Road. - Section 3: Studley Road to Heidelberg Station/ Burgundy Street. - Section 4: Heidelberg to Rosanna in rail corridor (or acceptable alternative). - Section 5: Rosanna Station to Macleod Station along Ellesmere Parade and McNamara Street. - Section 6: Macleod Station to Watsonia Station in rail corridor or upgrade section along Wungun Street. > Advocate for the completion of Strategic Cycling Corridor 3 along Oriol Road - especially addressing the provision of cyclist crossing infrastructure at Bell Street at Oriol Road. > Advocate to the State Government for improvement of the Strategic Cycling Corridors from the M80 shared trail via Plenty Road and La Trobe University to Alphington especially addressing the lack of cycling crossing facilities at Bell Street. > Advocate to the State Government for provision of a safe direct Strategic Cycling Corridors from La Trobe University via Heidelberg Heights to Ivanhoe.



Item	Objective	Benefits	Recommendation
East-West Route	Completion of east-west cycling links across lower Banyule	<ul style="list-style-type: none"> > Provides much needed east-west connection across Banyule > Allows access to adjacent direct north-south links within Darebin for commuters and recreational cyclists > Synergises well with north-south connections > Likely relatively cost-effective 	<ul style="list-style-type: none"> > Investigate the introduction of a new local bicycle network route (LBN13) to facilitate connections from Darebin Creek Trail along Banksia Street at Studley Road to the Main Yarra Trail. Provide on-road bike lanes on Banksia Street between Darebin Creek and Studley Road, also deemed a Strategic Cycling Corridor. > Advocate to the State Government for provision of a safe direct Strategic Cycling Corridor from Eltham Station via Greensborough Station utilising the Hurstbridge Rail alignment to the M80 shared user trail in Bundoora (to access RMIT University). > Advocate to the State Government for provision of a safe direct Strategic Cycling Corridor from the M80 shared trail in Eltham North via Greensborough Station and La Trobe University to Reservoir. > Advocate to the State Government for provision of a safe direct Strategic Cycling Corridor from along the Power Easement Trail from Plenty River Trail at Yallambie through Watsonia to Plenty Road Bundoora. > Advocate to the State Government for provision of a safe direct Strategic Cycling Corridor from Lower Plenty to Plenty Road via La Trobe University utilising Lower Plenty Road and Kingsbury Drive. > Advocate to the State Government for provision of a safe direct Strategic Cycling Corridor from the Hurstbridge rail line pedestrian crossing at St James Road Rosanna to Preston. > Advocate to the State Government for provision of a safe direct Strategic Cycling Corridor from the Main Yarra Trail/ Banyule Shared Trail in Heidelberg via Heidelberg Station and Activity Centre and crossing Darebin Creek at Banksia Street.



5.5 Off-Road Shared User Paths & Trails

Table 5-4 outlines the characteristics, existing barriers and issues and proposed recommendations for key off-road bicycle routes within Banyule.

Table 5-4 Off-Road SUPs & Trails Recommendations



Route	Characteristics	Destinations	Issues / Barriers	Recommendations
Main Yarra Trail / Plenty River Trail	Generally Flat Winding (indirect – not great for commuting) Typically Paved	Heidelberg Activity Centre Greensborough Activity Centre Montmorency Neighborhood Centre Recreational Parks and Activity Areas	Wayfinding signage at key decision locations Wayfinding to off-road parts Provision of on-road paths on adjacent network Unpaved connection between Main Yarra Trail and Plenty River Trail at Plymouth Street	<ul style="list-style-type: none"> > Develop a wayfinding signage plan in conjunction with neighboring municipalities to identify locations where signage can be improved including linking to the on-road network. Identify connection points with LBN / SCC. > Realign the Main Yarra Trail at the Banyule Flats to Plenty River Trail by via a direct and paved route as set out in the Northern Regional Trails Strategy 2016. > Investigate environmentally appropriate lighting options in order to promote and allow for safe commuting at night. > Provide additional bicycle parking at key activity destinations such as playgrounds, ovals, tennis clubs. > Continue to advocate to the State Government for the provision of a SUP crossing of the Yarra River from Heidelberg to Banksia Park in the municipality of Manningham as set out in the Northern Regional Trails Strategy 2016. > Establish further connections across the Yarra River to the municipality of Manningham as outlined in the Northern Regional Trails Strategy 2016 to Birrarung Park (Templestowe) and to Bulleen Park in Bulleen. > Undertake a feasibility study exploring trail improvements to avoid steep sections of the Plenty River Trail and to bring the trail up to Australian Standards.
River Gum Walk / Greensborough Road SUP Banyule shared Trail	Generally downhill from north to south	Watsonia Neighborhood Centre Heidelberg Activity Centre Warringal Parklands Main Yarra Trail	Concludes abruptly at Yallambie Road Arterial Network Doesn't connect directly to any key destinations	<ul style="list-style-type: none"> > Continue to advocate to the State Government for the completion of this Strategic Cycling Corridor connection from Lower Plenty Road to Greensborough. > Continue to advocate to the State Government for the provision of an improved underpass of Banksia Street (<i>Noting that the Main Yarra Trail and Banyule Shared Trail are the same trail in this location</i>). > Continue to advocate to the State Government for the provision of an extension of the Banyule Shared Trail south of Banksia Street to connect to Bourke Road North adjacent to The Boulevard in East Ivanhoe as set out in the Northern Regional Trails Strategy 2016.
Darebin Creek Trail	Generally Flat Winding (indirect – not	Ivanhoe Activity Centre Alphington	Limited River Crossings	<ul style="list-style-type: none"> > Complete the upgrade of the trail including stages 1 to 5 as part of the Northern Regional Trails Strategy 2016 and Banyule Open Space Plan 2016.



Route	Characteristics	Destinations	Issues / Barriers	Recommendations
	great for commuting) Completely Paved	Northland	Wayfinding at key decision locations Provision of on-road paths on adjacent network	> Develop a wayfinding signage plan in conjunction with neighboring municipalities to identify locations where signage can be improved including linking to the on-road network. Identify connection points with LBN / SCC.
Power Easement Trail SUP (Morwell Avenue)	Generally downhill from west to east	Bundoora / Plenty Road Watsonia Neighborhood Centre Plenty River Trail (Potential)	Many missing links Does not connect across Greensborough Road Limited on-road network adjacent	> Complete missing links along the Power Easement Trail including connections to Greensborough and to Lower Plenty Road. Consider installation of wayfinding signage and the use of on-road bike lanes where appropriate. > Include wayfinding signage and cycling priority treatments to facilitate access between Dilkara Avenue and Morwell Avenue. > Continue to advocate to the State Government for the provision of a grade separated crossing at Watsonia Station across Greensborough Hwy/ NEL to make the trail continuous.
All Routes	-	All Destinations	Funding	> Ensure adequate annual funding is provided by Council for shared path maintenance and an annual budget for small projects on the shared path network including installation of additional infrastructure (e.g. bike racks etc)

An existing opportunity to improve connections to the off-road network are outlined within the Figure 5-2 below:

Figure 5-2 Missing link on Main Yarra Trail / Plenty River Trail – Banyule Flats Realignment



5.6 Railway Stations

Topography and distance from the CBD makes commuting solely by bike to the city impractical for many Banyule residents. However, if appropriate facilities are available, hybrid 'pedal and ride' commutes are viable alternatives.

As population density increases throughout Melbourne and roads become more congested, provision of a comprehensive network of bicycle routes leading towards stations and bike parking (but not additional car parking) will assist in making cycling a much more attractive mode to travel to the station.

End-of trip facilities such as 'Parkiteer' or other secure bicycle parking, more accessible hoop parking areas, lighting and security should be provided at all stations within the municipality. Currently, it is understood that the following stations lack secure bicycle parking facilities:

- > Darebin;
- > Ivanhoe;
- > Eaglemont;
- > Macleod; and
- > Montmorency.

Railway stations' on-road bicycle facilities should connect to the nearest surrounding Local Bicycle Network (LBN) and Public Bicycle Network (PBN). As railway stations within Banyule are generally located within the vicinity of activity centres and often schools, providing on-road cycling facilities surrounding stations typically serves multiple purposes and is therefore considered to be a highly efficient way of improving the bicycle network. Examples of improvements have been outlined on an activity centre basis within the previous section.

Finally, the expected disruption of the road network within the municipality and on key arterial routes to the CBD as a result of NELP and other major projects provides an opportunity for mode shift away from private vehicles provided the appropriate facilities are in place.

Table 5-5 outlines the characteristics, existing barriers and issues and proposed recommendations for railway stations within Banyule.



Table 5-5 Rail Station Recommendations

Station	Characteristics	Catchment	Issues / Barriers	Recommendations
Darebin Station	Outside of Town Centre (South of Ivanhoe) Undulating Minor Station	Small Residential catchment	Heidelberg Road Extremely limited Car Parking	<ul style="list-style-type: none"> > Increase accessibility to and from station. > Improve quality and accessibility of underpass. > Significantly increase bicycle parking with a mix of rack and secure parking facilities.
Ivanhoe Station	Within Ivanhoe Town Centre Relatively 'hilly' on approaches Residential surrounds, commercial and educational precinct	Moderate residential catchment Destination for retail, commercial	Accessibility across station (existing stair case overpass) Limited Car Parking North-south connection across Heidelberg Road Limited cycling facilities approaching from the north	<ul style="list-style-type: none"> > Advocate for the provision of the Strategic Cycling Connections to Darebin Station (south) and Eaglemont and Heidelberg Station (north) as well as the connection north to Latrobe University > Provide wayfinding signage from local bike routes to direct cyclists towards the station. > Provide a DDA compliant ramp overpass/underpass also suitable for cyclists. > Advocate to the State Government to provide a DDA compliant ramp overpass/underpass also suitable for cyclists. > Significantly increase bicycle parking with a mix of rack and secure parking facilities. > Improve surrounding on-road bicycle network, particularly across Ivanhoe Town Centre (Livingstone Street & Norman Street).
Eaglemont Station	Generally Residential Local commercial precinct	Generally residential Local commercial catchment to south of rail line	Accessibility across Studley Road Accessibility across Upper Heidelberg Road Extremely limited Car Parking	<ul style="list-style-type: none"> > Increase wayfinding signage within vicinity of station and on-road bike paths to the north and south of the railway. > Significantly increase bicycle parking and parking security via a mix of rack and secure parking facilities – ensure accessibility near station and conspicuity via wayfinding signage to both sides of the rail.
Heidelberg Station	Large commercial and retail precinct Health Precinct Busy arterial network Rolling Topography	Major destination Moderate residential catchment Potential growth with improved accessibility	Arterial network Extremely limited Car Parking Topology Yarra River / Plenty River	<ul style="list-style-type: none"> > Advocate for the provision of the Strategic Cycling Connection to Eaglemont and Ivanhoe Stations (south) and Rosanna Station (north). > Provide wayfinding signage and local bike routes to direct cyclists towards the station. Improve wayfinding signage required to improve conspicuity of long-term bicycle parking within the existing 'Parkiteer' cage.



Station	Characteristics	Catchment	Issues / Barriers	Recommendations
				<ul style="list-style-type: none"> > Advocate for the completion of the Strategic Cycling Corridor connection to Manningham (east) and Darebin (west).
Rosanna Station	Undulating 'Local Feel'	Large Residential Catchment Moderate local commercial precinct	Lower Plenty Road Local bicycle network	<ul style="list-style-type: none"> > Advocate for the provision of the Strategic Cycling Connection to Heidelberg Station (south) and Macedon Station (north). > Provide wayfinding signage and local bike routes to direct cyclists towards the station.
Macleod Station	'Hilly' 'Local Feel'	Moderate residential catchment Latrobe University	Large residential catchment Moderate car parking	<ul style="list-style-type: none"> > Advocate for the provision of the Strategic Cycling Connection to Rosanna Station (south) and Watsonia Station (north). > Advocate for the provision of the Strategic Cycling Connection to La Trobe University (west) and Lower Plenty /Yallambie (east). > Provide wayfinding signage and local bike routes to direct cyclists towards the station.
Watsonia Station	Undulating 'Local Feel'	Large Residential Catchment Large neighbourhood activity centre	Access across Greensborough Road and Grimshaw Street It is noted that existing barriers apply more so to vehicles and can be overcome by suitable cycling connections	<ul style="list-style-type: none"> > Provide wayfinding signage across station to existing parkiteer (no directions on western side of railway). > Focus on wayfinding and connections to east and north across Greensborough Road and Grimshaw Street to increase size of cycling catchment. > Existing car parking provision at capacity, reliance could be greatly reduced following the provision of exceptional cycling connectivity nearby and parking at the station.
Greensborough Station	Very steep within vicinity of station Major activity hub 'Local feel' on surrounding network	Predominantly commercial in immediate vicinity. Sprawling residential catchment to north and south	Access across Grimshaw Street Car dependent area due to size, location and topography Cultural shift required	<ul style="list-style-type: none"> > Provide wayfinding signage from local bike routes to direct cyclists towards the station. > Provide river crossing across Plenty River between Railway Road and Poulter Avenue for cyclists / pedestrians noting that this may also assist with providing a safe connection for students to Montmorency secondary college and associated.
Montmorency Station	'Hilly' Local environment	Sprawling residential catchment to north and south	Generally car dependent area due to size, location and topography Low car parking availability – greatly exceeding capacity	<ul style="list-style-type: none"> > Provide wayfinding signage to local bike routes to direct cyclists towards the station. > Significantly increase bicycle parking and parking security via provision of a 'parkiteer' cage.

5.7 School Cycling

Driving to school has a significant impact on peak hour traffic, parking congestion and safety around schools. Increasing active transport, including walking, scooting and cycling to and from schools, can lessen these impacts. It provides significant co-benefits in getting kids active, reducing air pollution and greenhouse gas emissions and positively influences transport choices for life.

This Strategy aims to encourage school communities to increase their knowledge and support for cycling through the provision of infrastructure and participation in targeted activities. These include:

- > Engaging and supporting schools to provide bike education and safe travel programs to students;
- > Supporting schools to seek funding for on-site bike parking and, where necessary, end-of-trip facilities;
- > Supporting and promoting national and state campaigns and events including Ride to School Day; and
- > Providing active transport wayfinding materials to Banyule primary schools including maps and footpath decals.

There are a number of exemplar programs currently in operation within Victoria. One of these has been established within the neighbouring municipality of Darebin. In addition to supporting and promoting events such as Walk (or Ride) to School Month, Bike-Ed and school travel plans Council has established a program called 'Octopus Schools' which annually selects a school who has applied to support active travel programs based on the schools' needs.

It is recommended that Council continue to work with schools on an individual and area-wide basis to overcome these barriers and increase cycling participation within this cohort. Table 5-6 outlines issues and barriers understood to be experienced by schools within Banyule, example locations and potential treatments to address these.

Figure 5-3 Car Space Compared to Bicycle Parking (Translation 1 Car = 10 Bikes)





Table 5-6 School Cycling Recommendations

Barrier	Issues	Demographic / Target	Locations	Comment	Recommendations
Education / Information	<p>Many cyclists don't understand the relevant on and off-road rules</p> <p>The benefits of cycling for health, the environment and transportation</p>	All Students, Parents and Teachers	All Schools	<p>Education can be focused at all levels, particularly for cycling as the laws change slightly depending on age and may form a fantastic basis for on-road education as senior school student seek to gain their car license.</p> <p>Further cycling education can be readily tied in with other subjects (i.e. sport, physics or environmental sciences)</p>	<ul style="list-style-type: none"> > Advocate for schools to provide road safety education to children including road rules for cyclists. > Advocate for bike-ed to be provided within schools. > Encourage schools to promote the environmental and health benefits of active transport to their communities including staff and families. > Encourage schools to publicise maps of identified active routes to school on the school intranet; and include in communications with families and in orientation materials. > Link Banyule schools to available government and community programs promoting safe active school travel such as: Ride2School/Walk2School. > Partner with primary and secondary schools to develop transport strategies including sustainable travel to school plans, behavior change campaigns and 'transition to secondary school' personalised travel planning sessions for Grade 6 student.
End of Trip Facilities	<p>Security</p> <p>Safety</p> <p>Council's indirect responsibility</p>	All Students and Teachers	All Schools	Regardless of the quality of surrounding environment leading to the school, without the provision of adequate end of trip facilities, students are unlikely to cycle to school	<ul style="list-style-type: none"> > Encourage schools to provide end of trip facilities to support cycling to school including: <ul style="list-style-type: none"> - Bike parking in the form of hoops, cages or hangers; - Bike maintenance facilities; and - Showers. > Investigate and provide information on funding opportunities for school cycling infrastructure including bike fleet giveaway and end-trip-facilities.



Barrier	Issues	Demographic / Target	Locations	Comment	Recommendations
Road Safety	Vehicle speed on-road Intersections, roundabouts and SUP crossings	All Students and Teachers	Examples: The Boulevard Lorimer Street, Greensborough Hawdon Street, Heidelberg Waterdale Road Warcliffe Road	Local roads are typically safer for and are generally perceived to be safer for cyclists. Given, cycling to school typically needs to be 'approved' by parents, ensuring that routes on local roads are available and are safe should be a priority	<ul style="list-style-type: none"> > Prioritise completion and signage of LBN's near schools. Where possible consider providing off-road routes including upgrading footpaths to SUPs. > Implement traffic calming measures and speed reductions on local roads, consider 30km/h and increase extents of 40km/h area. > Provide education and dedicated signage directed at children for safe routes and consider extending provision of school traffic supervisors at key locations. > Ensure footpaths are well-maintained and corner splays remain visible.
Arterial Road Safety	Arterial Road on-road paths Road crossings Vehicle speed on-road	Senior School Students (age 13+) and Teachers	Examples: Upper Heidelberg Road Grimshaw Street	Cycling on busy arterial roads may be seen as unsafe by parents and students of all ages may not feel comfortable	<ul style="list-style-type: none"> > Address key locations identified near schools. These locations will form part of the wider recommendations to improve the cycling network.

6 Implementation

6.1 General

Throughout the duration of the development of this strategy including the existing conditions assessment and development of the draft strategy it has been apparent that a bicycle strategy cannot be implemented uniformly within a municipality encompassing the size, topography and characteristics of Banyule.

As such, whilst 'Section 4 – Considerations' has outlined the available tools to implement within a strategy, and 'Section 5 – Recommendations' has outlined the characteristics and requirements to improve each existing environment and key cycling area within Banyule, this section will focus on breaking down the requirements and outlining strategies and projects to address the municipalities needs as follows:

- > Corridor Strategy: Aimed to improve connectivity of the bicycle network across Banyule including connecting Major Activity Centres and Neighbourhood Centres and to provide more direct routes to key destinations for commuters;
- > Area Strategy: Aimed to develop connectivity from the key corridors to and through the local areas. promoting the development of cycling catchments within a region; and
- > Cycling Culture Strategy: Aimed at building a strong cycling culture within Banyule, including directly addressing the direct needs of an area, group or destination.

6.2 Corridor Strategy

The Corridor Strategy focuses primarily on the development of infrastructure allowing for travel through Banyule comprises the following three (3) key areas and objectives:

- > Major Projects: Significant corridor projects that aim to connect activity centres and regions directly and efficiently. Within Banyule these corridors are generally key on-road SCC and PBN routes;
- > Small Projects: Small projects that can be completed on an incremental basis, aimed at addressing key issues, removing barriers along existing and proposed bicycle routes, improving accessibility, safety and amenity;
- > Off-Road to On-Road: Improving cycling corridors through Banyule by leveraging off the existing off-road network by adding and improving connections between the on and off-road network.

6.2.1 Major Projects

The completion of major projects to complete key missing links within the existing SCC and PBN will require significant corridor projects including the involvement from key stakeholders including DoT, PTV and Government.

To assist with ensuring that major cycling projects can be developed, a 'Prioritisation Framework' should be established generally based on the proposed SCC and PBN routes to form project by project list ranking for implementation.

This framework should form the basis of discussion with key stakeholders and should be highly detailed including aspects such as cost of construction, network constraints and impacts.

Generally, the following key considerations should be considered for the prioritisation framework:

- > Destinations – does the route allow for cycling access to key destinations (i.e. stations, schools, CBD) and connect well to the local network to allow for the return home;
- > Routes – Is the route already mostly constructed, or is it located predominantly on Council operated land;
- > Funding – Is the project budget within Council's capabilities, or can funding be received from state government; and
- > Synergies – What existing or proposed synergies are there with the proposed cycling project and future cycling projects.

Whilst in some instances it is understood that major projects may form part of surrounding major projects including the Hurstbridge Line Upgrade and North East Link, in these instances strong advocacy will still be required for cycling infrastructure to be included not as an afterthought or following the project completion.



6.2.2 Small Projects

Continual small incremental improvements to improve the cycling network at key locations allow Council to address issues and barriers at locations whilst remaining cost effective and consistent. Particularly as Council projects are typically funded under budgets allocated on a financial year basis it is important that Council develops a detailed list of small projects to be implemented on an incremental basis.

In order for these to maintain community involvement these projects may be informed by previous community consultation, comments or from forums such as 'BikeSpot' which has allowed cyclists to pinpoint areas where they have felt unsafe.

To ensure that Council remains ready when funding becomes available maintain a priority list of bicycle network improvements that are 'shovel ready' utilising the following guidance:

- > Provide a framework that allows for the consideration of improved cycling facilities or improvements as existing assets are maintained or upgraded;
- > Identify routes and treatments where minimal investment would be required (i.e. streets of suitable width that signage and linemarking only would be required);
- > Develop a list of key constraints for cyclists on the network and potential treatments such as:
 - Paving existing gravel / dirt paths;
 - Cycling priority at intersections or pedestrian crossings; and
 - New paths to improve access at key locations.
- > Provide and update an existing record of cycling assets including on-road routes, off-road routes, maintenance facilities and parking;
- > Provide an ongoing community feedback tool so that the public can identify potential improvements or suggestions;
- > Identify a comprehensive list where cyclists have felt unsafe or incidents have been known to occur and develop a list of safety improvements.

6.2.3 Off-Road to On-Road

To increase the utilisation, and accessibility of both the on-road and off-road network it is proposed to significantly leverage off the well-established existing trail network by providing more accessible and well signed access locations that allow for smooth transitions between each network.

Areas of focus include:

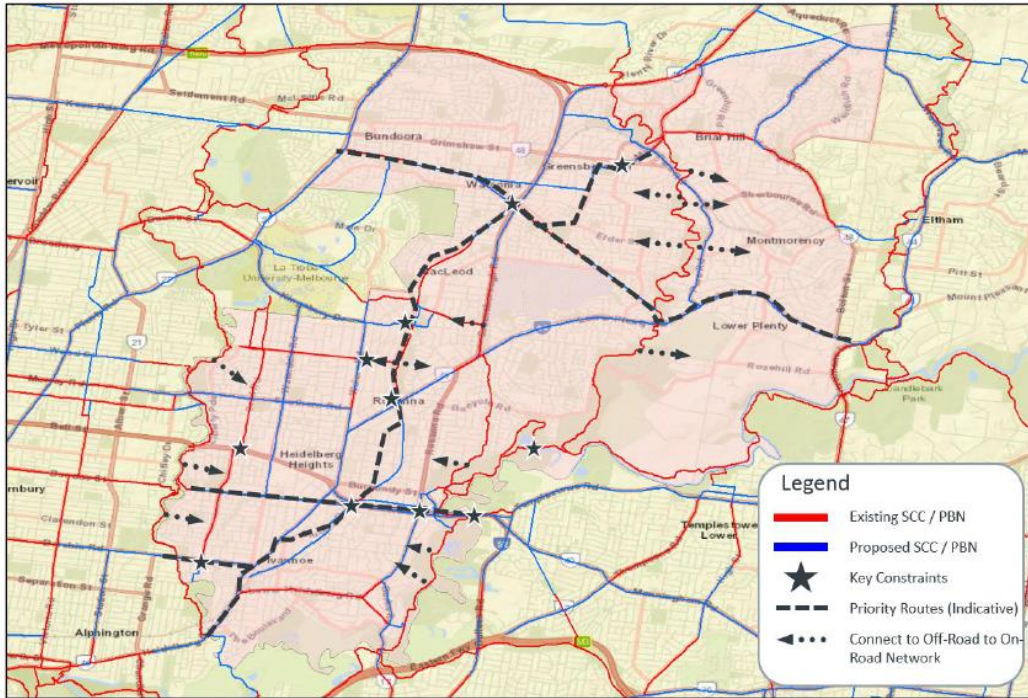
- > Providing additional and more cycling friendly links between the on and off-road network including consideration of:
 - Kerb ramps;
 - Priority signals / crossings at arterial roads;
 - Dedicated on-road cycling paths on road bridges over rivers.
- > Ensuring wayfinding signage is provided and conspicuous to direct cyclists to key destinations at decision points on the off-road network;
- > Pave missing connecting links (i.e. Yarra Main Trail to Plenty River Trail) identified within the off-road network to make routes more accessible for commuting cyclists; and
- > Provide parking, lighting, cyclist counters and bike repair stations more frequently at key locations.

6.2.4 Summary

Figure 6-1 below outlines the major projects, key constraints including small projects and indicative locations to improve connections between the off-road and on-road networks.

Overall this figure provides a proposed corridor plan to be developed, all treatments proposed are indicative only and subject to change following further consultation with the community and key stakeholders.

Figure 6-1 Indicative Corridor Level Plan



6.3 Area Strategy

In addition to the Corridor Strategy outlined above, it is proposed to also address the requirements of the local cycling network which in addition to forming a catchment for each corridor, will have its own destinations and local routes.

To assist with the development of the Area Strategy, a proposed breakdown of areas has been identified and shown within Figure 6-2. It is noted that these areas are indicative only and may be subject to change.

Precinct Areas

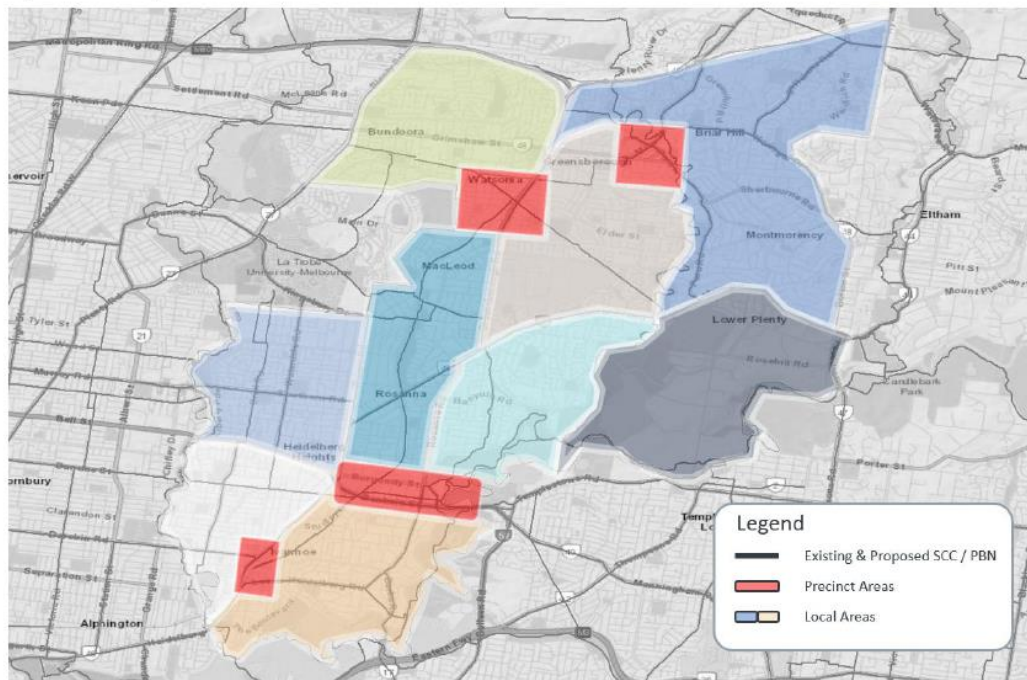
Precinct Areas are generally Major Activity Centres and areas where key cycling improvements will require treatments which interface with the arterial network. As such, the type of treatments and strategies employed in these areas differs significantly from treatments and strategies required in the more residential local areas.

Precinct Areas should each be addressed individually, however likely require extensive consultation with DoT / VicRoads, community, business and other key stakeholders

Local Areas

Local areas encompass the remaining, generally residential areas within Banyule. These have included neighbourhood centres such as Rosanna and Macleod where it is envisaged a typical local area cycling treatments such as sharrows, priority crossings and traffic calming treatments will be required.

Figure 6-2 Proposed Precinct and Local Areas





6.3.2 Implementation of Area Strategy

Banyule City Council, through its previous bicycle strategy and bicycle route review, has identified a significant number of improvements necessary to support the effective use of its Local Bicycle Network.

However, many of the identified actions remain outstanding and, where applied, have typically been suggested on an 'ad hoc' basis which is not conducive to building a developing a strong cycling network and culture within wide area. Instead, it is recommended for Council to identify Local Areas or Precincts as outlined above, where funding should be focused until the cycling network within the area has been established. Subsequently, neighbouring local areas or precincts should be focused as residents within adjacent areas are also likely to make use of the improved nearby facilities.

Simply, the partial development of facilities previously completed does not encourage or support the development of a cycling culture in an area, instead an area-based strategy should be implemented as follows:

- > Ensure connecting routes (i.e. SCC & PBN) within vicinity are well developed and allow for travel to key areas;
- > Ensure destinations (i.e. Precinct Areas, Stations, Schools) provide an appropriate environment (i.e. traffic calming) and suitable end of trip facilities to meet the increased demand;
- > Consult and advocate within the local area to provide local cycling facilities to provide efficient, convenient and safe access to connecting routes and destinations and to grow enthusiasm and a cycling culture within the Local Area; and
- > Continue to advocate and encourage a cycling culture through regular events and promotion of cycling initiatives.

6.4 Cycling Culture

6.4.1 General

Building a cycling culture within Banyule will involve a multifaceted approach to ensure that all road and trail users are familiar with and understand the numerous benefits of cycling, feel safe to adopt cycling as a regular and accommodate cyclists so that road and trail spaces can be used in harmony.

Figure 6-3 Group of Cyclists – Yarra Main Trail, Banyule



6.4.2 Advocacy

The implementation of cycling infrastructure within an area, advocacy and consultation should be undertaken to inform the community of the change and build excitement to use the new facilities. Advocacy to increase cycling should be ongoing and continuous should include aspects as outlined in 'Section 4 – Considerations' including:

- > Advocating to the Department of Transport for the completion or delivery of on road bicycle infrastructure on Principle Bicycle Network routes in Banyule, with priority for the subset of Strategic Cycling Corridors (safe for all ages and abilities);
- > Advocating for a focus on improving cycling facilities alongside the development of major State Government infrastructure projects including North East Link and the Hurstbridge Line upgrade;
- > Advocating for replacement of car parking by bicycle parking at the entrance of key shopping locations;
- > Advocating with key stakeholders including DoT, Metro Trains, LXRA, PTV to provide end of trip facilities and cycling treatments within the vicinity of stations, particularly at stations lacking existing bicycle parking facilities, car parking availability and accessibility;
- > Promoting State and Federal events such as 'Ride to School' and 'Ride to Work Day' and cycling related kid's initiatives; and
- > Advocating and exploring opportunities to revise the planning scheme to so that additional provision of cycling facilities in any new developments are required, including considering e-bike charging stations.

6.4.3 Education and Information

Develop a plan to allocate Council grants aimed at the provision of facilities and cycling events including:

- > Create an exemplar online resource within the Council website for cycling. Include links to routes, bike facilities including bike parking, travel smart travel, bike groups, training schools, transport to schools and other education and supporting resources;
- > Provide opportunities for training and education for cyclists of all ages, experiences and include specific training targeted at encouraging cycling as a mode choice for women;
- > Encourage participation and organise cycling focused events including 'Ride to School / Work', trail days and triathlons; and
- > Investigate opportunities for on-going collection of cyclist-related data including the provision of bike counting devices within the municipality and participation in organised programs, for example Bicycle Network's Super Tuesday counts.

6.4.4 Grants and Facilities

Develop a plan to allocate Council grants aimed at the provision of facilities and cycling events including:

- > Investigate grant funding and support opportunities for local schools and community groups to develop Green/safe Travel Plans;
- > Significantly promote the availability of Council grants in order to reach as many groups as possible;
- > Select applications for grants based on improving Council cycling benchmarks outlined in Section 3 (i.e. volumes, gender ratio, school students);
- > Provide e-bike trials and investigate the opportunity to provide publicly available e-bike charging areas within Council facilities; and
- > Construct recreational facilities such as skate parks, off-road trails, public velodromes and mountain bike routes directly aimed at providing destination based cycling activities.

Figure 6-4 Bicycle Parking located in front of Supermarket, Fitzroy North



APPENDIX

A

EXISTING CONDITIONS



Background Report

Banyule Bicycle Strategy

V190811

Prepared for
Banyule City Council

1 June 2020





Contact Information

Cardno Victoria Pty Ltd

ABN 47 106 610 913

Level 4

501 Swanston Street

Melbourne VIC 3000

Australia

www.cardno.com

Phone +61 3 8415 7777

Fax +61 3 8415 7788

Author(s):

Joshua Hiscock

Engineer

Approved By:

Matthew Mudge

Associate

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Our report is based on information made available by the client. The validity and comprehensiveness of supplied information has not been independently verified and, for the purposes of this report, it is assumed that the information provided to Cardno is both complete and accurate. Whilst, to the best of our knowledge, the information contained in this report is accurate at the date of issue, changes may occur to the site conditions, the site context or the applicable planning framework. This report should not be used after any such changes without consulting the provider of the report or a suitably qualified person.

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1 Introduction

1.1 General

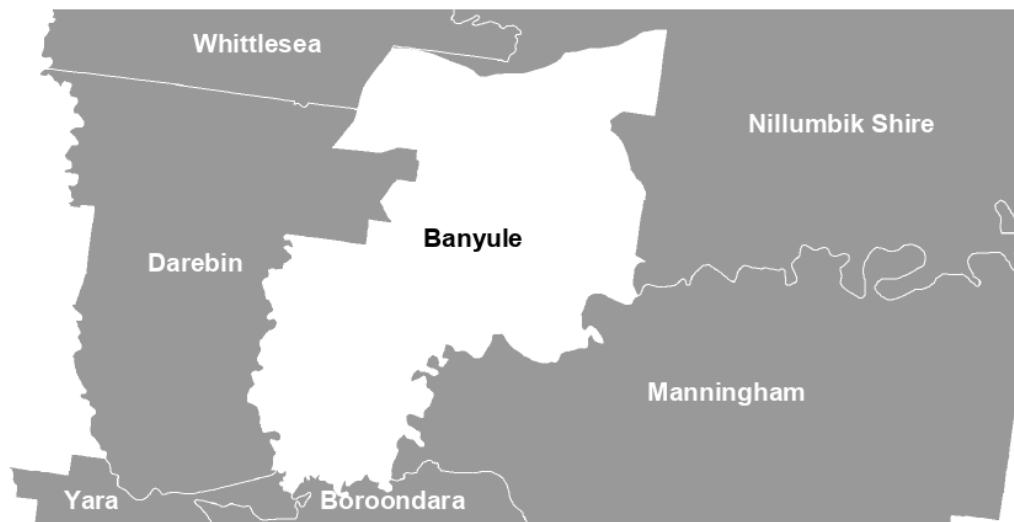
Cardno Victoria Pty Ltd (Cardno) has been commissioned by Banyule City Council to aid in the review and development of a new bicycle strategy. This background report sets the current context of cycling within the City of Banyule and provides early identification of issues and opportunities. This context will be used to inform the development of the updated bicycle strategy, to be undertaken in the following stages.

As part of this assessment, Cardno has undertaken an inspection of the municipality from the perspective of a cyclist to gain an understanding of opportunities, constraints and difficulties throughout the area.

1.2 Background

The Banyule local government area is located approximately 7km to 21km northeast of central Melbourne. Figure 1-1 shows the municipality in the context of surrounding councils. The Yarra River runs along the south-eastern boundary and Darebin Creek runs along the western boundary. Three Major Activity Centres (MACs) are located within this area, being Heidelberg, Ivanhoe and Greensborough. The La Trobe National Employment and Innovation Cluster (NEIC) is situated to the immediate west of the Banyule boundary, with the Metropolitan Ring Road and Greensborough Bypass located to the north. Banyule is primarily a residential area with a varying topography and includes expansive areas of open space particularly along the Yarra and Plenty River valleys. Other key land uses within the municipality include major health campuses, retail and commercial uses, industrial uses, educational institutions and leisure facilities.

Figure 1-1 Banyule Local Government Area



Based on the 2016 Australian Bureau of Statistics (ABS) census data, the population of Banyule is increasing at a 0.6% growth rate per annum with a median age of 39 years, higher than the median for both Victoria and Australia. Banyule is identified as having an ageing population which is forecast to continue over the next 30 years, resulting in an increase in the demand of health and aged care services.

In order to minimise the associated cost impact to all levels of government and maintain community wellbeing, it is vital to provide a high level of access to public open space for low-impact recreation as well as good quality active mode infrastructure which decreases reliance on private vehicle transportation. At present, car dependency is identified as being high in Banyule, coupled with a current lack of provision and connectivity of cycling infrastructure. A number of major projects of state significance are planned or occurring within the municipality, providing both an obstacle and an opportunity with respect to the cycling network.

Improving cycling infrastructure is beneficial from a public health perspective with additional environmental sustainability benefits associated with reduced private vehicle usage. Banyule City Council is committed to



environmental sustainability, having declared a climate emergency in October 2019 and adopted an ambitious target of carbon neutrality by 2028.

1.3 Purpose of the Banyule Bicycle Strategy

The development of the Banyule Bicycle Strategy (BBS) will significantly contribute towards creating a safe, convenient and accessible network of cycling infrastructure for all ages and abilities. Consideration is to be given to linkages with other transport modes and key destinations, while complementing Banyule's natural environment, community character and the community's overall standard of living.

As an overview, the purpose of the BBS is to provide a framework of objectives and key strategies for achieving this vision. These objectives and strategies will be developed as the BBS progresses beyond this background review phase.

1.4 Referenced Documents

A number of background documents and studies have been considered in preparing the BBS, including:

- > Victorian Bicycle Strategy 2018-2028;
- > Movement & Place (M&P) Framework 2019;
- > Northern Regional Trails Strategy 2016;
- > Banyule Council Plan 2017-2021;
- > Banyule Integrated Transport Plan (BITP) 2015-2035;
- > Banyule Bicycle Strategy 2010-2020;
- > Banyule Bicycle Route Review 2018 (draft);
- > Neighbouring Council Bicycle and Transport Strategies;
- > Strategic Cycling Corridors – Overview Document for Councils 2019;
- > Bicycle Facilities at Banyule Rail Stations – Report 2019; and
- > Banyule Safe Travel Plan 2016 – 2026.

Key Strategies are summarised in Chapter 2 and discussed further with other background documents in Appendix A.

2 Literature Review

Council has provided Cardno with considerable local and strategic planning documentation and studies for consideration as set out in the previous reference document list. These can be broadly grouped in the following categories:

- > Strategic and State Strategies;
- > Local and Neighbouring Strategies; and
- > Relevant transport studies.

A thorough analysis of these documents has been undertaken and is included in Appendix A of this report. The key strategies relevant to the BBS are summarised in this section.



2.1 Victorian Bicycle Strategy 2018-2028

The Victorian Bicycle Strategy 2018-28 vision is to increase the number, frequency and diversity of Victorians cycling for transport by investing in a safer, lower-stress, better-connected network, prioritising strategic cycling corridors, and by making cycling a more inclusive experience.

Key actions within the Strategy relate to a Strategic Cycling Corridors (SCC) network and include:

- > Working with state government agencies, local councils and industry to review and update guidelines for SCCs to ensure a consistent approach and understanding of what a high-quality network of cycling infrastructure looks like;
- > Prioritising investment in high quality infrastructure for SCCs with the current and potential highest levels of demand with the goal of making cycling an attractive mode of transport for people of all ages, especially those who are curious about cycling but are concerned about interactions with vehicles, i.e. "interested but concerned people"; and

- > Working with local councils to connect SCCs on local streets, arterial roads, highways, rail corridors and green spaces. Working closely with local councils to plan, identify and deliver improvements to SCCs and to support the 20-minute neighbourhood concept, especially for cycling to schools, train stations and activity areas. It is noted that the 20-minute neighbourhood concept derives from *Plan Melbourne* and is about giving people the ability to meet most of their daily needs within a 20-minute walk from home, with safe cycling and local transport options.

2.2 Northern Regional Trails Strategy 2016

It is anticipated the northern region of Melbourne will experience rapid growth, reaching a population of 1.6 million people in 2050 (Victoria in Future, 2014). The northern municipalities including Banyule are already facing challenges in ensuring that infrastructure is properly planned, funded and delivered to support social, economic and environmental outcomes. As the urban footprint of the north expands and becomes increasingly dense due to the increase in population, the availability of public realm space will pose a major challenge.

The predicted shift in demographic profile that is forecast to directly relate to population growth would exacerbate the space constraint issue. It is expected that the population will age significantly over the next 30 years, placing increased demand on health and aged care services. In order to minimise the associated cost impact to all levels of government and maintain community wellbeing, it will be vital to provide a high level of access to public open space for low-impact recreation and exercise options such as off-road trails.

Thus, the Northern Regional Trails Strategy 2016 was established to provide a framework for the future development and maintenance of a recreational off-road trail network. The Strategy defines a vision and plan for the future of off-road recreational trails in Melbourne's north. The objective of the strategy is to:

- > Leverage existing recreational off-road assets to build a cohesive, integrated, regional trail network;
- > Address existing gaps in the network by extending existing corridors; and
- > Implement new trail corridors in response to urban development, densification and population growth.

2.3 Banyule Integrated Transport Plan 2015-2035

The aim of the Banyule Integrated Transport Plan (BITP) 2015-2035 is to aid the development of a safe transport system that supports an accessible, sustainable and active Banyule. In relation to the Banyule Bicycle Strategy Review, the BITP proposes a range of Strategic Directions (SD) and Actions (A) that should be considered in the updating of the Banyule Bicycle Strategy as listed below:

- > SD1: A consistent and strategic approach will be used to manage cycling.
 - A1 Review and update the Banyule Bicycle Strategy.
 - A2 Review the existing cycling network to identify missing routes, gaps and deficiencies.
 - A3 Support the implementation of the Northern Regional Trails Strategy to improve links through and beyond Banyule.
 - A4 Advocate to VicRoads and to the State Government for the completion of the Principal Bicycle Network across Banyule.
- > SD2: The cycling network will cater for all ages and abilities.
 - A5 Develop and extend the existing bicycle network of links between our key destinations, and work with neighbouring councils and the State Government to strengthen the suburban bicycle network.
 - A6 Develop a bicycle accessibility map to help promote riding routes within and beyond Banyule.
 - A7 Provide end of trip facilities at key destinations, including bicycle parking and charging points for electric bicycles.
 - A8 Improve cyclist navigation through wayfinding and directional signs.
 - A9 Consider the needs of cyclists in all transport infrastructure upgrades and street maintenance programs.
- > SD3: Council will promote a cycling culture.
 - A10 Support schools to participate in Bicycle Network's Ride to School program.
 - A11 Promote cycling as a fun, practical and healthy transportation choice through the development and implementation of behaviour change programs.

- A12 Co-fund the provision of Parkiteer cages at railway stations in conjunction with Public Transport Victoria.

2.4 Banyule Bicycle Strategy 2010 – 2020

In January 2010, a previous iteration of the Banyule Bicycle Strategy was prepared which assessed the current cycling needs and infrastructure within the municipality to identify priorities for cycling facility provision. This strategy provided a suite of actions to focus on throughout the region to improve cycling conditions as outlined below:

- > To plan for increasing transport sustainability in Banyule and minimise the impacts of private vehicles, traffic congestion and pollution on Banyule's environment;
- > To provide a safe, continuous, direct and convenient bicycle network and related infrastructure which encourages cycling for journey to work and recreational purposes;
- > To promote linkages between cycling and other modes of transport, and between off and on-road bicycle networks;
- > To establish and promote the hierarchy of transport models for access to Activity Centres and other key facilities in Banyule;
- > To promote the health and well-being benefits of cycling;
- > To complete the Principal Bicycle Network in Banyule by 2019;
- > To fund planning, design, construction and maintenance of bicycle projects and programs at an adequate level;
- > To develop measures to track progress on improving bicycle programs, participation, safety and infrastructure; and
- > To educate cyclists, pedestrians and motorists about safe operating behaviours.

Some actions recommended by this strategy to meet these aims have proved difficult to achieve. This has been largely due to competing priorities within both Council and state government. The new strategy will endeavour to provide guidance and prioritise actions that will attract widespread support and be achievable.

2.5 Banyule Bicycle Route Review 2018

Banyule City Council commissioned Trafficworks to undertake a review of all Local Bicycle Network (LBN) routes within the municipality. Included within this review was an investigation into the existing conditions included within the LBN and other routes that contained bicycle facilities that did not form part of the LBN.

A number of the findings outlined within this assessment have been relied upon as part of this report including summaries of the route characteristics, existing conditions and LBNs throughout the region.

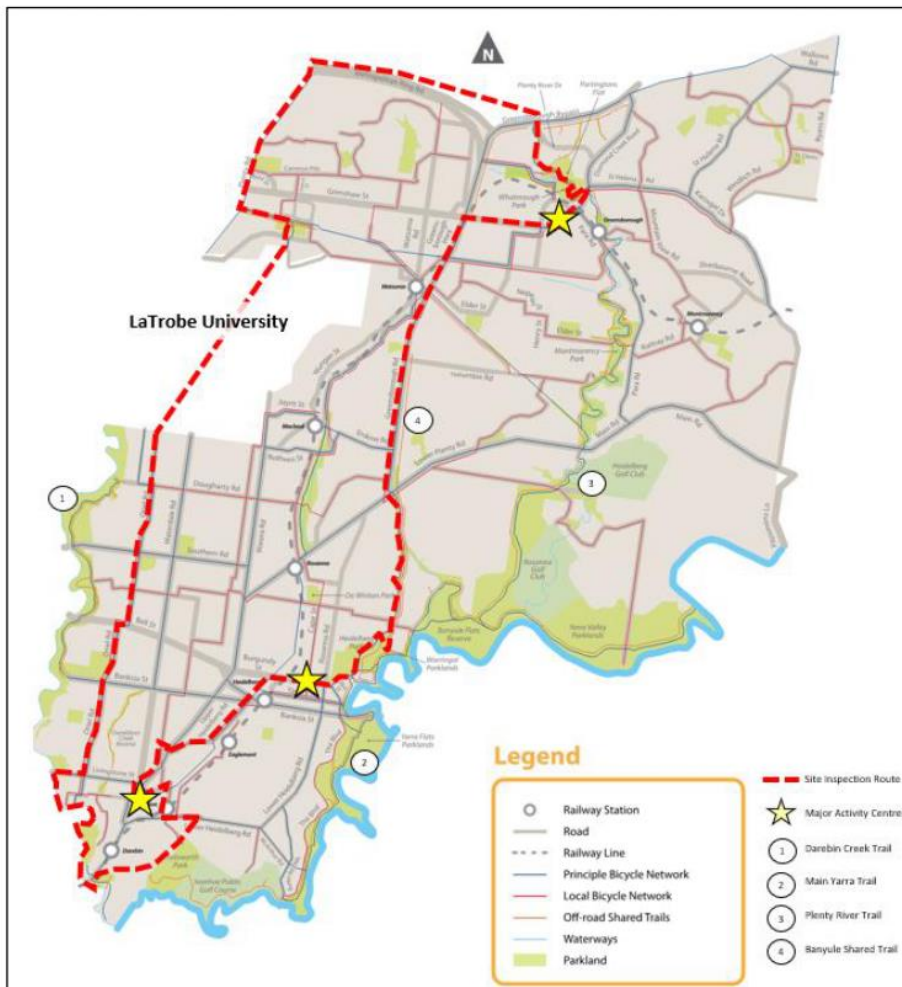
Furthermore, Trafficworks provided recommendations to which LBN routes should be modified, rerouted or abandoned, and infrastructure improvements that can be made on each route. These recommendations and background investigation have been used as a valuable input to the development of this strategy.

3 Site Inspection

To build on the understanding of the cycling network and environment within Banyule, particularly from a cycling perspective, Cardno representatives undertook an extended site inspection on 23 January 2020. Across its duration, the following routes and destinations were inspected as indicatively outlined in Figure 3-1.

- > Ivanhoe town centre & Railway Station;
- > Heidelberg town centre & Railway Station;
- > Greensborough town centre & Railway Station
- > Watsonia Railway Station;
- > Heidelberg Park;
- > River Gum Walk Trail;
- > Greensborough Road shared user path;
- > Grimshaw Street;
- > Plenty River Trail
- > Metropolitan Ring Road Path;
- > Plenty Road shared user path
- > Oriel Road;
- > Livingstone Street;
- > Darebin Creek Trail; and
- > The Boulevard.

Figure 3-1 Site Inspection Route



During the site inspection, the following was generally observed:

- > Within town centres bicycle priority is lacking with dominant on-street car parking and limited provision of bicycle lanes or markings.
- > The topography and distance from the CBD are of a challenging nature for cyclists commuting from Banyule.
- > There is high car parking demand that could be accommodated with increased bicycle parking facilities at Banyule's railway stations.
- > Last-mile bicycle routes connecting to railway stations are generally limited. For example, at Heidelberg station, whilst on-road bicycle lanes are provided on the adjacent Mount Street and Studley Road, there are limited facilities on Banksia Street & Burgundy Street connecting to these local streets;
- > There are many examples of discontinuous bicycle routes in Banyule. Some examples include heading southbound on Plenty Road at Yulong Park (Figure 3-4) and heading northbound on Greensborough Road at Yallambie Road;
- > Off-road shared paths typically do not connect seamlessly to on-road facilities creating a number of missing links; and
- > Wayfinding generally was lacking and did not sign connections sufficiently. This includes signage at the end of off-road facilities, linking between nearby facilities and directional signage to key destinations.

Figure 3-2 Heidelberg Road, Heidelberg



Figure 3-3 Main Street, Greensborough



Figure 3-4 Plenty River Trail at Greensborough Bypass



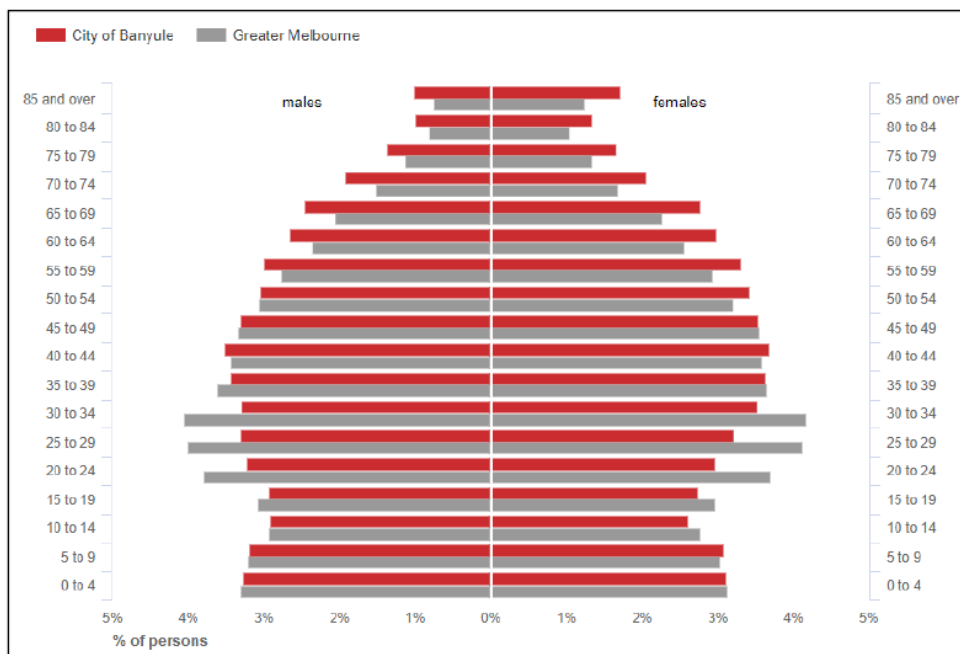
4 Existing Conditions

4.1 Demographic Information

The population of Banyule has increased from 118,306 in 2011 to 121,865 in 2016, indicating an average population increase of 0.6% per annum. In comparison, Victoria has seen a 2.1% per annum increase in population during this time period.

The median age for Banyule remained at 39 between 2011 and 2016, above Victoria's median age of 37. Figure 4-1 illustrates that Banyule has a greater proportion of residents over 55 and a lower proportion of residents under 35 compared to Greater Melbourne, highlighting an older population which signifies the need for increased Disability Discrimination Act (DDA) compliance, active transport infrastructure, and decreased reliance on private transportation for healthy and active lifestyles to support older residents.

Figure 4-1 Age-Sex Pyramid¹



Based on the *idcommunity*² profile prepared for Banyule, around 71% of working residents commute outside of Banyule, with 36% living and working in Banyule. This indicates that although there is a significant proportion of people travelling outside of Banyule for work purposes, there is still a reasonable proportion of local residents employed within Banyule.

¹ <https://profile.id.com.au/banyule>
² <https://profile.id.com.au/banyule>

The method of travel to work was derived from the 2016 Census Data (ABS, 2016). As illustrated in Figure 4-2, the car is the preferred method of travel to work, with 63% of residents utilising a vehicle, followed by train (15%). Residents which cycled to work made up 1% of those travelling to work. Of the 1%, 85% were male and the majority of cyclists (58%) were between the ages of 30 and 49 years.

Figure 4-2 Method of Travel to Work

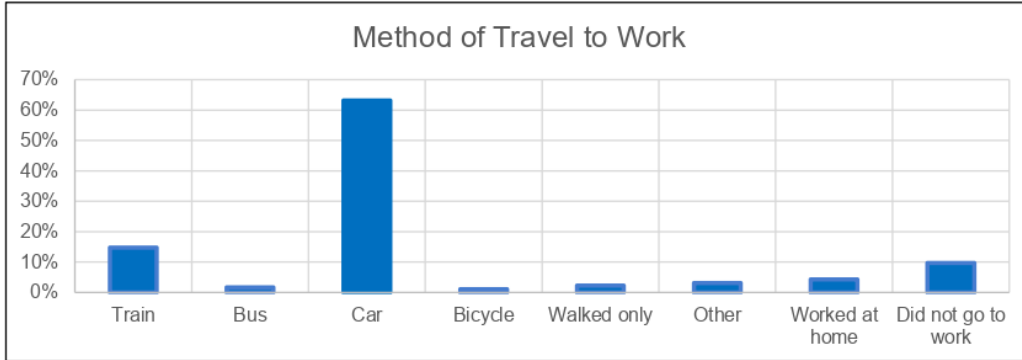
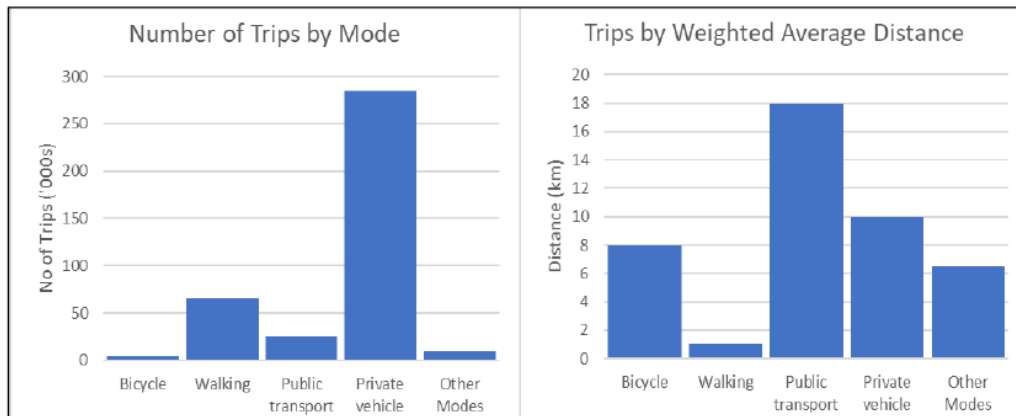


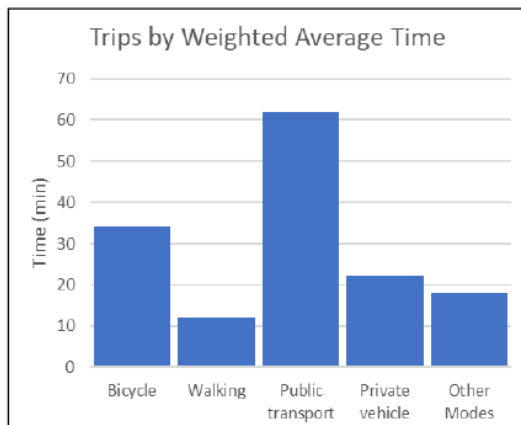
Figure 4-3 illustrates that on a daily basis, an average of 390,000 trips occur within Banyule with a majority being via private vehicles while cycling representing the lowest number of trips. It is also noted that a cyclist's average trip distance is approximately 8km and for a duration of 35 minutes. To relate this in a geographical context, the distance between the south-western and north-eastern extent of Banyule is approximately 14km, whilst the Melbourne CBD is approximately 7km southwest of the southern border of Banyule.

Cycling within Banyule and to surrounding municipalities, including the City of Melbourne, is readily achievable. However, to support this, cycling infrastructure that is as safe and direct as possible needs to be provided.

Figure 4-3 Banyule Typical Weekday Mode Share by Number of Trips³



³ Victoria Integrated Survey of Travel and Activity (VISTA) for period 2012-2016



4.2 Topography

Banyule is described as having an undulating topography, with the elevations typically higher in the north than in the south. From a cyclist's perspective, the undulating terrain is more notable in the eastern and northern portions of the Municipality surrounding Greensborough and Montmorency where gradients in excess of 5% are common.

In combination with typically lengthy commuting distances required from Banyule residential areas to key employment centres (i.e CBD, La Trobe University) the surrounding topography is considered to create a significant barrier for daily commuting trips.

4.3 Cycling Infrastructure

Key public realm infrastructure for cycling typically includes on-road and off-road paths, bicycle parking and wayfinding signage. Broadly speaking, Banyule has good provision of off-road paths for cycling, however there is a lack of on-road facilities and connections to these off-road paths. The absence of on-road paths is notable towards and through the centre of Banyule's MACs, being Ivanhoe, Heidelberg and Greensborough.

The abovementioned MACs are also generally lacking in bicycle parking hoops in easily accessible public areas. The best example found was along Greensborough Walk in Greensborough, however it is noted that cyclist wayfinding signage is not provided along Main Street to this location. In terms of train station bicycle parking, Secure bicycle parking has been provided at Greensborough, Heidelberg and Watsonia Railway Stations via 'Parkiteer' storage cages managed by Bicycle Network. Bicycle parking, albeit limited in some cases, comprises bicycle hoops at the remainder of railway stations. A shortfall has been identified at Macleod, Ivanhoe and Montmorency.

Provision of effective cycling-related wayfinding signage in Banyule is also considered to be sporadic. Whilst there are some good examples, there are also key locations where more could be done to assist cyclists in finding connecting cycle routes. Furthermore, there are also examples where wayfinding signage suggests routes which are discontinuous, or where an alternative route may be more appropriate.

Examples of the variety of facilities provided throughout Banyule are outlined in Figure 4-4 below.

Figure 4-4 Existing Bicycle Infrastructure



Wayfinding Signage (Sparkes Reserve)



Off-road shared path (Greensborough Road) – Northbound route ends abruptly



Off-Road Shared Path and Trail (Banyule Flats)



Ivanhoe Centre (Upper Heidelberg Road)

4.4 Cycling Routes

Banyule consists of a combination of Principal Bicycle Network (PBN), Strategic Cycling Corridors (SCC), Local Bicycle Network (LBN) and the off-road trails as shown in Figure 4-7 and Figure 4-9 below.

Principal Bicycle Network (PBN)

The PBN is a network of existing and proposed bicycle routes that provide access to key destinations in the Melbourne metropolitan area. It was established in 1993 to guide State and local government investment in bicycle facilities that support cycling as a form of transport.

The PBN is generally aligned along the arterial road network and major collector roads within Banyule, focused on connecting to 'anchor' destinations such as activity centres. As noted during the site inspection, the quality of infrastructure along the PBN varies greatly with some areas yet to be sufficiently developed to facilitate the proposed function.

Strategic Cycling Corridors (SCC)

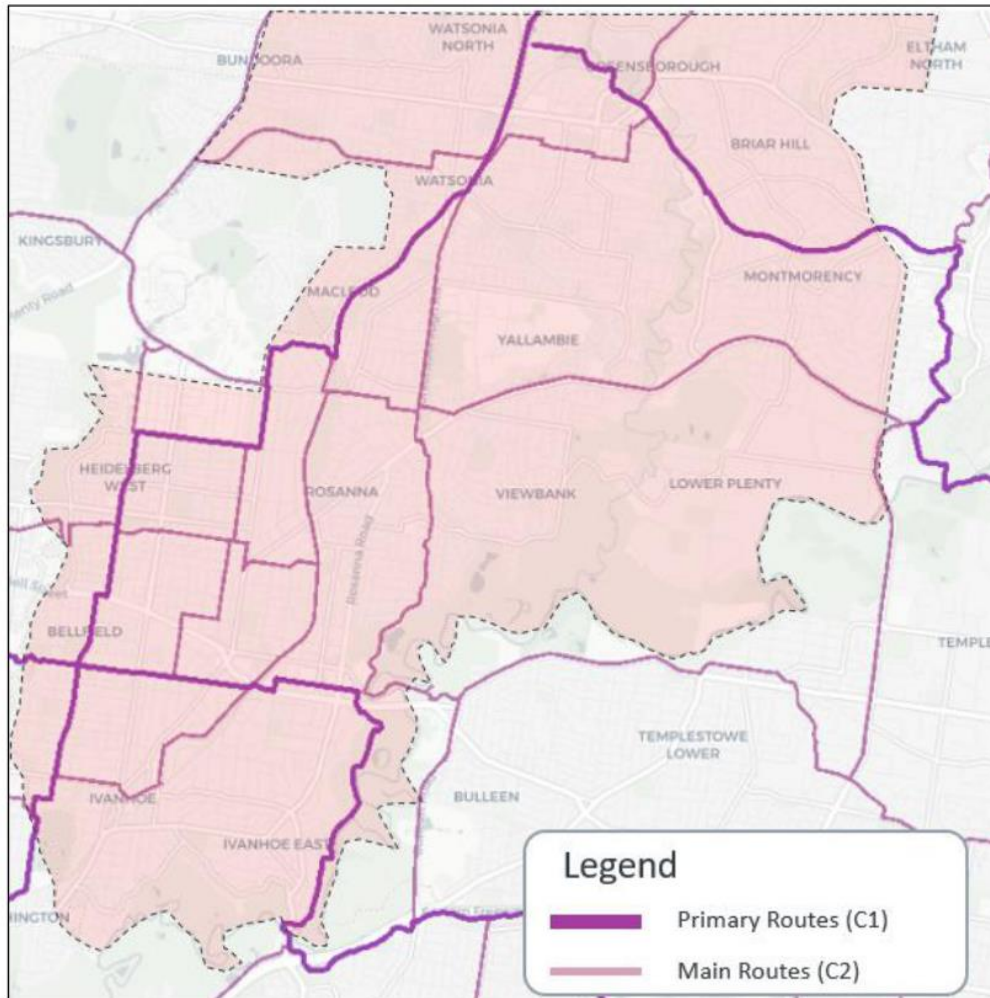
The SCC's network was first developed in 2015 by VicRoads. The network seeks to provide a safe alternative transport mode which will result in a lower-stress transport experience compared to other modes of transport. SCCs are destination focus and priorities the safety of the rider, followed by the directness of the route. SCC's are a subset of the PBN and are the most important routes for people cycling for transport as they link up important destinations (*Victorian Cycling Strategy 2018-28*).

The Movement and Place Framework has been developed by Department of Transport (DoT) which sets out the approach to transport planning in Victoria. As part of this Framework, the SCC network comprises two classifications:

- Primary Routes (C1): Primary Routes provide a core network of Strategic Cycling Corridors that connect places of state significance - the Central City, Metropolitan Activity Centres (MACs) and National Employment and Innovation Centres (NEICs) within the Metropolitan Melbourne.
- Main Routes (C2): Main routes are Strategic Cycling Corridors that provide additional connections to state significant destinations, as well as connections to major activity centres and key railway stations within metropolitan Melbourne.

Primary Routes and Main Routes aim to provide a space for cyclists to utilise, irrespective of age and ability.

Figure 4-5 Movement and Place Strategic Cycling Corridors



Courtesy of Department of Transport

Local Bicycle Network (LBN)

There are twelve local on-road bicycle advisory routes that have been developed and partially implemented over the last fifteen years. These routes have been designed to complement the PBN, SCC and trail network and provide safe bicycle routes across the municipality accessing key destinations including activity and neighbourhood centres, schools and railway stations.

Currently along each route there are typically a number of barriers that may discourage less confident cyclists. These include intersections with arterial roads and connections to roads from off-road shared paths. Additionally, wayfinding signage that would assist cyclists to navigate both these barriers and the LBN routes themselves is rarely provided.

For example, along LBN3 from Heidelberg West to Fairfield, at the intersection with Oriel Road and Livingstone Street (Figure 4-6), the existing cycling facilities abruptly end and cyclists have to negotiate the intersection without any signed or formalised guidance.

Similarly, at the intersection of Bell Street and Oriel Road, northbound and southbound cyclists are confronted with crossing a six-lane staggered intersection with high traffic volumes, with no directional signage or guidance provided.

Figure 4-6 Livingstone Street and Oriel Road Intersection

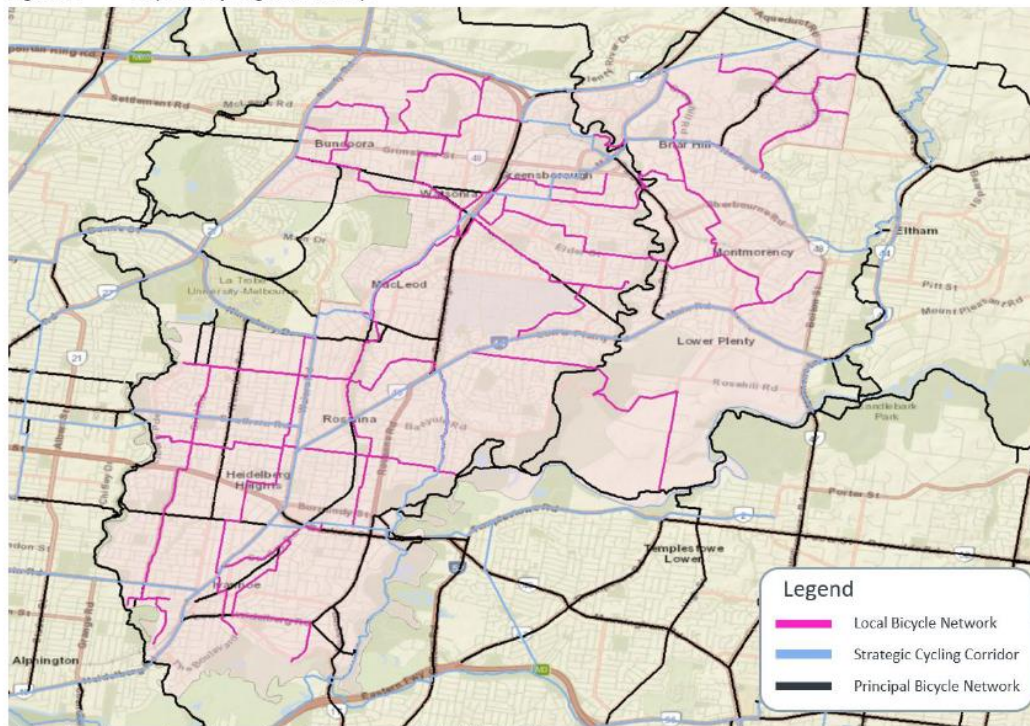


4.4.2 Route Maps

As illustrated in Figure 4-7, the Banyule cycling network consists of prospective and existing PBN and SCC links traversing the municipality and running around its periphery, providing both internal and external connections. Both the PBN and SCC are complemented by the LBN which connects to residential areas and activity centres. It is noted that while this map presents a comprehensive network of bicycle infrastructure the reality is that many of the routes exist in theory only with inadequate facilities along others. Further there are opportunities to provide additional cycling routes that would introduce travel time and safety benefits to cyclists.

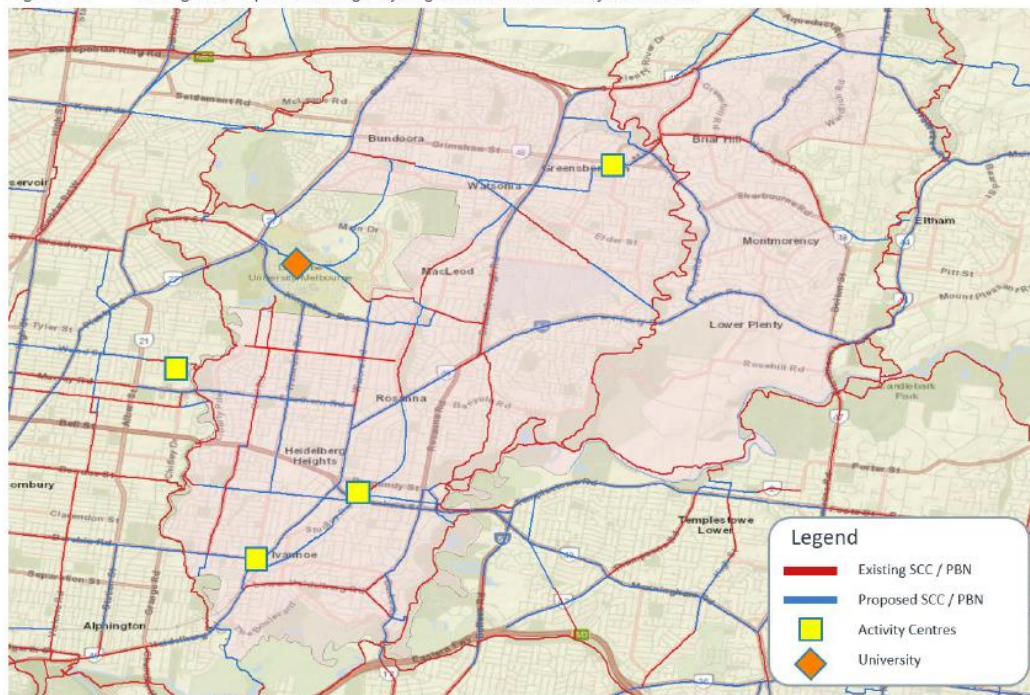
Figure 4-8 reinforces this by outlining which PBN and SCC routes are considered by the Department of Transport/VicRoads to be in place and include satisfactory facilities. As shown, there are significant gaps throughout the network, including within the proximity of major activity centres. As such it is considered that this map provides a better picture of the difficulties confronting cyclists within Banyule, with direct routes generally not available. It is noted that although these maps were last dated in 2016, based on observations during our site inspection, this figure continues to provide an accurate representation of the existing network.

Figure 4-7 Proposed Cycling Network Map



Network routes courtesy of Department of Transport (Dated July 2016)

Figure 4-8 Existing and Proposed Strategic Cycling Corridor & Public Bicycle Network



Network routes courtesy of Department of Transport (Dated July 2016)

Off-Road Bicycle Route Network

Off-road bicycle routes are completely separated from the road network. They can be sealed or unsealed and provide improved safety benefits for cyclists due to separation from vehicular traffic. It is noted that within the municipality most of this off-road infrastructure is shared with pedestrians. Where this shared infrastructure is sealed it is known as a shared user path (SUP).

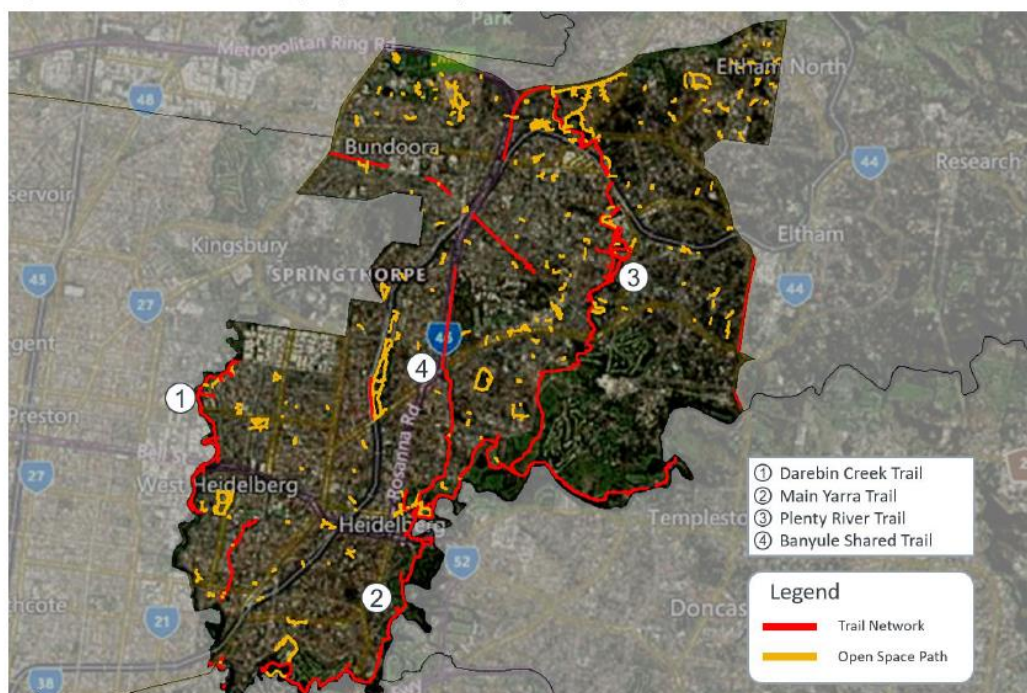
Banyule has an off-road bicycle network consisting of approximately 38km of mainly unsealed trails including the following key routes:

- > Darebin Creek Trail (upgrade in progress);
- > Main Yarra Trail;
- > Plenty River Trail (upgrade proposed); and
- > Banyule Shared Trail.

Figure 4-9 shows both the trail and open space path network within Banyule. The trail network is serviceable for both cyclists and pedestrians, while open space paths are generally only suitable for pedestrians.

As shown in Figure 4-7 and Figure 4-9 on paper a substantial cycling network exists within Banyule, however in reality there are significant gaps in the network allowing for opportunities to improve both the convenience and safety of cyclists. For instance, for commuters heading towards Melbourne's Central Business District (CBD), there are instances where a direct off-road route could be implemented to reduce the travel distance and time for commuters and improve safety by reducing conflict points between vehicles and cyclists.

Figure 4-9 Off-Road Trails and Open Space Paths Map



While off-road routes provide a safer environment for cyclists, often they do not provide a direct link to destinations. This reduces the desire of cyclists to use the off-road network, as they are still required to ride on sections of road unprotected. During the site inspection, it was observed that this led to awkward interactions where cyclists would be required to travel, potentially illegally, on footpaths for moderate distances prior to re-joining the subsequent facility. Further shared-use infrastructure can create the potential for conflict where the path width is too narrow for volume of use or where users do not understand, or choose to ignore, accepted norms of behaviour including:

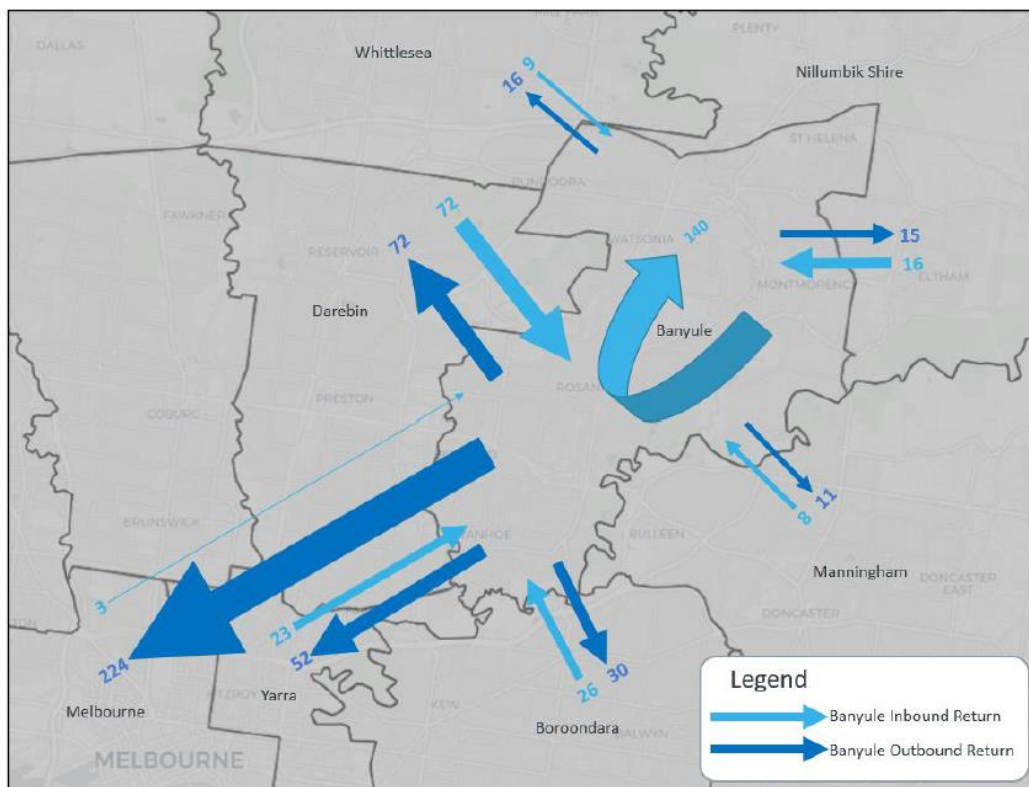
- On the part of cyclists: riding at high speed, overtaking too close, and failure to signal before overtaking; and
- On the part of pedestrians: blocking the path, unpredictable movements and crossing the path without looking.

4.5 Cycling Movements and Counts

Figure 4-10 illustrates the proportion of cycling return commuter trips to and from Banyule by their destination, including trips wholly within Banyule that was derived from the 2016 Census Data (ABS, 2016). The number of employed persons and their method of travel to work information were extracted for the study area. The following comments are made in relation to this data:

- > The City of Melbourne is a relatively high trip generator for cycle commuting as shown by the number of return trips when compared to the external trips to the neighbouring Local Government Areas. This is expected, given the employment opportunities associated with a CBD;
- > The second largest attractor of cycle commuting for Banyule residents is trips internal to Banyule;
- > Return trips to Darebin are also relatively high, matched by the number of residents who commute by cycling from Darebin to Banyule; and
- > Around 64% of people working within Banyule resides at a different local government area with reference to 'idcommunity' profile data. As depicted in Figure 4-10, the three highest inbound cycling movements originated from Darebin, Boroondara and Yarra.

Figure 4-10 Cyclists commute trips from Banyule (daily), by destination⁴

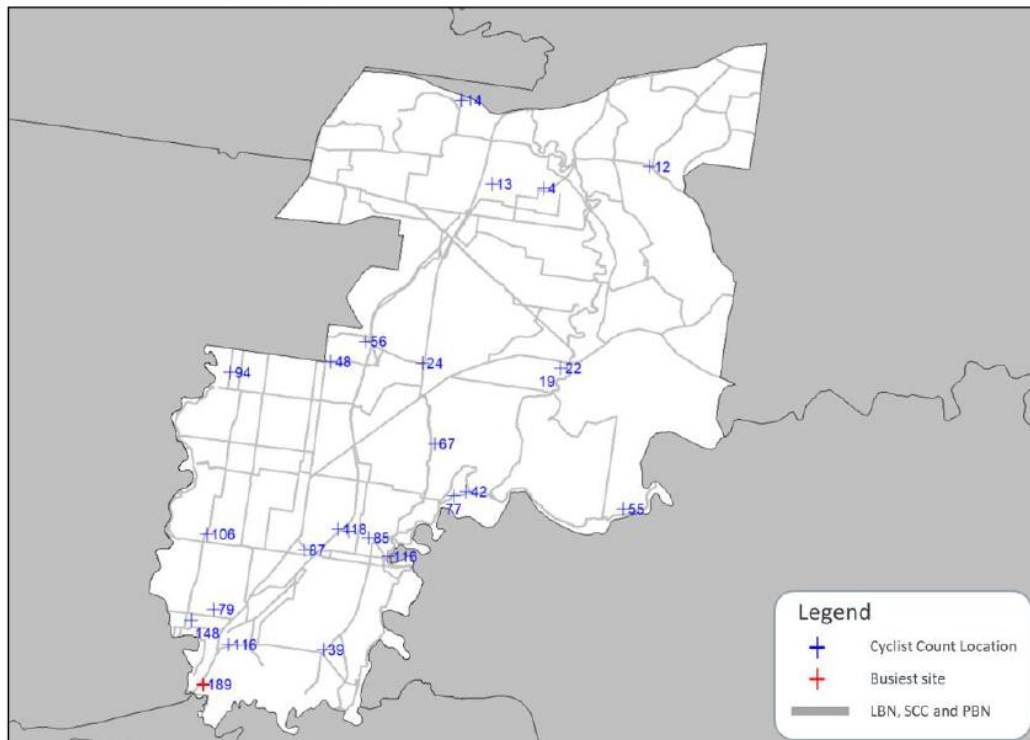


⁴ ABS Journey to Work data, Census of Population and Housing, 2016

Figure 4-11 shows the 2017 AM cycling counts for 25 sites within Banyule. This information was sourced from the Super Tuesday Commuter Bike Count that was conducted on Tuesday 7 March 2017 for two hours from 7am to 9am, with a total count of 1,719 trips during this time period. Super Tuesday counts collect active travel data for Local Councils, including gender, time and directional flow. Based on this survey information, it is noted that:

- > Overall cycling trip increase of 5% compared to 2015 survey counts which is an equivalent of 2.5% per annum indicating a positive result in gaining cycling health benefits and reducing vehicle congestion etc;
- > Female riders represented 15% of bicyclists across the municipality which is below the average female ridership in Victoria (22%); and
- > Out of the 25 sites, the busiest site was at the intersection of Heidelberg Road and The Boulevard with an average of 95 trips per hour.

Figure 4-11 2017 Morning Peak (AM) Cyclist Counts⁵



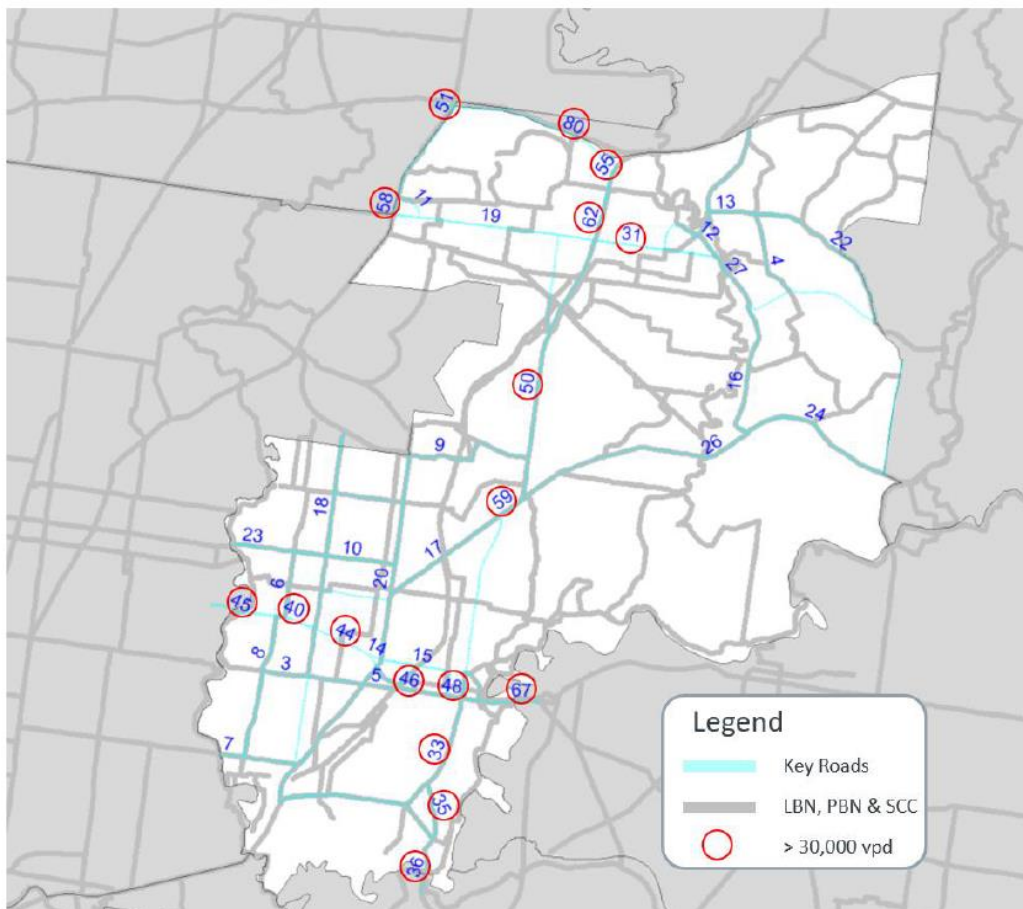
⁵ Super Tuesday Survey Counts 2017

4.6 Vehicle Volumes

Traffic volumes were also considered for the review of the cycling network within Banyule as vehicles pose the most severe risks to cyclists utilising on-road infrastructure. Figure 4-12 below shows the 2019 Annual Average Daily Traffic (AADT) for key roads within Banyule. The below locations had AADT above 30,000 vehicles.

- > Greensborough Highway (PBN);
- > Metropolitan Ring Road (SCC);
- > Rosanna Road – Not Designated;
- > Lower Heidelberg Road (LBN);
- > Manningham Road/Banksia Street (PBN);
- > Burke Road (PBN);
- > Grimshaw Street (LBN/SCC);
- > Plenty Road (SCC); and
- > Bell Street – Not Designated.

Figure 4-12 2019 AADT ('000s), Banyule⁶



As illustrated in Figure 4-12, there are a number of key planned and existing cycling routes where the corresponding vehicle volumes on the same road is significant, at 50,000 vehicles per day or greater. Due to the significant safety implications, it will be important that these routes in particular provide either horizontal or vertical segregation between vehicles and cyclists. For example, the provision of a stepped cycle track (ie. a track with some form of grade separation) would introduce major safety benefits to cyclists as well as motorists.

⁶ VicRoads Open Data, 2019

4.7 Crash Statistics

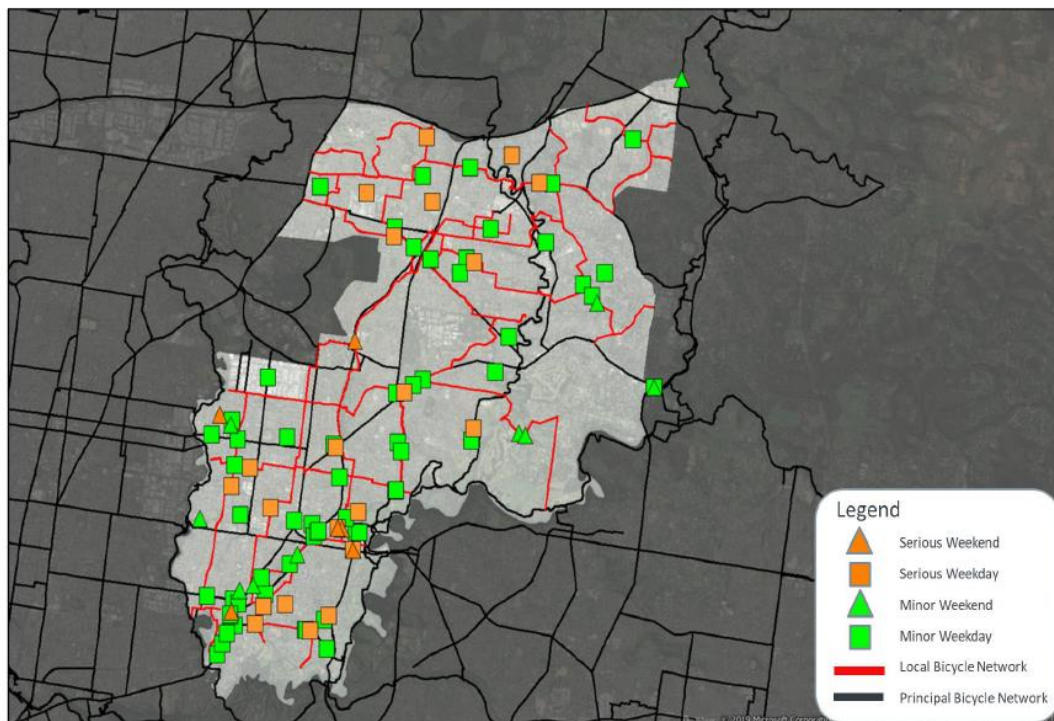
An assessment of the crash history for the study area was undertaken by analysing crash data for the past five calendar years obtained from VicRoads Road Crash Information database. Principally focused on on-road incidents, the database contains all reported casualty crashes, which include the categories of Fatal, Serious Injury and Other Injury crashes. Non-injury or property-damage only crashes are not included in this database. As such, if a crash is not reported it will not be presented within the Crash Stats database.

The categories of crash severity are defined as follows:

- > > **Fatal Injury** – one or more persons are killed in the crash, or die within 30 days from injuries sustained in the crash.
- > > **Serious Injury** – one or more persons are admitted to hospital as a result of injuries sustained in the crash.
- > > **Other Injury** – one or more persons are given medical treatment for injuries sustained in the crash.

A total of 977 crashes were reported for this time period, of which 98 crashes (approximately 10%) were associated with cyclists, and 19 crashes where both a cyclist and pedestrian were involved. This data is presented in Figure 4-13.

Figure 4-13 Reported Motor Vehicle Crashes with Cyclists (2014-2018), Banyule



Note: Each point designating a 'Serious Weekend / Weekday' or 'Minor Weekend / Weekday' incident generally indicates a single crash. If two or more crashes have occurred and reported at the same location (i.e. intersection), and meet the same categories (i.e. serious/minor, weekend/weekday) then these may be captured by a single point.

In relation to Figure 4-13, the following points are made:

- > A majority of the crashes occurred on a weekday (approximately 83% of cyclist related crashes);
- > 91% of bicycle crashes involved a collision with a vehicle;
- > Out of the total cyclist associated crashes, no fatal crashes were reported and were only deemed serious and minor, at a proportion of 27% and 73% respectively;
- > Crashes are generally spaced throughout Banyule, with particularly high-risk areas located within and between the southern border of council area and the Heidelberg Town Centre ;



- > Cyclist associated crashes occur 23 times per year on average, with similar serious to minor crash ratios over the 5-year period (as depicted in Figure 4-14);
- > 35% of cyclist associated crashes reported that a party involved was under the influence of alcohol, however the reports do not indicate which party;
- > A majority of the cyclist crashes occurred during daytime (approximately 71%) indicating that lighting around cycling facilities is unlikely to be a critical factor;
- > There is a high proportion of crashes that occurred within the 50km/h and 60km/h road sections as illustrated in Figure 4-15. This poses a very high risk to cyclists as they are highly vulnerable to injury or death in such environments;
- > Approximately 56% of the recorded cyclist crashes occurred at intersections and 44% at non-intersection locations; and
- > Only 1% of crashes were reported at off-road locations. As noted previously, as crash stats data relies on reported incidents, these are often not presented at off-road facilities.

Figure 4-14 Recorded crashes over the period 2014-2018

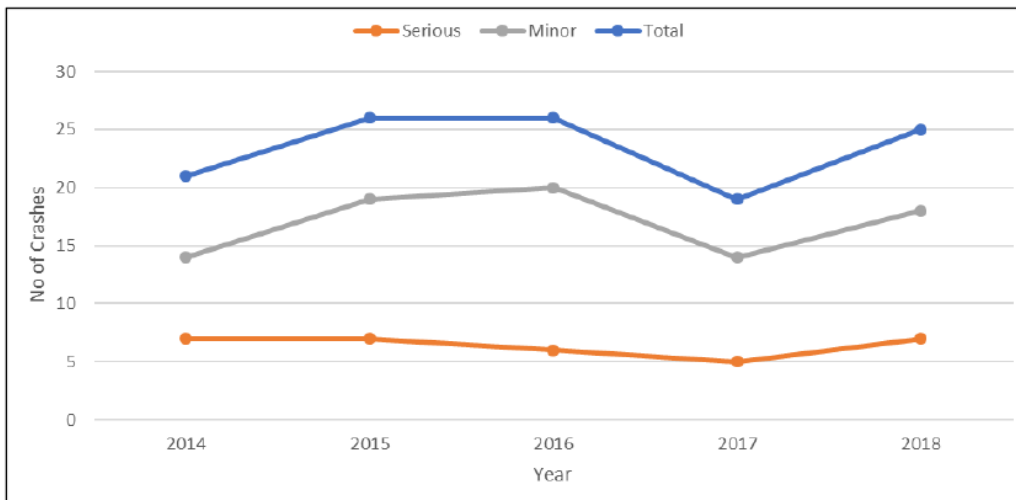
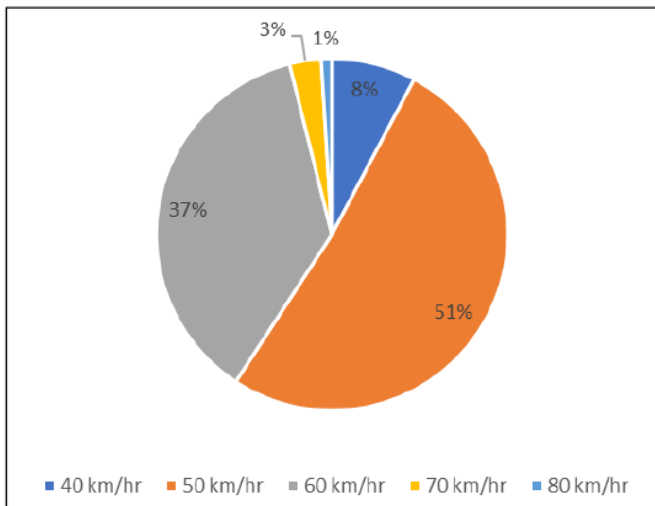


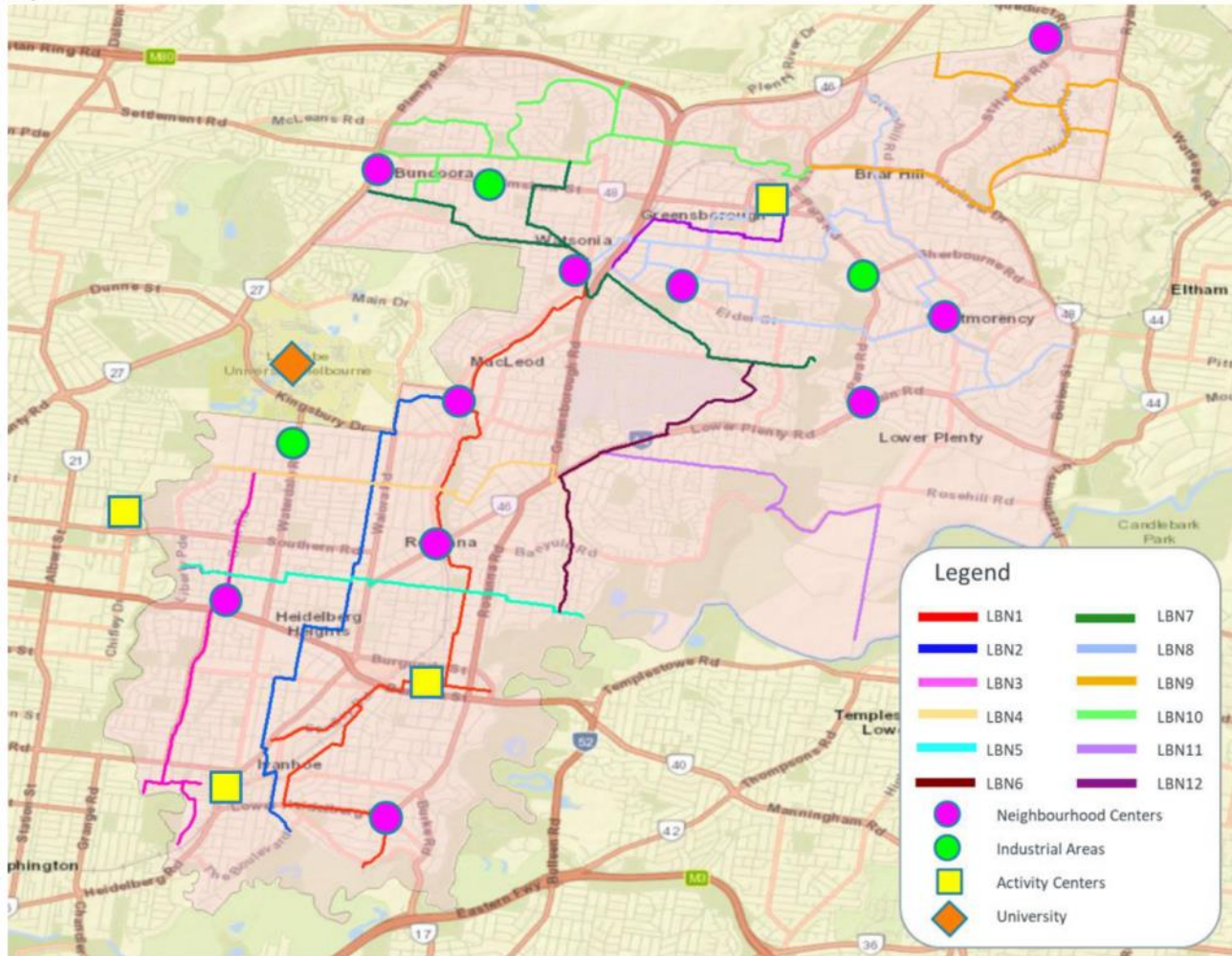
Figure 4-15 Crash proportions by road speed zones



5 Local Bicycle Route Infrastructure

There are 12 LBNs within Banyule as illustrated in Figure 5-1 below. The objective of these routes is to provide a continual cycling network within the municipality linking the residential areas to key destinations such as activity centres.

Figure 5-1 Local Bicycle Network, Banyule





5.1 LBN Route Characteristics

A review of the LBN was carried out in 2018 to understand its current fit for cyclists, including the safety of routes and links to key destinations, off-road trails and the PBN/SCC networks within Banyule. A high-level summary of the LBN characteristics is summarised in Table 5-1 below. Detailed infrastructure characteristics can be found in the *Draft Banyule Bicycle Route Review Report 2018*, prepared by TrafficWorks.

Table 5-1 Route Characteristics⁷

Local Bicycle Network	Route ID	Length (km)					Road width (m)	Speed limit (km/h)	Pavement Condition	Street Lighting	Bicycle Linemarking	Wayfinding Signage
		Route	Off-Road	Off-Road (%)	Unsealed Road	Unsealed (%)						
Watsonia to East Ivanhoe	LBN1	12.44	1.44	12%	1.44	12%	10	50	Good	Yes	Low	Very Low
Macleod to Ivanhoe	LBN2	7.31	0	0%	0	0%	8	55	Good	Yes	High	Very High
Heidelberg West to Fairfield	LBN3	6.29	0	0%	0	0%	14	50	Good	Yes	Moderate	Moderate
Heidelberg West to Viewbank	LBN4	5.83	2.32	40%	0.3	5%	10	60	Good	Partial	High	Moderate
Heidelberg West to Banyule	LBN5	4.41	0.2	5%	0	0%	8	50	Good	Yes	Very High	Very Low
Yallambie to Heidelberg	LBN6	4.61	2.71	59%	0	0%	5	60	Good	Partial	Low	Low
Bundoora to Yallambie	LBN7	8.38	3.43	41%	4.95	59%	7	50	Good	Yes	Low	Moderate
Montmorency to Watsonia	LBN8	15.85	0.79	5%	0	0%	7	50	Good	Yes	No	No
Greensborough to Diamond Creek	LBN9	6.8	0	0%	0	0%	11	50	Good	Yes	Low	No
Greensborough to Bundoora	LBN10	11.36	1.38	12%	0	0%	8	50	Good	Yes	No	No
Plenty River Trail to Main Yarra Trail	LBN11	5.44	0	0%	0.51	9%	5	50	Fair/Good	No	Moderate	No
Watsonia to Greensborough	LBN12	2.48	0.08	3%	0	0%	6	50	Good	Yes	Very High	High

⁷ Banyule Bicycle Route Review, Traffic Works 2018

To summarise the information presented in Table 5-1:

- > The LBN routes are predominantly on road, with the road speed environment associated with these LBNs typically 50km/h, indicating that there is a risk of cyclists being involved in a fatal or serious crash with a vehicle;
- > Generally, the roads are sealed with good pavement condition, with widths between 5 and 14 metres;
- > Only 14% of the LBN provides off-road cycle paths; and
- > Street lighting is only partially provided along LBN4 and LBN6, with no lighting provided along LBN11.

5.2 Cycling Route Connectivity

In terms of recognising constraints, there are known barriers to implementing a fully integrated cycling network, including main roads such as Bell Street, Rosanna Road, Greensborough Highway, rail infrastructure such as the Hurstbridge railway line and geographical features such as rivers and steep terrain.

The cycling network within Banyule has been mapped to show the connections to key destinations and other trip attractors and generators, such as schools and train stations.

Figure 5-2 illustrates cycling routes and key destinations within, or in close proximity to, Banyule including Northland Activity Centre and the proposed route to La Trobe University located in the City of Darebin. As intended, the primary role of LBN is to provide the links between neighbourhoods and key destinations such as Activity Centres.

Figure 5-3 illustrates cycling routes in relation to schools and railway stations within Banyule. However, it also highlights the need to improve local connectivity, for example to Viewbank primary and secondary schools. It is also noted that the LBNs do not necessarily provide localised school cycling links between residential areas and schools.

Although at first glance it appears that there is healthy connectivity between the key destinations via the LBN, SCC and PBN networks, there are a number of issues across the network as a whole that significantly impact this connectivity and cyclist safety including

- > Not all routes have been completed or provided with satisfactory facilities to accommodate cyclists. These aspects include:
 - Provision of dedicated bike lanes / off-road share paths;
 - Wayfinding signage; and
 - Pavement condition particularly along the kerbside lane.
- > Missing links and connections across key arterial roads;
- > Many routes require cyclists to mix with on-road traffic at some point along its length; and
- > Although the LBN is typically located on local streets – routes are often unmarked and discontinuous.

Figure 5-2 Existing and Proposed Cycling Routes and Key Destinations

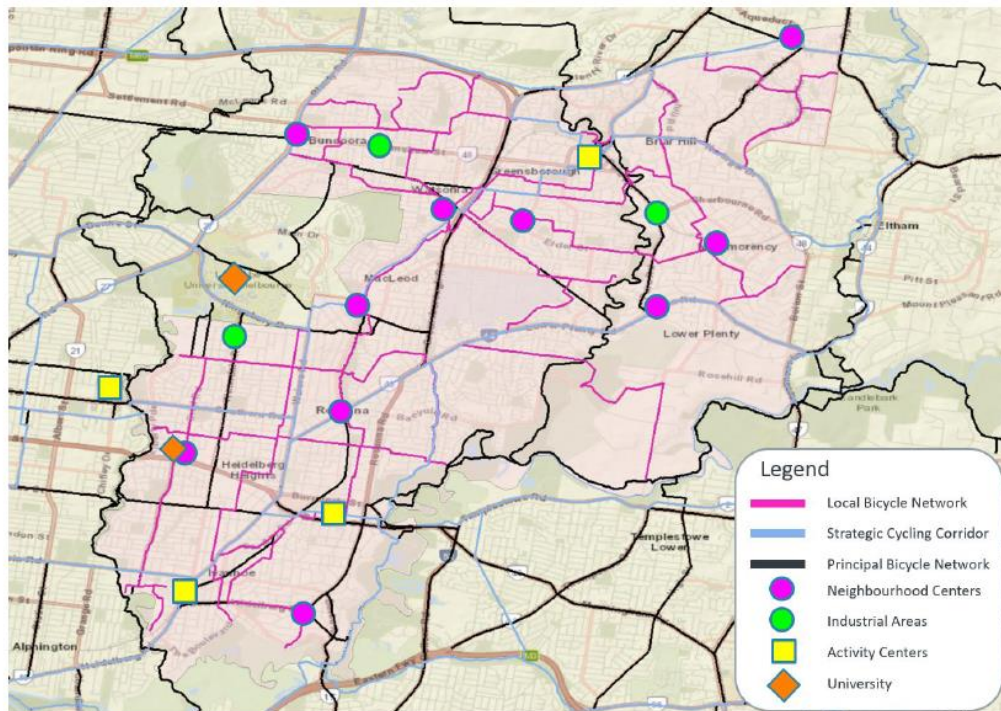
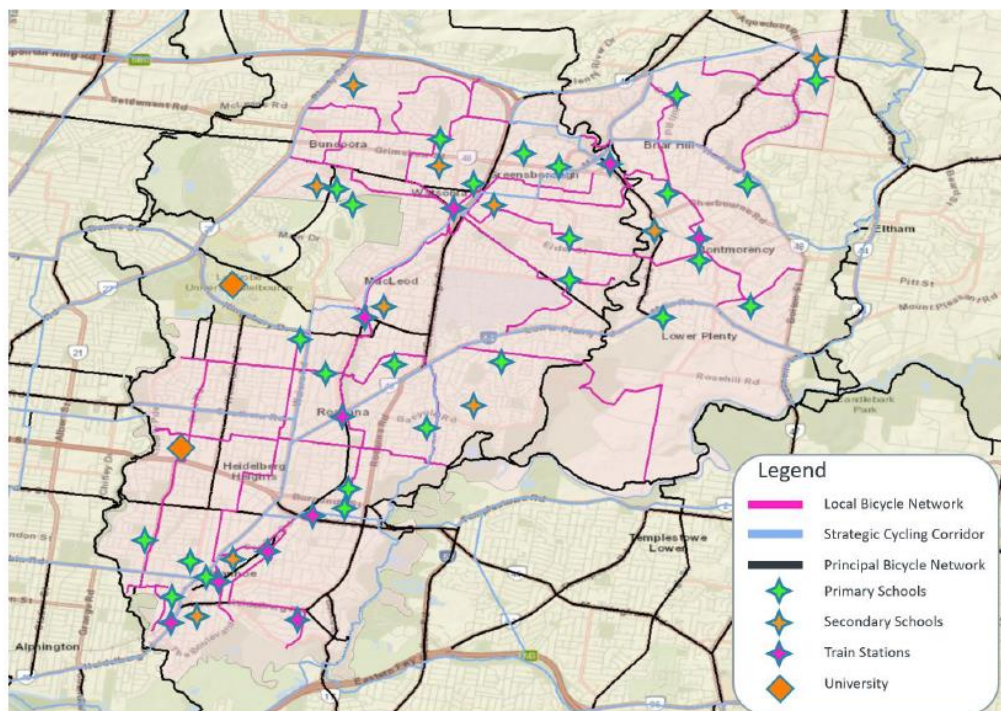


Figure 5-3 Existing and Proposed Cycling Routes and Schools and Railway Stations



6 Major Infrastructure Projects

This section discusses the known as well as the proposed key developments and changes that might have some impacts on the cycling infrastructure within Banyule and adjoining local government areas. It is noted that as these projects are State funded and delivered cycling infrastructure proposed at this point is indicative only and will not be confirmed until final construction plans are released for public exhibition.

Table 6-1 List of key developments/changes with potential impacts

Project	Description	Comments
Hurstbridge Line Upgrade Stage 2	The project includes building a new station at Greensborough, duplication of 3km track between Greensborough and Eltham and the duplication of 1.85km of track between Diamond Creek and Wattle Glen.	The duplication of Hurstbridge Line is predicted to increase the demand of patronage utilizing public transport. This will potentially increase the number of cycling trips to train stations. However, this positive externality could be offset by an increase in local traffic congestion attracted to more frequent train timetable. It is understood that a new bicycle path has been proposed (but not committed to) between Greensborough and Montmorency in conjunction with the rail line duplication. Council will continue to advocate to the State government to deliver this route.
M80 Ring Road Upgrade	The M80 Ring Road Upgrade project aims to increase capacity and improve safety on the freeway, creating more reliable travel times. These upgrades such as additional capacity, improved freeway management systems (including overhead speed limits, ramp signals etc.) will be applied to a road corridor stretch of 13km.	The project will increase capacity for a section of the M80 Ring Road to the Macorna Street bridge within Banyule. However its contribution to easing congestion is limited due to the Greensborough Road bypass, where traffic feeds in and out of the M80 Ring Road, remaining unimproved. There is no commitment to improving existing bicycle infrastructure within this project for Banyule, noting that the existing shared use path on the north side of the M80 will be retained as part of the project.
North East Link	This project will deliver three major projects in one: North East Link – Completing the ring road between the Eastern Freeway and the M80 Ring Road, connecting the growing northern and south-eastern suburbs. Eastern Freeway upgrades – Overhauling the Eastern Freeway with new lanes and new technology for up to 40% faster vehicle trips. Doncaster Busway – Launching a new Doncaster Busway with dedicated express bus lanes along the Eastern Freeway from Doncaster towards the City.	Although still in the design and development stage, this project will create opportunities to build new, and improve existing walking and cycling links through Melbourne's northeast. This includes the completion of the commuter cycling route to the city along the Eastern Freeway as well as the expansion of the Strategic Cycling Corridor network in the northeast with new on-road routes to Greensborough, Watsonia, Heidelberg, La Trobe University and connections to local shops and attractions like the Heide Museum of Modern Art. Whilst trails parallel to North East Link are expected to be improved, there is potential for east-west connectivity to be compromised.
Fitzsimons Lane Upgrade	The Fitzsimons Lane upgrade is part of the broader Northern Roads Upgrade project and involves works at key intersections along Fitzsimons Lane to reduce congestion, improve safety, walking and cycling connections in the local area. These works include signaling intersections and adding additional lanes.	The upgrade proposes to include a new walking and cycling path along the eastern side of Fitzsimons Lane between Porter and Foote Streets in Templestowe (City of Manningham). An on-road cycle lane is also included at the Main Road/ Fitzsimons Lane intersection (on Main Road), excluding the southern end of the intersection (Fitzsimons Lane) due to space and safety constraints.

7 Benchmarking

The following benchmarking concepts are introduced to begin contemplating some broad targets that Banyule City Council can seek to achieve through the establishment and implementation of a bicycle strategy. These benchmarking concepts will be further developed and defined as the strategy progresses

7.1 Gender Ratio

A high proportion of female cyclists is a strong indication of the health of a city's cycling environment. The higher the proportion, the better the cycling infrastructure. In the top international cycling cities, women tend to comprise around 50% of cycling numbers.

7.2 Road Speed

30km/h road speed is quite common in European cities for local and residential streets where cycling infrastructures exists. The prevailing justification is that the severity of injuries to pedestrians and cyclists in collisions involving motor vehicles is much less than at 50 km/h, and that lowering link speeds has a marginal impact on vehicle journey times in cities, compared with delays at intersections. From a local context, we are beginning to see inner-city municipalities trial and adopt 40km/h road speed limits, to improve the safety and comfort for cyclists. Yarra City Council have also recently been trialling 30km/h road speed limits in portions of Fitzroy and Collingwood, with the 12-month trial resulting in Council recommending to retain areas of 30km/h road speed limits permanently.

7.3 Fit-for-Purpose

Ensuring that cycling infrastructure, such as on-road cycle lanes and shared user paths, are fit for purpose. There are many factors which inform this, however main considerations include providing sufficient widths and quality of infrastructure to ensure that the bicycle passage is maintained and provides an appropriate level of comfort and safety.

A key aspect of this is the provision of suitable infrastructure is to ensure safety depending on the cycling environment. For example, on arterial roads separated bike lanes with structures to prevent car ingress; on local roads, signage and road markings to increase awareness. Whilst in fast paced off-road paths, suitable drainage and non-slip surfaces may be required to reduce the chance of off-road incidents.

8 Stakeholder Engagement Workshop

A community engagement workshop was held at Banyule City Council on Wednesday 5 February where a number of stakeholders were present and provided comments on the current and future Banyule bicycle network. The workshop was organized and jointly hosted by Cardno & Banyule City Council, and had approximately 30 attendees from DoT, TfV, local Bicycle User Groups (BUG), council members, Bicycle Network and other local groups. For stakeholders that could not attend, feedback was also received via e-mail and over the phone.

Comments were sought on the positive and negative aspects of the existing bicycle network within Banyule as well as any opportunities that these groups see for improvement throughout. Likely, due to the composition of attendees there were a number of policy related comments, calling for clarity regarding the prioritization of road space, as well as prioritisation of transport modes within the Council. Key aspects to building a reliable bicycle network included identifying crucial routes and conflicts, as well as SCC's consultation and approval which involves working with Council to fund cycle infrastructure.

Several positive comments were received regarding the bicycle infrastructure within Banyule Council including The Heide Park trail being described as 'lovely riding' and Oriel Road mentioned as a great on-road bike path particularly given the low traffic volumes. Creek trails and off-road trails were also praised and recognized as an excellent recreational asset.

Further workshop feedback has been reviewed and summarized below.

Parking

There is a strong demand for additional bicycle parking infrastructure which includes:

- > Increased parking at schools, town centres, parks and railway stations;
- > Increased secure parking spaces such as Parkiteers at train stations and shopping centres;
- > A greater focus on end of trip facilities at key destinations including water facilities, parks, schools, and neighbourhood houses; and
- > Alternative bicycle hoops to cater for bicycles with trailers and cargo bicycles.

Additionally, stakeholders suggest a policy shift calling for a better balance between car parking and bicycle storage at train stations. Stakeholders hope to see fees for Parkiteers removed, and paid parking for vehicles at train stations which may shift commuters to use bicycles instead of drive. Clifton Hill bicycle parking was identified as a good parking system and may be used as a potential bench mark for future projects.

Signage

Signage for pedestrians and cyclists was highlighted regularly by stakeholders as a major issue to be addressed. There was positive feedback in regards to the updated signage, such as along Darebin Creek, however there is a demand for improvement across the network. Signage should be consistent with the signage across Melbourne as well as incorporate maps of the bicycle network, public toilet signage and connections to other council networks. Signs should also include local small business closely accessible to the bicycle network, which would support small businesses while also improving the community as a whole.

A number of areas were highlighted as having poor signage such as the Yarra Trail, northbound tracks (Darebin Creek Trail near Gona Street) and signage to and from the Heide Museum of Modern Art.

Signage along roads where bicycle infrastructure exist should also be improved to encourage bicycle awareness.

Community Engagement

There are calls for increased community engagement in regards to cycling within the Council. Suggestions included:

- > Increase education about the laws of cycling, such as that families and those with medical conditions are legally allowed to ride on the foot path;
- > Community bicycle training and classes for residents seeking 'learn to ride' opportunities for all age groups varying from children to adults;
- > Create beginner friendly or road cycling training routes to improve their cycling skills;



- > Pilot / demonstration routes marketed as user friendly to facilitate recreational riding which should be from local streets to neighborhood destinations such as parks, libraries, schools etc.
- > Promote cycling opportunities at schools, stations, universities and the work place. Provide incentives to those who cycling to these destinations; and
- > Connect local cycling groups, collaborate with leisure centres and exercise clubs to promote cycling.

Opportunities

With infrastructure projects occurring within the Banyule Council such as the North East Link, the Hurstbridge Line Upgrade and Level Crossing Removal Project, opportunities exist to upgrade cycling infrastructure concurrently with these projects. In particular, multiple stakeholders requested utilising the Hurstbridge Line Upgrade Project to incorporate shared paths along the duplication. There is also a strong community call for Hillside Road near Rosanna Railway Station to be used as a key bicycle route.

Additional opportunities are available which may promote cycling within Banyule City and improve the safety of cycling within the Council:

- > Create a mobile bicycle application which illustrates the local bicycle network, and the safest route to travel based on a variety of factors;
- > Provide cycling information on the Council website;
- > Install more bicycle counters along key cycling routes to promote cycling as a method of commute;
- > Implement electric bicycle hires schemes at railway stations;
- > Provide charging stations for electric scooters/bicycles, improve education regarding the laws surrounding electric bicycles and promoting electric bicycles as an alternative transport mode;
- > Extend 40km/hour speed limits to key cycling routes to increase safety for drivers and cyclists;
- > Plant additional trees along trails to create comfortable riding conditions;
- > Convert pedestrian paths with low pedestrian volumes into shared paths e.g. Southern Road;
- > Provide fixiteer stations along key cycling routes;
- > Increase lighting on trails and paths to make them safer at night;
- > Increase bicycle lanes within town centres;
- > Improves access to parking for cyclists at schools, stations and shopping centres;
- > Improve and maintain bicycle lane marking;
- > Fix and maintain damaged tarmac, particularly along key bicycle routes; and
- > Maintain off-road paths, particularly after heavy rainfall weather events.

Gaps in the Network

Gaps in the network are a major factor for cyclists, particularly for commuters as they result in extended commuting times, force cyclists to ride along dangerous roads to meet up with the connection, and deter many people from using cycling as a mode of commute.

In order to reduce gaps in the network, greater connectivity is required between major activity centres, neighbouring council networks, La Trobe University, community facilities such as parks, sports fields and skate parks, schools and hospitals.

Gaps in the network also include sections where bicycle infrastructure exist, but is unsafe or unusable. Examples of this include faux bicycle lanes (line marked bicycle lanes where vehicles are legally allowed to park across), sections of bicycle lanes disappearing and reappearing (Banksia Street and Oriel Road acknowledged as a major issue) and a lack of bicycle infrastructure to assist cyclists crossing major roads. A number of locations where stakeholders have identified gaps in the network are below:

- > Altona Street bicycle lanes do not continue east of Waterdale Road;
- > Limited river crossings across Darebin Creek to connect Banyule to Darebin and Alphington conveniently;
- > No connection across Darebin Creek at Wood Street, Dundas Street;



- > Poor connection between Greensborough / Montmorency / Eltham. The Hurstbridge Line Upgrade may provide an opportunity;
- > Limited cycling facilities on Banyule Road & Rosehill Road;
- > Poor connection to Donaldson Creek Reserve Track from Waterdale Road;
- > Lack of formal bike path at the offshoot of the Main Yarra Trail down Dora Street;
- > The Banksia Street underpass is in poor condition, complicated to navigate and very steep;
- > A number of locations where it is difficult for cyclists to cross main roads are: Waiora Road / Davies Street, Waiora Road / Lower Plenty, Henry Street / Grimshaw Street Banksia Street near Heidelberg Station and the railway crossing at St James Street.

Furthermore, Banyule's distance to the CBD makes it a second tier cycling suburb. Cyclists who have great distances to cover require the most direct route to the city which is often along the busiest roads, especially as gaps in the network prolong the journey in many cases. In order to increase the number of riders commuting to the city, greater connectivity is required to reduce the commute time while still maintaining a high level of safety.

9 Identification of Issues & Opportunities

This section discusses the early issues and opportunities that have been identified at this stage of the project, considering all background work undertaken to date including site visits and stakeholder engagement.

9.1 Issues

- > Anticipated rapid growth in the northern region reaching a population of 1.6 million people in 2050 (Victoria in Future, 2016) coupled with the ageing population of Banyule highlights the need for associated open public realm space, health and aged care services;
- > A significant number of paths have missing links throughout the network. Currently, cyclists have to navigate roads without satisfactory cycling facilities, take detours or dismount and walk along the pedestrian footpaths.
- > Particularly within town centres, there is typically no road space allocated to cyclist facilities throughout Banyule, there also appeared to be limited bicycle parking available in retail precincts;
- > Female riders represented 15% of Banyule's bicyclists across the municipality which is below the average female ridership in Victoria (22%). Although the cyclist numbers recorded in Banyule shows an increasing trend, across Australia shows a decreasing profile indicating the current cycling infrastructure at some locations does not cater for all ages and genders;
- > A majority of the cycling associated crashes occurred during weekdays, which could be related to cycle commuting to work. Generally, the crashes are disbursed across the network, with a particular high-risk area within and between Heidelberg Town Centre and the southern border of the council area. In addition, around one-third of cyclist crashes reported that a party involved was under the influence of alcohol highlighting a need for safer bicycle infrastructure and increased education around driving under the influence;
- > Physical barriers to bicycle network connectivity such as major road, rail lines, rivers and topography;
- > General concern regarding the impact of the North East Link project to cycling connections and breaking any momentum; and

9.2 Opportunities

- > There is an opportunity to increase the number of commuters to the CBD through the provision of high-quality cycling facilities and more direct cycling routes within Banyule, given the demand for this commuting movement. Based on 'idcommunity' profile data, only 1% of the working residents preferred to use cycling as their main method of travel versus 63% using a car. This presents an opportunity to introduce means to encourage a modal shift from vehicles to cycling;
- > There is also an opportunity to provide direct cycling routes through realignments and provision of missing links;
- > There are numerous opportunities to provide additional and more direct routes to improve travel time as well as safety particularly for cyclists;
- > The identification of key trip attractors and the bicycle infrastructure network provides an opportunity to prioritise key areas, for example ensuring safe connections to schools and recreational facilities;
- > Improving safety by reducing the road speed limits in appropriate locations, particularly within and around town centres. This would improve safety benefits with minimal effect on vehicle travel times;
- > There are opportunities to increase bicycle parking and connections to train stations and schools, where car parking in many areas is at or is close to capacity, bicycle parking provides an alternative option;
- > Promote and implement grass roots community measures to and increase the uptake of cycling; and
- > Investigate opportunities to provide additional end of trip facilities to encourage and facilitate cycling.

APPENDIX

A

LITERATURE REVIEW



Literature Review

Banyule Bicycle Strategy

V190811



Prepared for
Banyule City Council

7 January 2020





Contact Information

Cardno Victoria Pty Ltd

ABN 47 106 610 913

Level 4

501 Swanston Street

Melbourne VIC 3000

Australia

www.cardno.com

Phone +61 3 8415 7777

Fax +61 3 8415 7788

Author(s):

Maselusi Amiatu

Senior Traffic & Transport Engineer

Approved By:

Todd Mexted

Transport Planner

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Our report is based on information made available by the client. The validity and comprehensiveness of supplied information has not been independently verified and, for the purposes of this report, it is assumed that the information provided to Cardno is both complete and accurate. Whilst, to the best of our knowledge, the information contained in this report is accurate at the date of issue, changes may occur to the site conditions, the site context or the applicable planning framework. This report should not be used after any such changes without consulting the provider of the report or a suitably qualified person.



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1 Literature Review

The purpose of this literature review is to identify the overarching strategies guiding cycling in Banyule and understand where the current cycling provision is at odds with these strategies. It will also assist in developing an appreciation of the interface with adjoining municipalities and any relevant strategies in this regard.

1.1 State and Regional Strategies and Framework

1.1.1 Victorian Bicycle Strategy 2018 - 2028

The Victorian Bicycle Strategy 2018-28 vision is to increase the number, frequency and diversity of Victorians cycling for transport by investing in a safer, lower-stress, better-connected network, prioritising strategic cycling corridors, and by making cycling a more inclusive experience.

Key actions within the Strategy that relate to the Strategic Cycling Corridors (SCC) network include:

- > Working with State Government agencies, Local Councils and industry to review and update guidelines for SCCs to ensure a consistent approach and understanding of what a high-quality network of cycling infrastructure looks like;
- > Prioritise investment in the SCCs with the current and potential highest levels of demand. Investing in high-quality infrastructure for SCCs to make cycling on them an attractive mode of transport for people for all ages, especially interested but concerned people; and
- > Working with Local Councils to join up SCCs on local streets, arterial roads, highways, rail corridors and green spaces. Working closely with Local Councils to plan, identify and deliver improvements to SCCs and to support the 20-minute neighbourhood concept, especially for cycling to schools, train stations and activity areas.

1.1.2 Movement & Place (M&P) Framework 2019

The Movement and Place (M&P) Framework is a new tool that was developed by VicRoads based on local and global guidelines and best practice to meet the future challenges in the transport network. M&P offers progressive means of working so that a variety of considerations and outcomes in land-use and transport planning are better integrated.

The key to this new approach is categorising streets for active modes first, and recognising that various streets have different classification, for instance residential streets perform a different role to major arterial roads. The process will also help to identify how best to accommodate more than one transport type into a street.

Streets are traditionally classified by their ability to move traffic and provide access for cars. By embracing this M&P approach based on local context, the needs of different users, and positive social, economic and environmental outcomes, is consistent with Banyule's current Bicycle Strategy objectives.

1.1.3 Northern Regional Trails Strategy 2016

It is anticipated the northern region will experience rapid growth reaching a population of 1.6 million people in 2050 (Victoria in Future, 2014). The northern municipalities including Banyule City Council, are already facing challenges in ensuring that infrastructure is properly planned, funded and delivered to support social, economic and environmental outcomes. As the urban footprint of the north expands and becomes increasingly dense due to the increase in population, the availability of public realm space will pose a major challenge.

The predicted shift in demographic profile which is forecast to directly relate to population growth would exacerbate the space constraint issue. It is expected that the population will age significantly over the next 30 years, placing increased demand on health and aged care services. In order to minimise the associated cost impact to all levels of Government and maintain community wellbeing, it will be vital to provide a high level of access to public open space for low-impact recreation and exercise options such as off-road trails.

Thus, the Northern Regional Trails Strategy 2016 was established to provide a framework for the future development and maintenance of a recreational off-road trail network. That is, it defines a vision and plan for the future of off-road recreational trails in Melbourne's north. The objective of the strategy is to:



- > Leverage existing recreational off-road assets in the north to build a cohesive, integrated, regional trail network;
- > Address existing gaps in the network by extending existing corridors; and
- > Implement new trail corridors in response to urban development, densification and population growth.

1.2 Local Strategies and Studies

1.2.1 Council Plan 2017-2021

The Council Plan sets out the key directions and main objectives to achieve their vision of a green, sustainable and vibrant Banyule for a healthy, connected and inclusive community. The plan has the following strategies of relevance to the update of Banyule's Bicycle Strategy:

- > Support sustainable transport by providing shared trails that help to link key public open spaces and community facilities; and
- > Support sustainable transport by encouraging walking, cycling and public use.

The key initiatives associated with the above strategies include:

- > Plan for and deliver a major shared path bicycle link through Banyule from the Plenty River Trail to Plenty Road;
- > Continue the off-road path renewal and development of the Banyule Shared Trail Network (for walking and bicycles) through the implementation of the Northern Regional Trails Strategy (NRTS) and the shared trail asset management plan; and
- > Implement travel behaviour change programs to improve walking, cycling and public transport use in priority areas.

1.2.2 Banyule Integrated Transport Plan (BITP) 2015 – 2035

The aim of the Banyule Integrated Transport Plan (BITP) 2015-2035 is to help build a safe transport system that supports an accessible, sustainable and active Banyule. In relation to the Banyule Bicycle Strategy Review, the BITP proposes a range of Strategic Directions (SD) and Actions (A) that should be considered in the updating of the Banyule Bicycle Strategy as listed below:

- > SD1: A consistent and strategic approach will be used to manage cycling.
 - A1 Review and update the Banyule Bicycle Strategy;
 - A2 Review the existing cycling network to identify missing routes, gaps and deficiencies;
 - A3 Support the implementation of the NRTS to improve links through and beyond Banyule;
 - A4 Advocate to VicRoads and to the State Government for the completion of the Principle Bicycle Network across Banyule.
- > SD2: The cycling network will cater for all ages and abilities.
 - A5 Develop and extend the existing bicycle network of links between our key destinations, and work with neighbouring councils and the State Government to strengthen the suburban bicycle network;
 - A6 Develop a bicycle accessibility map to help promote riding routes within and beyond Banyule;
 - A7 Provide end of trip facilities at key destinations, including bicycle parking and charging points for electric bicycles;
 - A8 Improve cyclist navigation through wayfinding and directional signs;
 - A9 Consider the needs of cyclists in all transport infrastructure upgrades and street maintenance programs;
- > SD3: Council will promote a cycling culture.
 - A10 Support schools to participate in Bicycle Network's Ride to School program;
 - A11 Promote cycling as a fun, practical and healthy transportation choice through the development and implementation of behaviour change programs;
 - A12 Co-fund the provision of Parkiteer cages at railway stations in conjunction with Public Transport Victoria.



1.2.3 Banyule Bicycle Strategy 2010 – 2020

The Banyule Bicycle Strategy aims to:

- > To plan for increasing transport sustainability in Banyule and minimise the impacts of private vehicles, traffic congestion and pollution on Banyule's environment;
- > To provide a safe, continuous, direct and convenient bicycle network and related infrastructure which encourages cycling for journey to work and recreational purposes;
- > To promote linkages between cycling and other modes of transport, and between off and on-road bicycle networks;
- > To establish and promote the hierarchy of transport models for access to Activity Centres and other key facilities in Banyule;
- > To promote the health and well-being benefits of cycling;
- > To complete the Principal Bicycle Network in Banyule by 2019;
- > To fund planning, design, construction and maintenance of bicycle projects and programs at an adequate level;
- > To develop measures to track progress on improving bicycle programs, participation, safety and infrastructure; and
- > To educate cyclists, pedestrians and motorists about safe operating behaviours.

1.3 Neighbouring Council Bicycle and Transport Strategies

For the purpose of reviewing the Banyule Bicycle Strategy, a review of the neighbouring Council's bicycle strategies was undertaken to understand the issues and opportunities at the interface with adjoining Municipalities.

1.3.1.1 Darebin Cycling Strategy 2013 – 2018

The primary aim of the Darebin Cycling Strategy 2013 - 2018 is to encourage people travelling within or through Darebin to make more of their trips by bicycle. To achieve this, the strategy has set the following objectives:

- > Foster a culture of cycling where the bicycle is the first choice for trips between 2 and 7 km;
- > Create a cohesive high-quality network of cycle friendly routes accessing popular destinations both within Darebin and the larger Metropolitan network that are suitable for use by all abilities, ages and backgrounds;
- > Express a long-term commitment to building a culture of cycling and engage key partners and stakeholders in prioritising investment in cycling; and
- > Continue to improve the safety of cycling.

1.3.1.2 Manningham Bicycle Strategy 2013

The Manningham Bicycle Strategy 2013 is an overarching document, which sets out the vision, considering relevant strategic and local context and makes recommendations regarding the sets of interventions identified to encourage greater uptake of cycling as a viable and safe mode of transport. The key strategy objectives set out in the strategy include:

- > Improve on-road and off-road cycling infrastructure, to connect to key destinations and generators;
- > Improve end of trip facilities at key destinations and improve bicycle facilities on key routes; and
- > Undertake educational and promotional activities to increase the community's awareness of cycling as a viable form of transport for both commuting and recreational purposes.

1.3.1.3 Whittlesea Bicycle Plan 2016 – 2020

As stated in the Whittlesea Bicycle Plan 2016 – 2020, "The City of Whittlesea Bicycle Plan 2016 – 2020 is Council's commitment to increasing cycling participation of residents and visitors of the City of Whittlesea. Council recognises the importance of a strong plan to support cycling that will result in a range of benefits including economic, environmental, health, access and mobility, and community inclusion". To achieve this vision and commitment, the strategy outlines the key directions:



- > Make cycling safer;
- > Encourage and promote cycling;
- > Build and main a high-quality network; and
- > Monitor cycling into the future.

1.3.1.4 City of Yarra Bicycle Strategy 2010 – 2015

The City of Yarra Bicycle Strategy 2010 – 2015 sets out a long-term vision for cycling in the City of Yarra. It recognises that there are different mobility needs within the City of Yarra community. To achieve the vision, the Strategy maps out a series of objectives as listed below:

- > Better on-road and off-road bicycle network;
- > Better local streets for cycling;
- > Better bicycle network maintenance and accountability;
- > Better bicycle safety by reducing conflict and better end of trip facilities – bicycle parking;
- > Better Council use of bicycles;
- > Better recruitment and retention of cyclists; and
- > Better policies, innovation and relationships.

1.4 Other Transport Studies

1.4.1 Strategic Cycling Corridors – Overview Document for Councils (2019)

The Strategic Cycling Corridors Overview Document have mapped out five principles that underpin the metropolitan SCC network which include:

- > Destination based;
- > Safe;
- > Direct;
- > Integrated; and
- > Connected.

The five principles aims to encourage people to cycle rather than using a car for short trips and support the development of 20-minute neighbourhoods.

1.4.2 Bicycle Facilities at Banyule Rail Stations – Report 2019

The Banyule rail stations report provides an overview of an audit that was done on bicycle facilities located at and within the vicinity of each of the nine rail stations located on the Hurstbridge Line within the City of Banyule. Recommendations from this audit have identified rail stations that require additional bicycle facilities to accommodate current demand. It is noted however that the provision of bicycle hoops presents other challenges such as difficulties identifying suitable installation locations and associated cost impacts.

1.4.3 Banyule Safe Travel Plan 2016 – 2026

Banyule Safe Travel Plan (BSTP) 2016 – 2026 vision is to provide pathways for safer journeys and moving freely via people-friendly streets. To support this vision, BSTP have identified the following objectives which are relevant to the Banyule Bicycle Strategy Review:

- > Improve the safety of walking, cycling and travelling by public transport in Banyule;
- > Remove barriers to safe, convenient and confident local journeys on foot, by bike, and by bus, tram and train;
- > Reduce towards zero the negative impacts of vehicle road traffic on the health, safety and well-being of local people and visitors to Banyule, and on the long-term health of the planet;
- > Reduce the number, distance and speed of vehicle journeys within Banyule;
- > Integrate safe travel thinking into all policy, planning and operational decisions within Banyule Council;



- > Seek to embed safe travel thinking into decisions made by Council's partners;
- > Shift community awareness towards a clearer appreciation of the negative effects of private vehicular transport in Banyule; and
- > Obtain active support and participation by individuals, community groups and businesses in efforts to achieve safe travel.

ATTACHMENT 1 – DEVELOPMENT PLANNING ACTIVITIES REPORT

PLANNING PERMIT APPLICATIONS AND RELATED REQUESTS RECEIVED AND DETERMINED

The 2020 calendar year has seen an increase in the number of planning applications (standard applications and Section 72 amendments to permits) and related requests (secondary consents, subdivision certifications and condition 1 plans for approval) received compared to the previous year.

In 2020, 2519 requests were received compared to a total of 2239 in 2019, resulting in an increase of 280 (12.51%) requests. The total number of requests determined over the year exceeded the number received with a total of 2529 determinations, resulting in 10 more requests being determined than received. The number of determinations was also an increase on the previous year by 199 determinations or 8.54%.

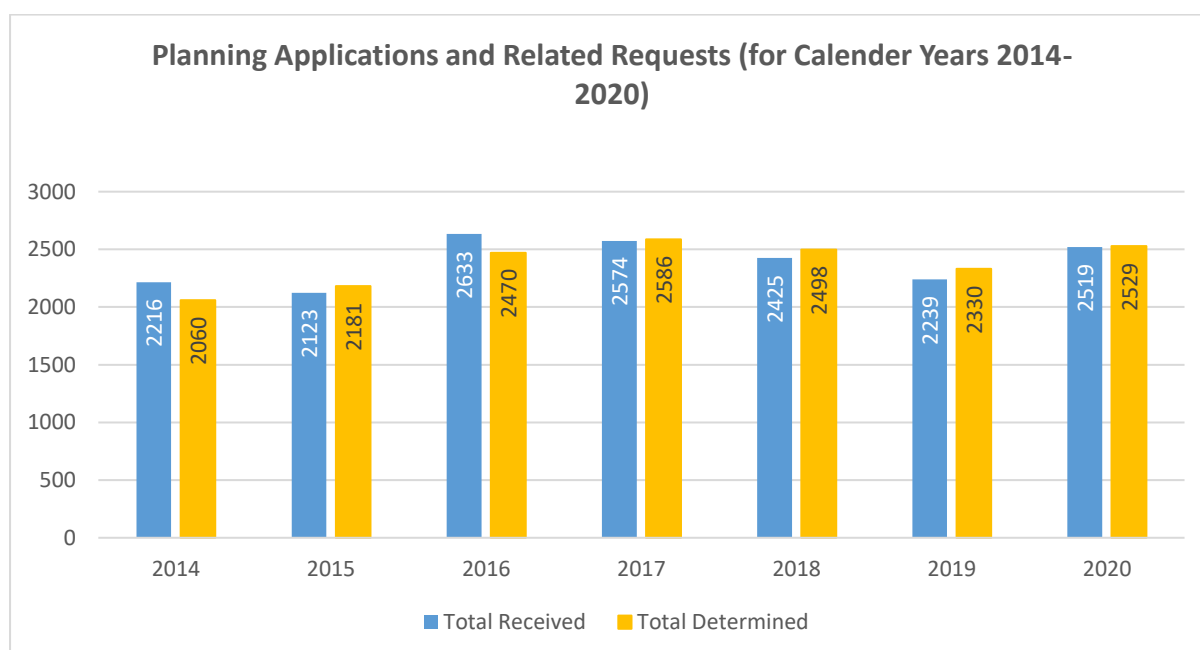


Figure 1 – Comparison with previous years

Figure 2 below shows the number of 'live' (current) applications per month across the year. During the six month review period the number of live applications at any point in time has fluctuated between a low of 358 in September to a high of 393 in November. Despite the fluctuations in live applications, the total number of live applications remained below the live target throughout the review period.

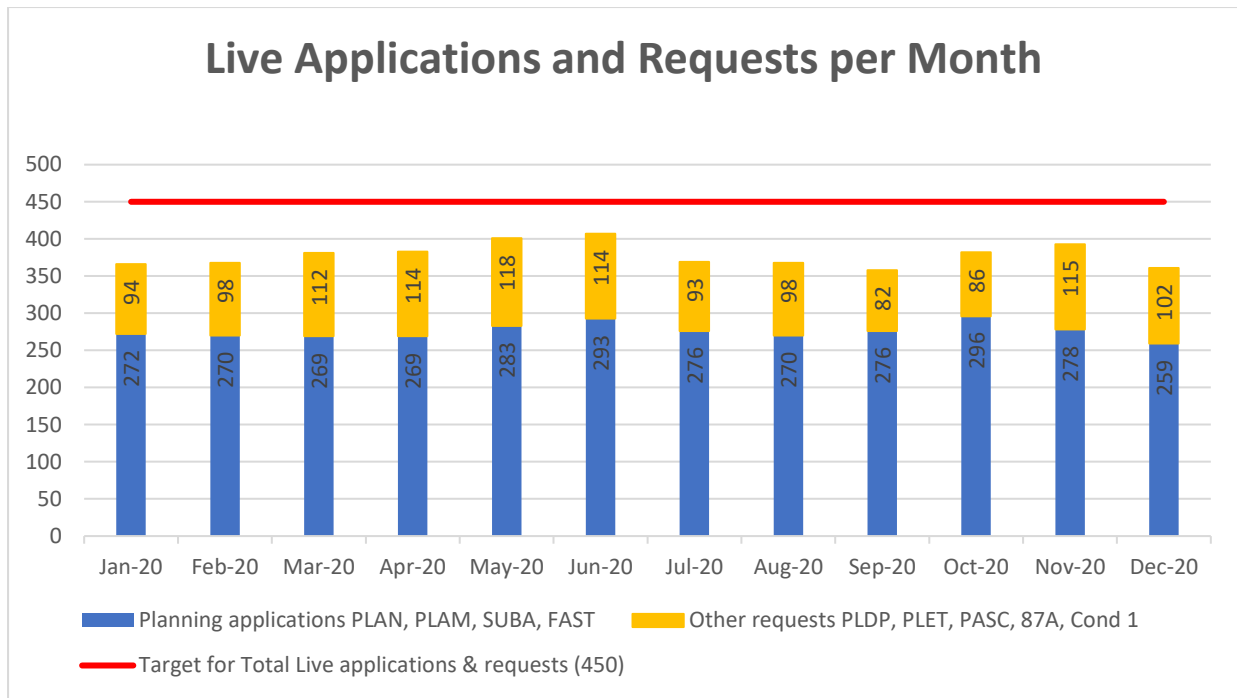


Figure 2 – Live planning applications and related requests by month

As shown in Figure 3 below, on a month to month basis the number of planning applications received and determined has varied throughout the year. The six month review period has continued the high number of applications received and determined from the first half of the year. Greater than 200 applications were received per month for all months in the review period except for December with 196 received. Similarly, more than 200 determination were issued per month in all months in the period except for August with 196 determined.

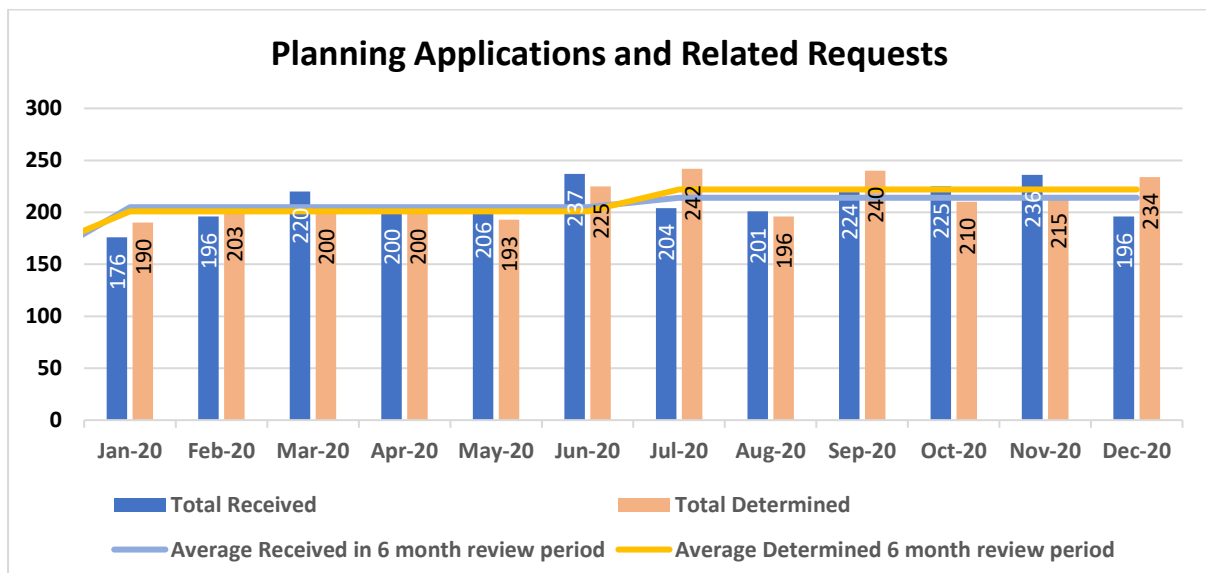


Figure 3 – Applications and requests by month

PROCESSING TIMEFRAMES

Figure 4 below indicates the average number of days for Council to make a determination for each month and the percentage of applications determined within the statutory timeframe for

standard planning applications and VicSmart applications which have a 60 day and 10 business day decision timeframe respectively.

On average for the six month review period, 75% of planning applications were determined within the 60 statutory days and 79% of VicSmart applications were determined within the 10 business day statutory timeframe. The percentage of applications determined in 60 days was an improvement on the review period where 69% of applications were determined in 60 days.

The average number of days for a determination dropped to a historic low of 48 days in October. Overall, for the review period the average gross days for a determination was less than the previous review period indicating improved processing times.

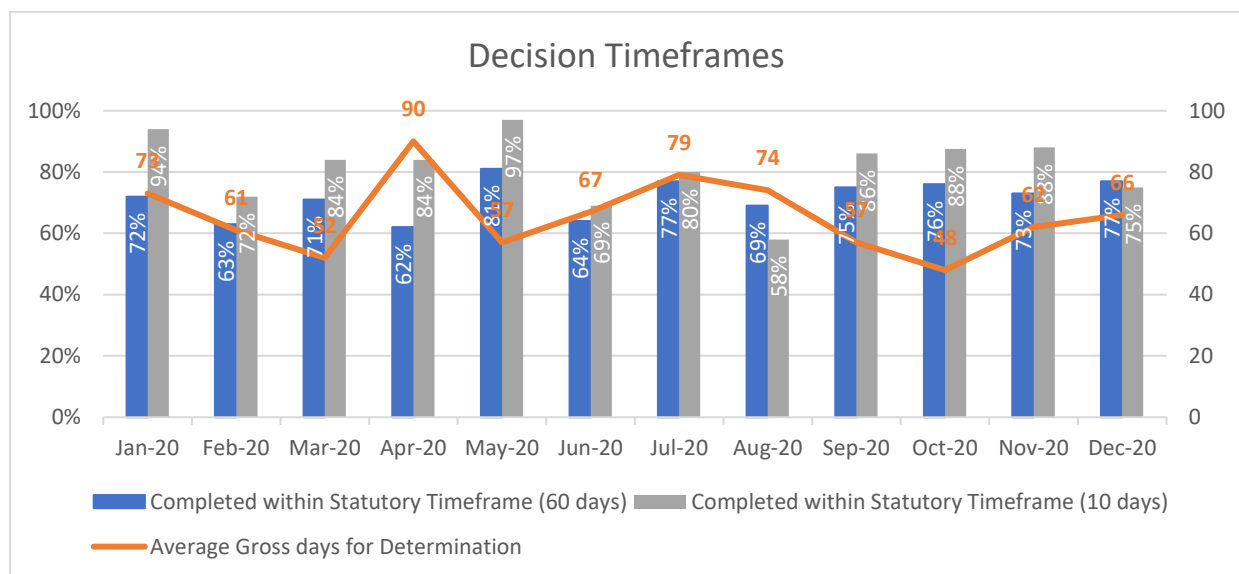


Figure 4 – Timeframes for Determination for 2020

APPLICATIONS BY TYPE

Figure 5 details the planning applications received by proposal including applications for tree removal, multi dwelling proposals, subdivision and other permit requirements and indicates:

- The number of applications for tree removal and pruning continued to be high with 361 applications received, which together with the 386 received in the first half of the year is the highest total number of tree related applications received in a 12 month period for a number of years.
- Applications for multi dwelling development increased in the second half of the year by approximately 32.96% from 91 to 121. This is the highest number of multi-dwelling applications received in a six month period since July to December 2018.
- The number of subdivision applications remained high with 82 applications received. This may be contributed to the high number of development permits issued between 2017 and 2018 which are now being completed.
- The number of Other Applications (single dwellings, dwelling additions, change of use) increased by 37.67% from 146 to 201.

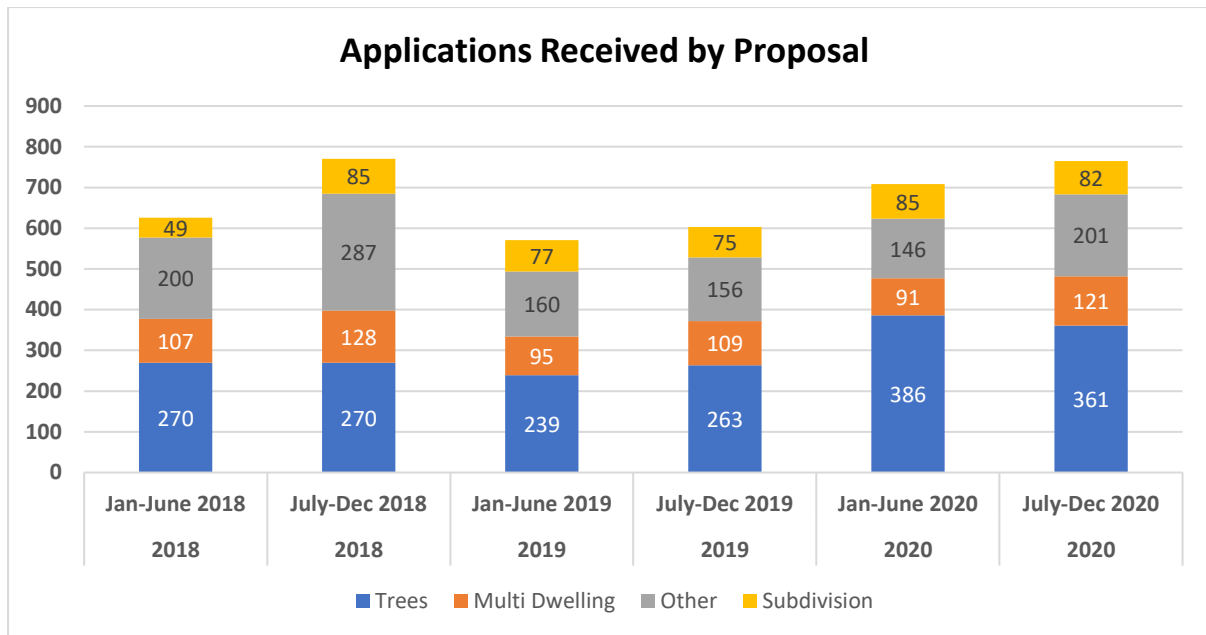


Figure 5 - Planning permit applications received by proposal

Figures 6 and 7 below outline the number of planning application types (Permit applications, VicSmart, Section 72 Amendments, Certifications and other requests) being received and determined over a six month period. During the six month review period the number applications determined has exceeded those received in all areas except for Section 72 Amendments which had 3 less applications determinations than received. When subdivision certifications are included, a total of 1337 applications were determined, compared with 1192 in the previous six month period an increase of 12.16%.

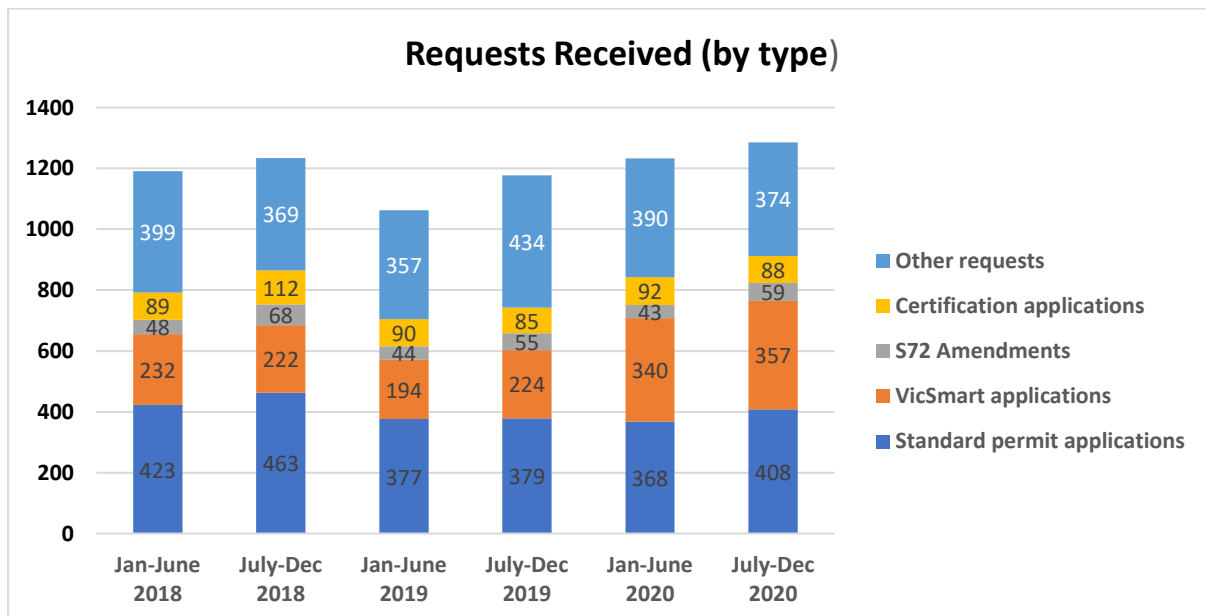


Figure 6 – Requests received by type annually (including certification)

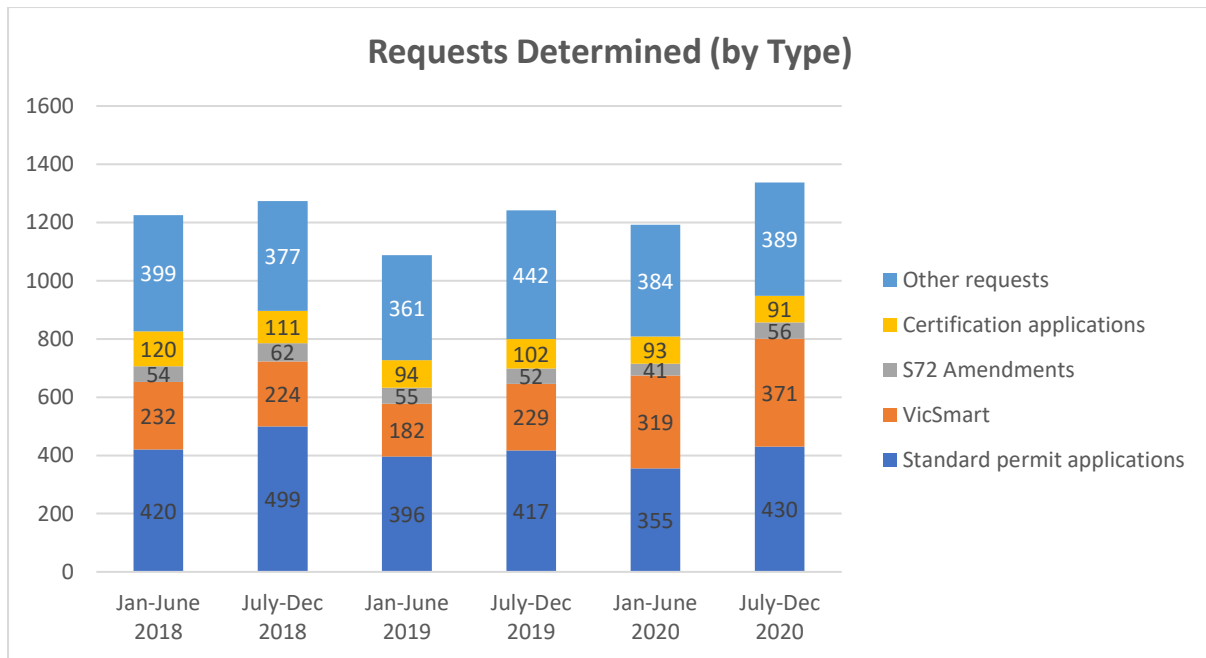


Figure 7 – Requests determined by type annually (including certification)

TREE PERMIT APPLICATIONS

The number of applications lodged and determined for tree removal are shown in Figure 8 below against the actual and target outstanding workload. An average of 59 applications were lodged per month throughout the year. The introduction of Stage 4 COVID-19 restrictions in August resulted in a low of 39 applications received, however once restriction lifted in October this number of applications received increased to a 12 month high of 84. The number of live applications remained below the target of 25 throughout the review period with consultant support provided in July to assist.

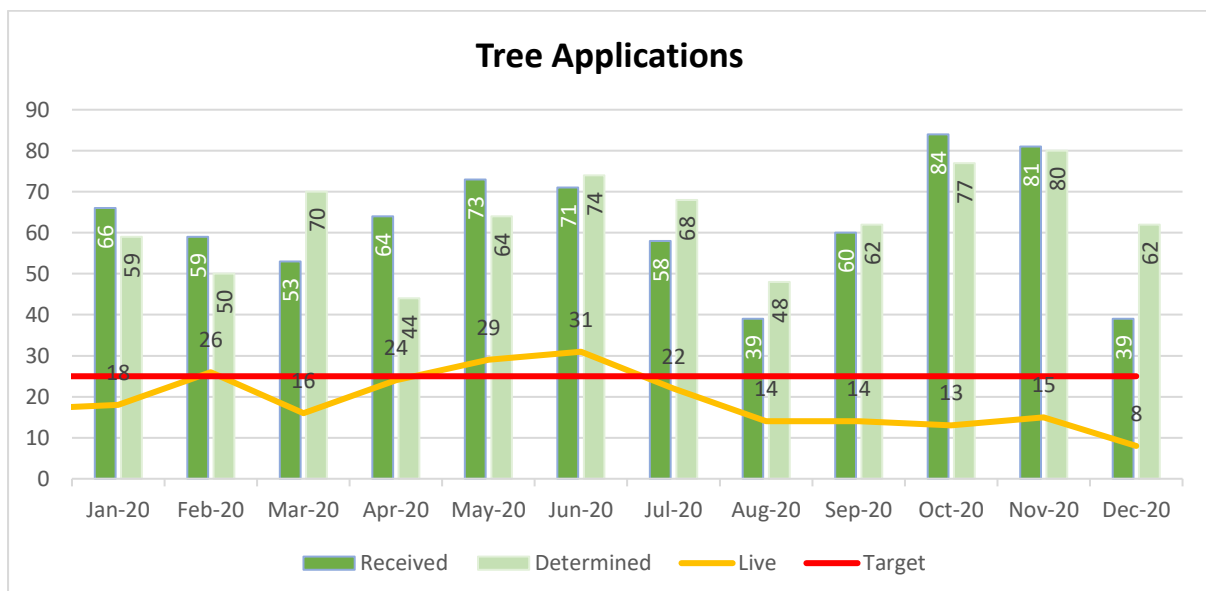


Figure 8: Tree Permit applications received and determined by month

PLANNING INVESTIGATIONS

An average of 16 breaches per month of Planning Permits and the Planning Scheme were brought to the attention of the Development Planning Unit in 2020. These breaches relate to

built form (such as development, overlooking and signage), land use and vegetation removal. As detailed in Figure 9 below, the total number of investigations instigated in the year declined by 11.31% from 221 in 2019 to 196. The number of investigations finalised exceeded those received by 3 with 199 investigation closed.

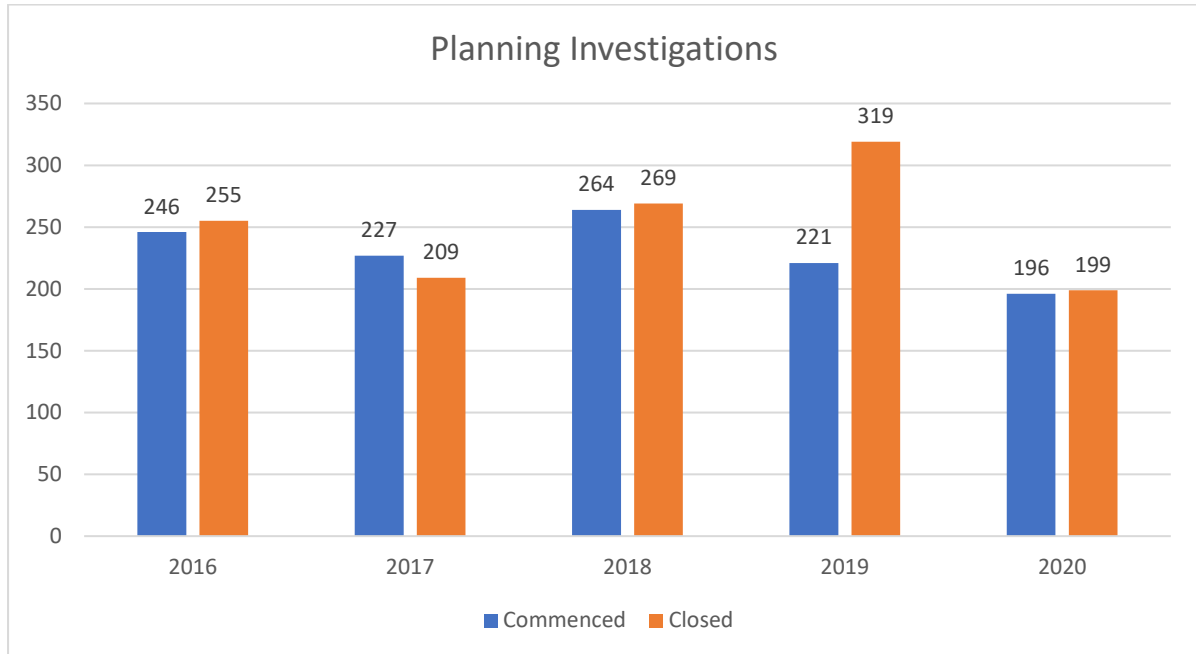


Figure 9 – Planning complaints/investigations initiated and finalised

Over the six month review period seven Planning Infringement Notices have been issued with three paid and ten outstanding at the end of the financial year.

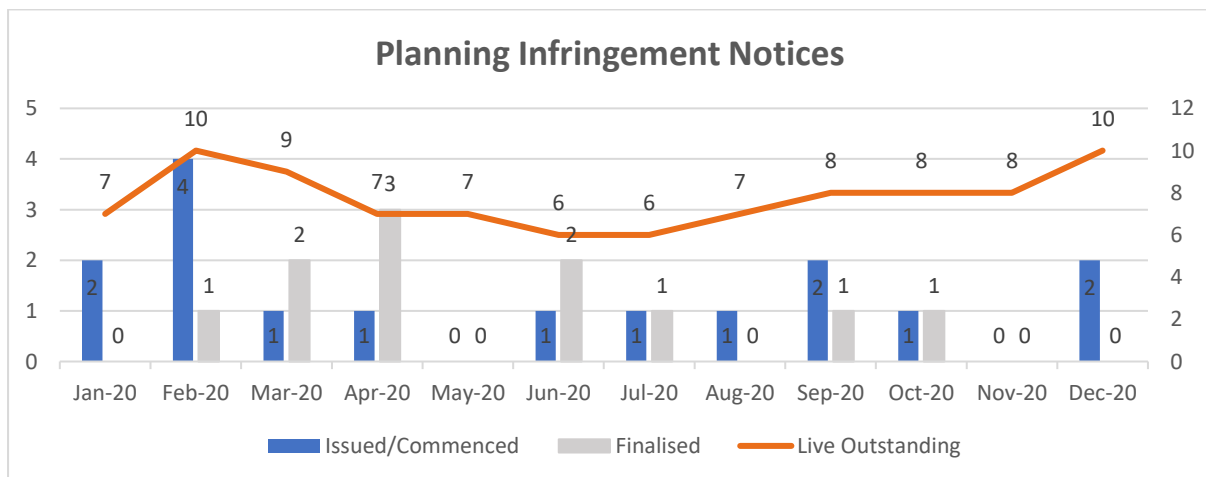


Figure 10 – Planning Infringements initiated and finalised

PLANNING REVIEWS (VCAT)

REVIEWS LODGED AT VCAT

The total number of reviews at the Victorian Civil and Administrative Tribunal (VCAT) received for each six month interval since 2016 is detailed in Figure 11 below. There were 28 reviews lodged in the six month review period, 5 more than the previous six months.

Overall 51 reviews were lodged at VCAT in 2020, which is the lowest number lodged over recent years and 22 less than 2019.

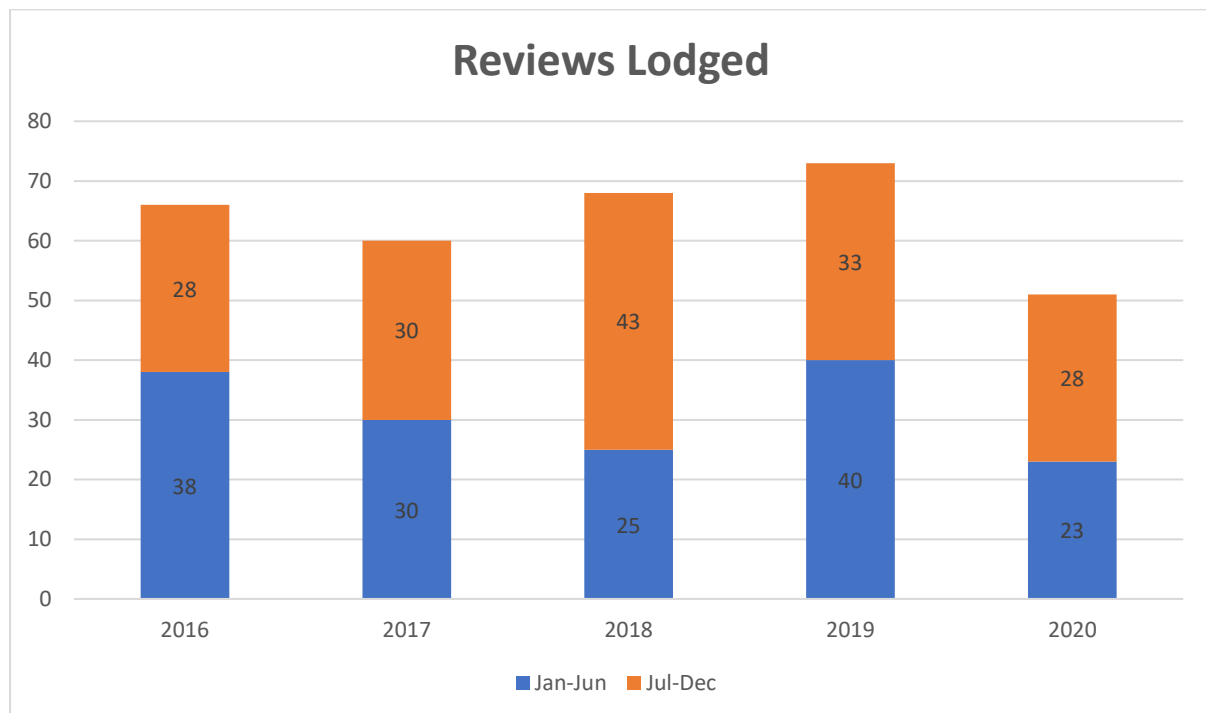


Figure 11 – Total Reviews received by year

As detailed in Figure 12, the majority of reviews lodged continue to be by permit applicants.

The number of reviews lodged against refusals to issue a permit for the review period is 16, this is three less than the previous review period, however remains higher than January to July 2018. The number of reviews lodged by objectors increased to six in the review period which is the highest number lodged since 2017.

In the second half of 2020, no reviews were lodged against Council not making a decision within the statutory timeframe (i.e. 'out of time'). This continues the trend from the first half of the financial year of not receiving any 'out of time' appeals.

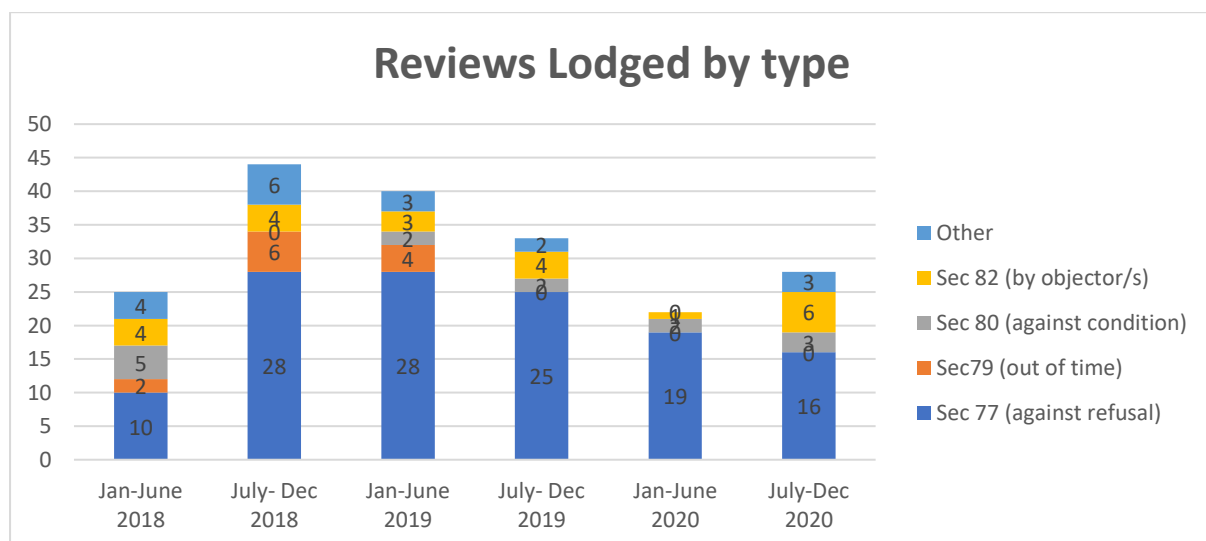


Figure 12 – Reviews lodged by type

VCAT DECISIONS RECEIVED

As detailed in Figure 13 below, there has been an increase in the number of decisions which have been overturned by the Tribunal in the review period with 50% of applications for review set aside by the Tribunal compared to 40% in the previous six months. It is noted that in each six month period between July 2018 and December 2019 the Tribunal was overturning an even greater number of Council decisions. A further 31% of Council's decisions were upheld and 19% of reviews varied.

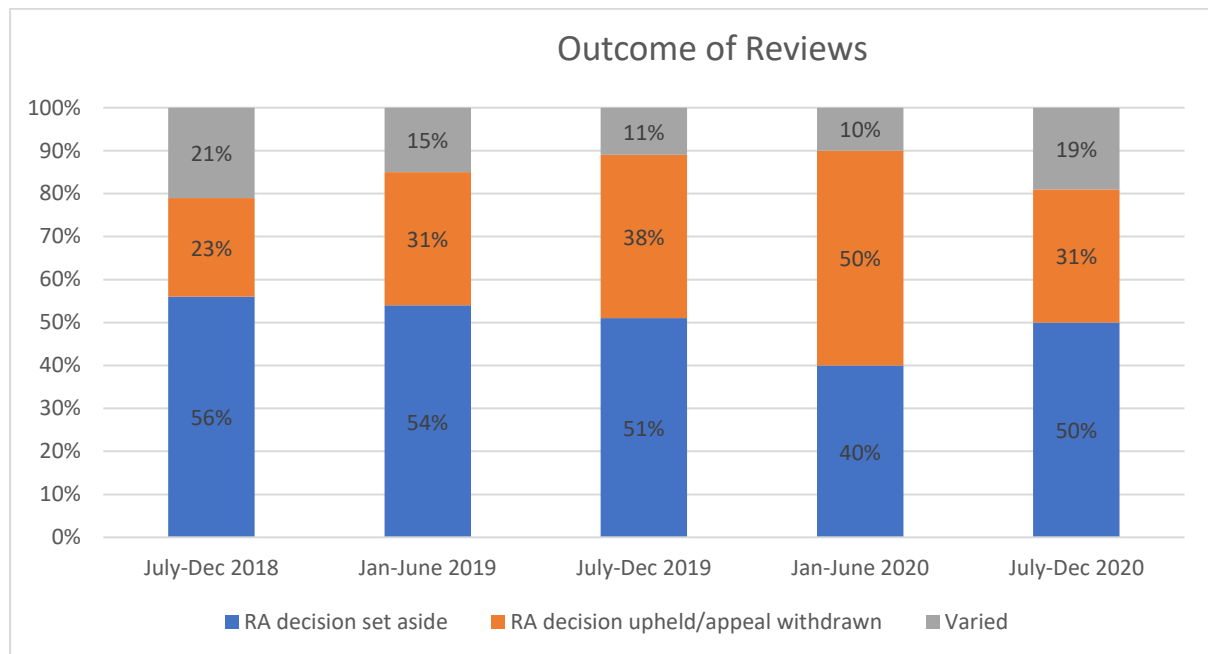


Figure 13 – Outcome of reviews

0 PLANNING AND BUILDING ACTIVITIES REPORT (JULY - DECEMBER 2020)

Author: David Moon - Development Planning Coordinator, City Development

Previous Items

Council on 26 Aug 2019 7.00pm (Item 5.2 - Planning and Building Activities Report (January - June 2019))

Council on 3 February 2020 (Item 5.5 - Development Planning Activities Report (July - December 2019))

Council on 7 September 2020 (Item 5.1 - Development Planning and Building Activities Report (January - June 2020))

SUMMARY

This report presents and provides commentary on the January to June 2020 activities of Development Planning and Building. Key highlights from the review period include:

Development Planning

- 'Live' (current) planning applications and requests reached a low of 358 in September and remained under the target of 400 set for the review period
- The percentage of applications determined within the 60 day statutory timeframes continued to increase with 75% of applications determined within 60 days up from 69% in the previous six months.
- The number of tree related applications continued to be high with 361 applications received in the review period, which together with the 386 received in the previous review period makes 2020 the busiest year on record with regard to tree related applications.
- There has been a decrease in the number of Council decisions which have been upheld by the Victorian Civil and Administrative Tribunal throughout the review period with 50% of applications for review set aside by the Tribunal compared to 40% in the previous six months.
- No 'out of time' appeals have been received in the review period.
- Applications for multi dwelling development increased in the second half of the year by approximately 32.96% from 91 to 121. This is the highest number of multi-dwelling applications received in a six month period since July to December 2018 and as a positive indication of confidence in an uncertain period.

Banyule BPI and Building Control

- The financial performance for Banyule BPI to date is a net return of \$345,289 (excluding corporate overheads), a 27% increase on the last full financial year result.
- There were 639 permits issued, compared to 611 in same period in 2019 (increase of 4%).
- The number of investigations was consistent over the 6 month period with a

slight increase to 160 total in the period.

- A total of 3,991 residents with properties containing swimming pools or spas have registered with Council.
- Council secured \$150,000 in funding from the state Government to promote the Women in Building Surveying program. The funding will facilitate the mid-year recruitment of a candidate to join the building team for 2 years and will create an important pathway to encourage women within the Building surveying profession.
- Council continue to work closely with Cladding safety Victoria to reduce the number of buildings identified as containing combustible cladding. Council closed out 11 of the 29 outstanding orders administered by Banyule with Cladding Safety Victoria taking over a further 13 high risk sites.

RECOMMENDATION

That Council note the Development Planning and Building Activities Report for the period July to December 2020.

COUNCIL PLAN

- This report is in line with Banyule's Council Plan key direction to "Preserve and improve Banyule as a great place to live, work and play".

BACKGROUND• On 13 September 2010, Council received the first of a number of ongoing reports regarding town planning activity at VCAT affecting Banyule City Council. That report outlined the types of appeals, the number of appeals lodged, the number of decisions received, as well as the types of decisions. Subsequent reports have presented six monthly or yearly data from 2010 to date but with an expanded range of key performance indicators and data sets across Development Planning and Building Approvals and Enforcement.

KEY HIGHLIGHTS

Development Planning

- Detailed metrics, previous year trends and commentary is set out for Development Planning in **attachment 1**.

Planning applications and related requests

- In 2020, 2519 planning applications (planning permits, section 72 Amendments, VicSmart and subdivision applications) and related requests (Secondary Consent, Extension of Time, Development Plan Approval, variations to a section 173 legal agreement, requests to endorsed 'condition 1' plans) were received compared to a total of 2239 in 2019, resulting in an increase of 280 (12.51%) requests.

GRAPH.... 5 years?

- The total number of requests determined over the financial year exceeded the number received with a total of 2529 determinations, resulting in 10 more

requests being determined than received. The number of determinations was also an increase on the previous year by 199 determinations (8.54%).

- During the six month review period the number of live applications has fluctuated between a low of 358 in September to a high of 393 in November. The total number of live applications remained below the live target of 400 throughout the review period.

Processing Timeframes

- On average for the six month review period, 75% of planning applications were determined within the 60 statutory days and 79% of VicSmart applications were determined within the 10 business day statutory timeframe. The percentage of applications determined in 60 days was an improvement on the review period where 69% of applications were determined in 60 days.
- The average number of days for a determination dropped to a historic low of 48 days in October. Overall, for the review period, the average gross days for a determination was less than the previous review period indicating improved processing times.

Applications by Proposal

- The number of applications for tree removal and pruning continued to be high with 361 applications received, which together with the 386 received in the first half of the year is the highest total number of tree related applications received in a 12 month period for a number of years.
- Applications for multi dwelling development increased in the second half of the year by approximately 32.96% from 91 to 121. This is the highest number of multi-dwelling applications received in a six month period since July to December 2018 and as a positive indication of confidence in an uncertain period. It also reflects a demand on the Development Planning team with such requests being greater in complexity compared with other application types.

GRAPH.... 5 years?

- The number of subdivision applications remained high with 82 applications received. This is likely flow on from the high number of development permits issued between 2017 and 2018 which are now being completed.
- The number of Other Applications (single dwellings, dwelling additions, change of use) increased by 37.67% from 146 to 201.

Investigations

- An average of 16 breaches per month of Planning Permits and the Planning Scheme were brought to the attention of the Development Planning Unit in 2020. These breaches relate to built form (such as development, overlooking and signage), land use and vegetation removal.
- The total number of investigation requests instigated in the year declined by 11.31% from 221 in 2019 to 196. The number of investigations finalised exceeded those received by 3 with 199 investigations closed.

VCAT Appeals

- There were 28 reviews lodged with the Victorian Civil and Administrative Tribunal (VCAT) in the six month review period, 5 more than the previous six months. Overall 51 reviews were lodged at VCAT in 2020, which is the lowest number lodged over recent years and 22 less than 2019.
- The majority of reviews lodged continue to be by permit applicants with 16 reviews lodged against refusals to issue a permit during the review period. This is three less than the previous review period, however remains higher than January to July 2018. The number of reviews lodged by objectors increased to six in the review period which is the highest number lodged since 2017.
- In the second half of 2020, no reviews were lodged against Council not making a decision within the statutory timeframe (i.e. 'out of time').
- There has been an increase in the number of decisions which have been overturned by the Tribunal in the review period:
 - 50% of applications for review set aside by the Tribunal.
 - This is less favourable outcome for Council compared to only 40% of decisions being overturned in the previous six months.
 - It is noted that in each six month period between July 2018 and December 2019 the Tribunal was overturning an even greater number of Council decisions.

A further 31% of Council's decisions were upheld and 19% of reviews varied.

Banyule BPI and Building Control

- Detailed metrics, previous year trends and commentary is set out for Building in **attachment 2**.

Financial Performance

- The financial performance for the six month period between July 1 and December 31, 2020 is a net return of \$345,289 (excluding corporate overheads) compared with \$270,268 in the previous financial year full result (27% increase). This is a reasonable result considering less predictability in the construction sector in the period.
- Council secured \$150,000 in funding from the state Government to promote the *Women in Building Surveying* program. The funding will facilitate the recruitment of a cadet to join the building team and undertake study to establish a pathway to encourage women within the Building Surveying profession.

Swimming Pool Registrations

- A total of 3991 residents with properties containing swimming pools have registered their pools with Council in accordance with new swimming pool regulations. Approximately 1700 individually addressed letters were sent to affected residents in July and December to convey registration information and affirm obligations to register their pools. Further communication with property owners yet to register will take place in coming months.

Combustible Cladding enforcement

- Council continue to work closely with Cladding safety Victoria to reduce the number of buildings identified as containing combustible cladding. Council closed 11 of the 29 outstanding orders administered by Banyule with 18 remaining active sites. Cladding safety Victoria have taken over a further 13 high risk sites with the authority enforcing remediation.

SUPPORTING REPORT DETAILS

Legal Consideration • There are no direct legal implications arising from the recommendation contained in this report.

Human Rights Charter

- In developing this report to Council, the subject matter has been considered in accordance with the requirements of the *Charter of Human Rights and Responsibilities Act 2006*.
- It is considered that the subject matter does not raise any human rights issues.

Sustainable Procurement Outcomes

- There are no sustainable procurement activities arising from the recommendation contained in this report.

Financial Implications

- There are no financial implication arising from the recommendation contained in this report.

Officer Declaration of Conflict of Interest

- The *Local Government Act 2020* requires members of Council staff, and persons engaged under contract to provide advice to Council, to disclose any direct or indirect interest in a matter to which the advice relates.
- Council officers involved in the preparation of this report have no conflict of interest in this matter.

ATTACHMENTS

No.	Title	Page
1	Attachment 1 - Development Planning Activities July - December 2020	

WERE STREET PROJECT
- CONCEPT PLAN



TWO-WAY TRAFFIC - RETAIN AND UPGRADE EXISTING PEDESTRIAN CROSSINGS

1. Retain 2-Way traffic
2. Upgrade existing pedestrian crossings
3. 1 x new raised pedestrian crossing at the Were Street laneway
4. Kerb outstand and pedestrian refuge at Were Street / Rattray Road entrance
5. Improved public realm outside 10-14 Were Street
 - Landscaping
 - Grades
 - Seating
 - Trading zone
6. New pavement with feature paving at key points incl. Reserve
7. New seating
8. Mature tree planting
9. 73 parking bays which includes 2 new accessible bays on eastern side of Were Street



Raised pedestrian crossing (images are indicative only)



Utilise feature paving at key entry points (images are indicative only)



Retain existing features within the streetscape



Concept plan for the purposes of Council adoption and to enable detailed design to progress.
Detailed design to be presented to Council June 2021



Banyule City Council
www.banyule.vic.gov.au
1 Flintoff Street Greensborough VIC 3088
9490 4222

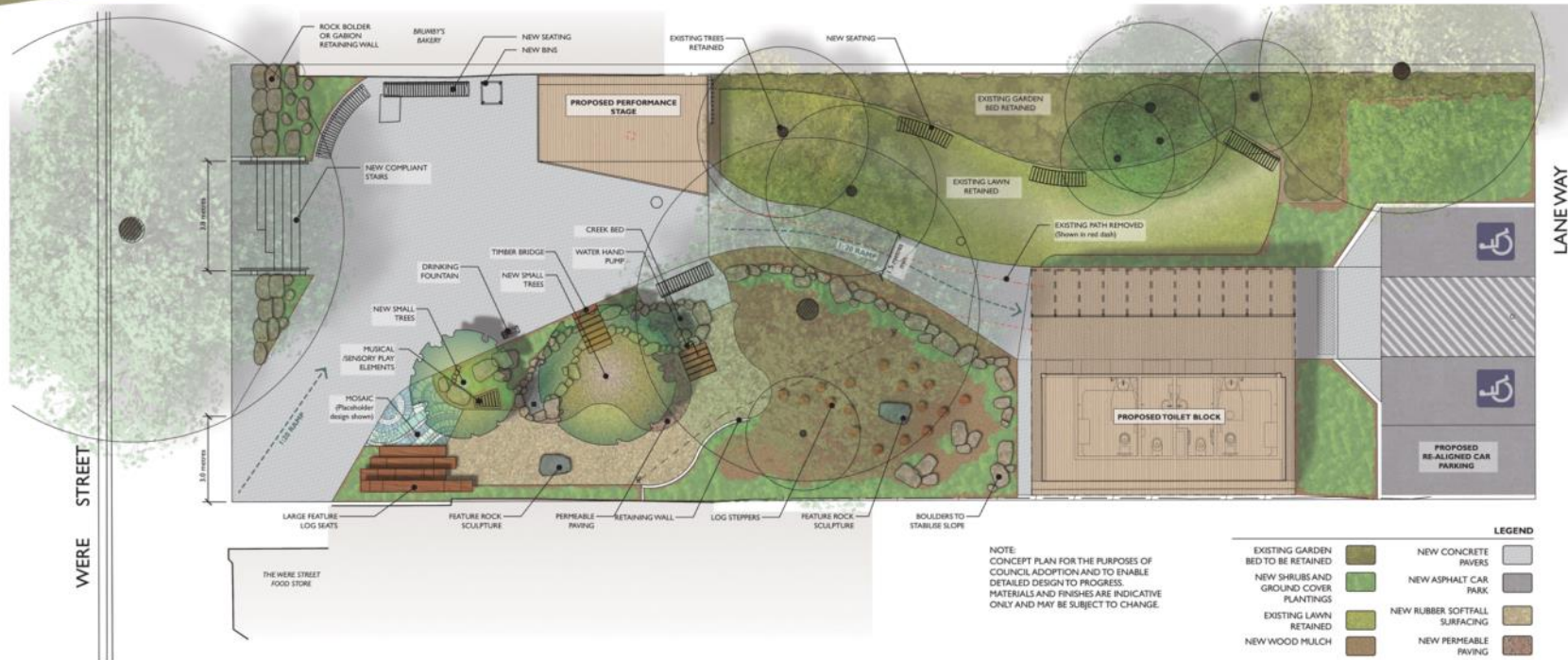
WERE STREET UPGRADE
MONTMORENCY

Drawing Title: WERE STREET STREETScape CONCEPT: ATTACHMENT 1
Drawing No: CONCEPT
Issue:
Date: FEBRUARY 2021

Scale: NOT TO SCALE
Rev No: CONCEPT
Drawn by: KA
Approved:



WERE STREET STREETScape UPGRADE - RESERVE CONCEPT



NOTE: CONCEPT PLAN FOR THE PURPOSES OF COUNCIL ADOPTION AND TO ENABLE DETAILED DESIGN TO PROGRESS. MATERIALS AND FINISHES ARE INDICATIVE ONLY AND MAY BE SUBJECT TO CHANGE.



INDICATIVE TOILET CONCEPT IMAGES



INDICATIVE PERFORMANCE STAGE CONCEPT IMAGES



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9490 4222

WERE STREET UPGRADE
MONTMORENCY

Drawing Title: WERE STREET RESERVE CONCEPT PLAN: ATT. 2
Drawing No: LWD - 001
Issue: A
Date: FEBRUARY 2021

Scale: 1:75 at A1
Rev No: A
Drawn by: JD
Approved: KA





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

Final-February 2021





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Report written by:	Samantha Walsh-Director ChatterBox Projects, Robyn Cochrane-Cochrane Research Solutions and Sarah Bishop-Activate Consulting (<i>Engagement Collective</i>)
Open ended question data analysis and summary by:	Robyn Cochrane, Cochrane Research Solutions
Report checked by:	Sarah Bishop, Activate Consulting

Partner:



ChatterBox Projects Pty Ltd
 10/120 Newlands Road Coburg North 3058
 w: chatterboxprojects.com.au
 e: info@chatterboxprojects.com.au
 m: 0411 333 102
 ABN: 40 403 533 235





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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

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- 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%

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- 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

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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

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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

14





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

Other comments, thoughts or ideas that have not been captured

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.

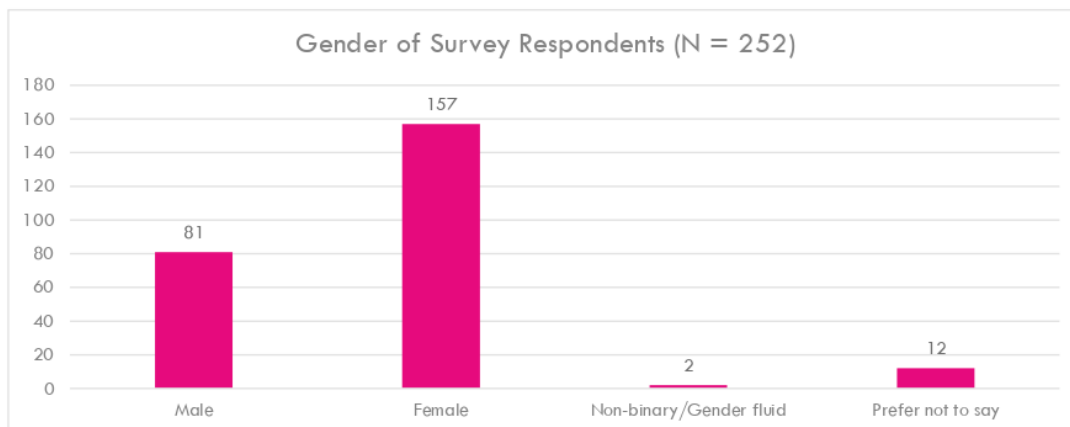
The communications and engagement were effective in reaching over 2,800 visitors to Council’s ‘Shaping Banyule’ Were Street Project page. Overall, there were 338 participants in Stage 2 community engagement. While demographic details were not captured for all participants, overall, the 338 participants 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

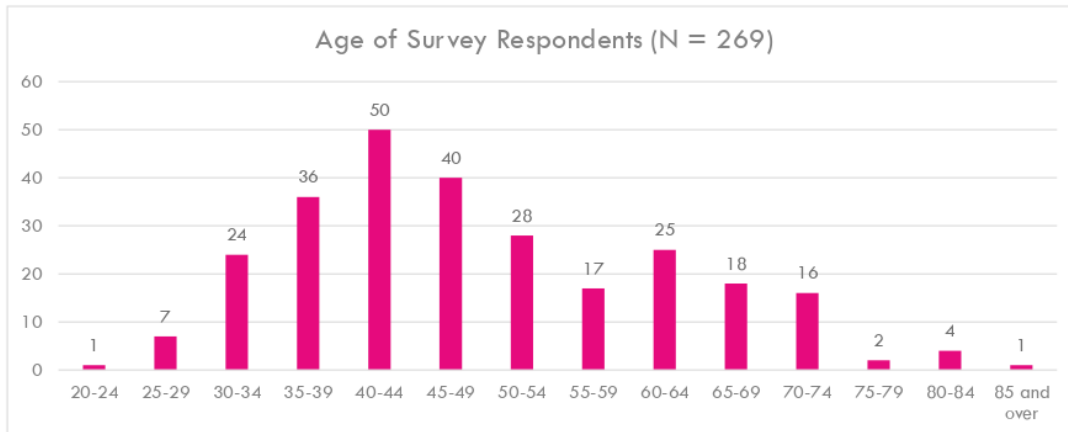




4.2 Age of participants

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.

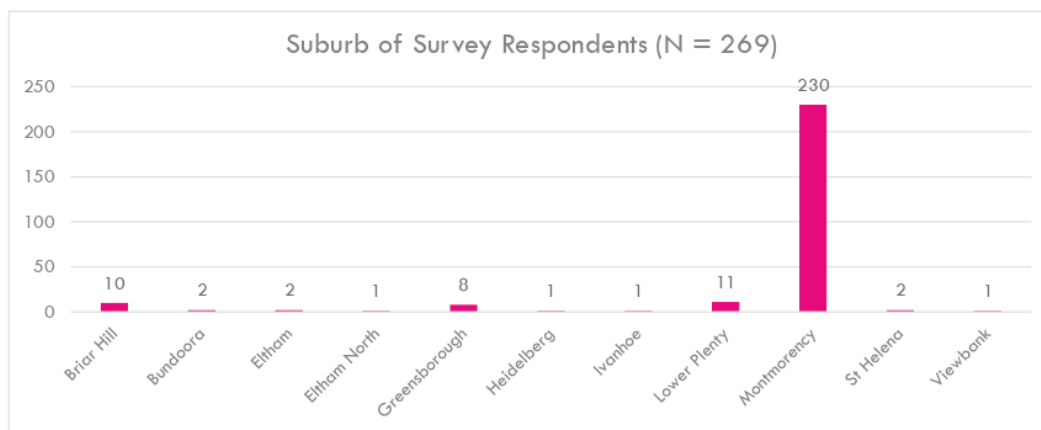
Graph 2: Age groupings of survey respondents



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



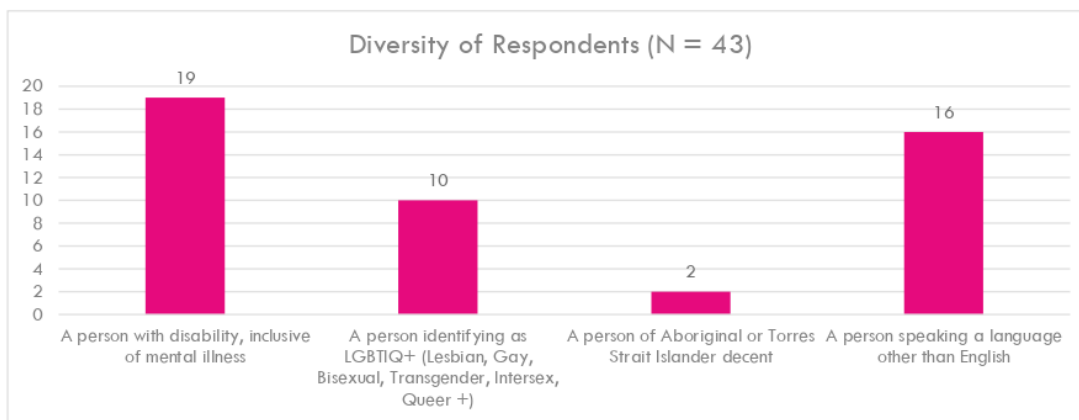


4.4 Participant diversity characteristics

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.

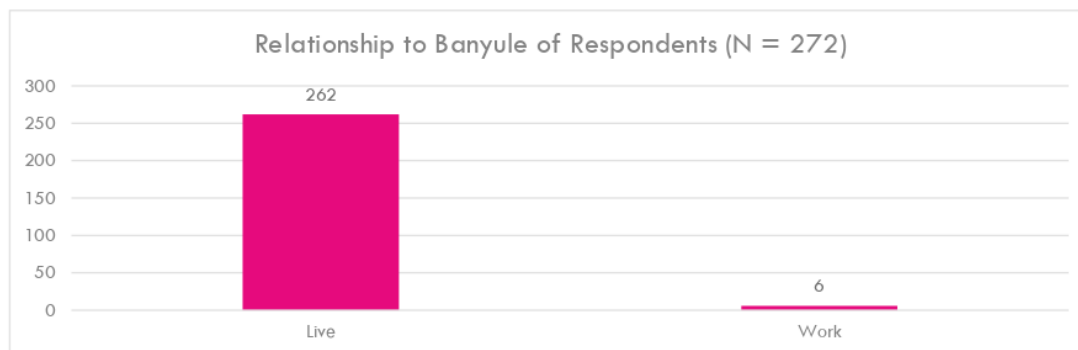
Graph 4: Survey respondents' diversity characteristics



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



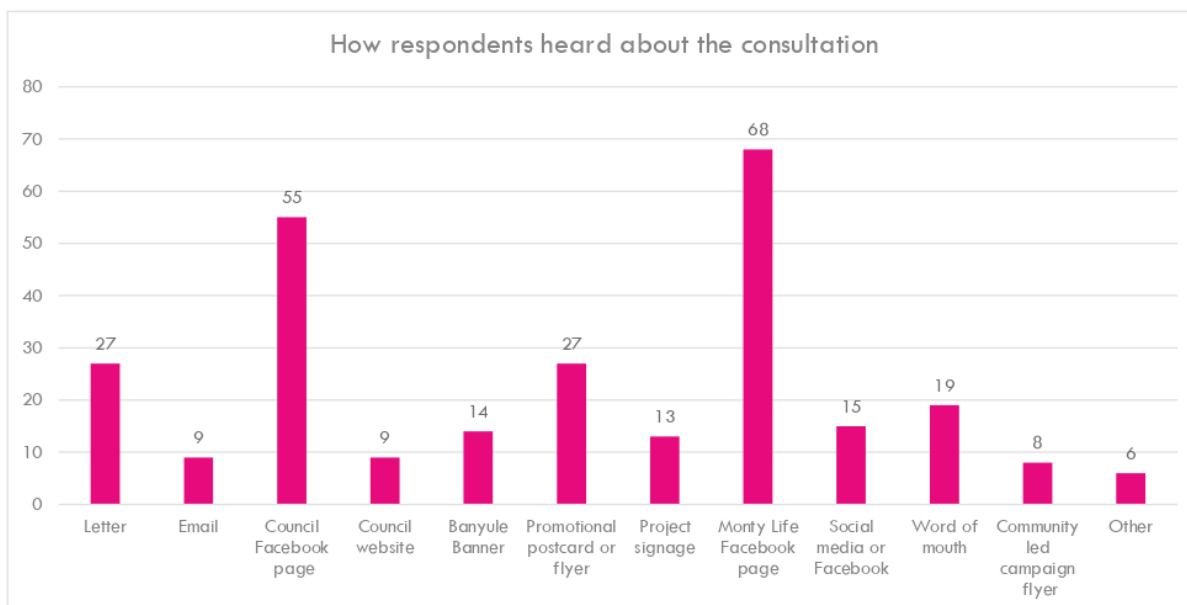
As shown in Graph 6, of 269 respondents who indicated how they heard about the consultation, 55 or 20.45% indicated Council’s Facebook page followed by via a letter (27 or 10.04%), via a promotional postcard/flyer (27 or 10.04%), Banyule Banner (14 or 5.20%), project signage (13 Or 4.83%), email (9 or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

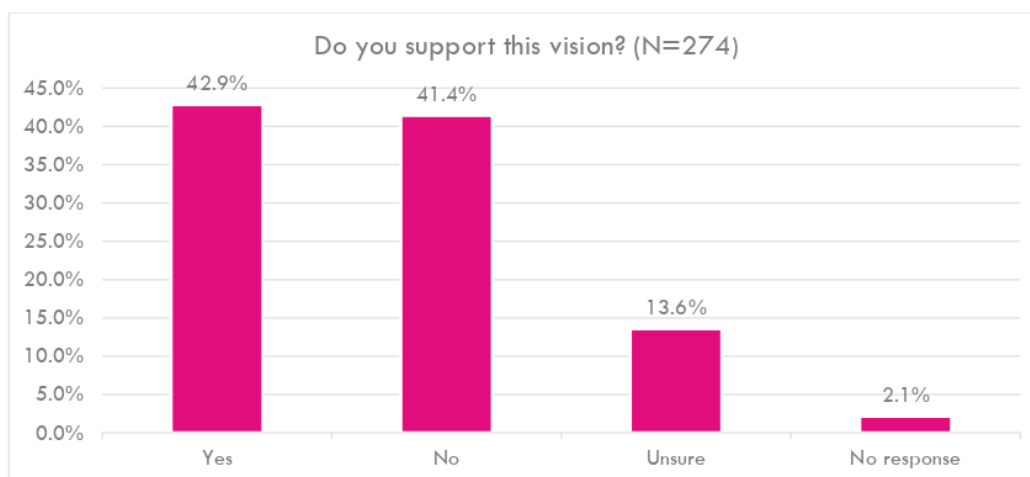
5.1 Feedback on the proposed Vision for Were Street

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



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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 were 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

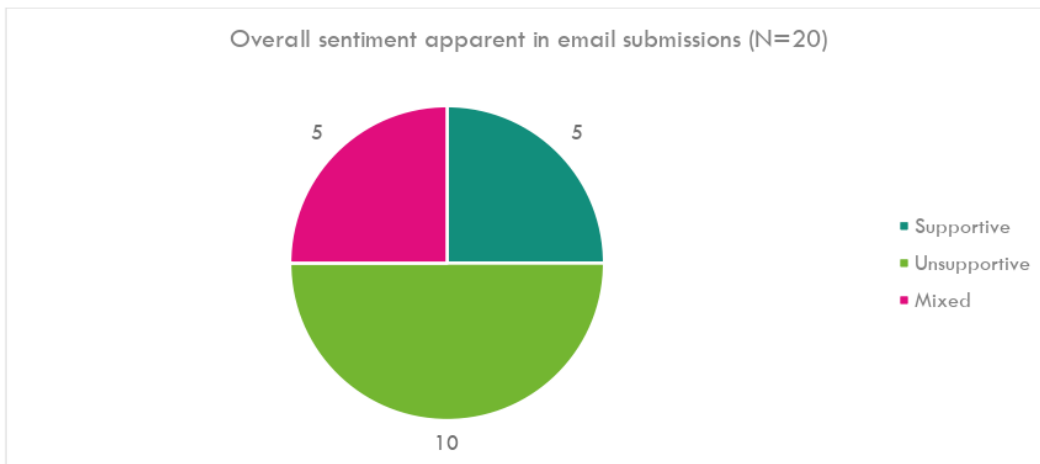
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sentiment apparent in the email submissions is presented in Graph 8. The majority indicated unsupportive views towards the proposed Vision or specific element of the proposed Vision, which are outlined in applicable subsequent sections of this report.

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.





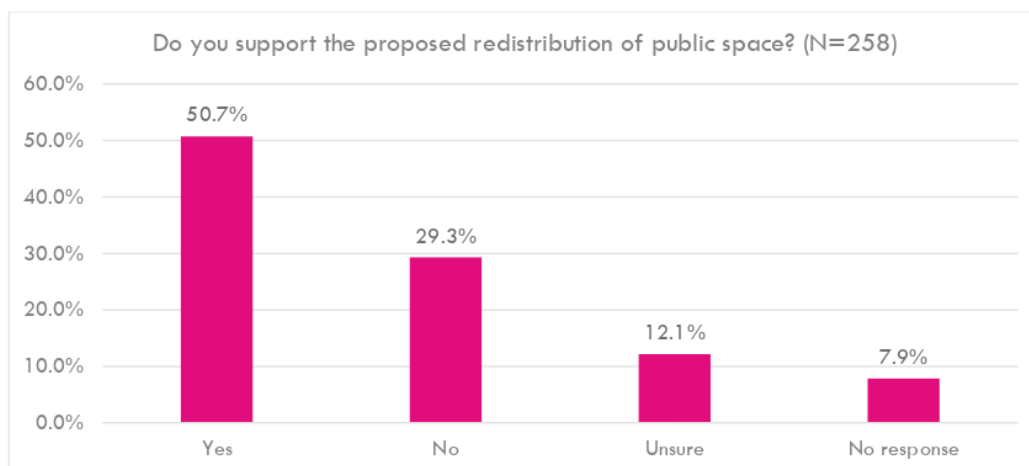
5.2 Feedback on the proposed redistribution of public space



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) 	

31





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



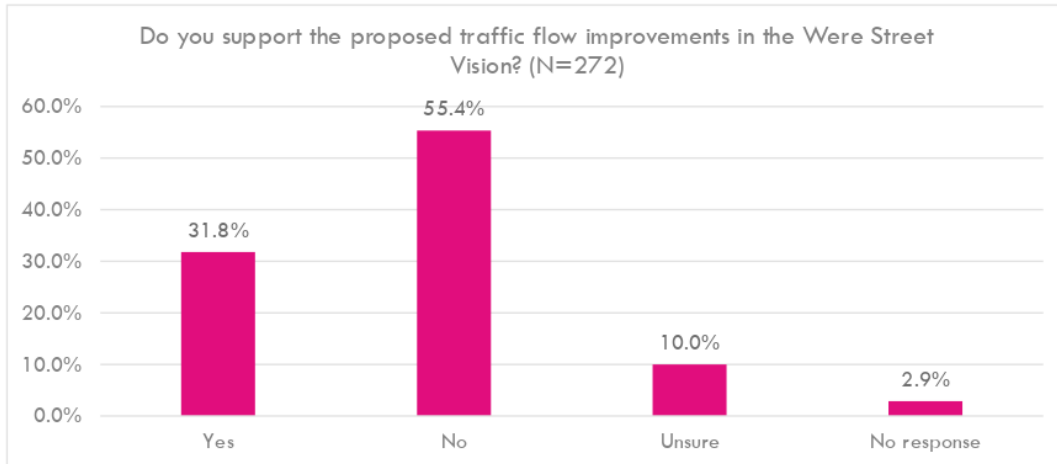
The draft Were Street Vision proposes a range of traffic flow improvements designed to create more space for pedestrians, making it easier, safer and more predictable for all modes of transport when moving about the street slowing traffic, and simplify access and parking for vehicles.

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) 	

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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

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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



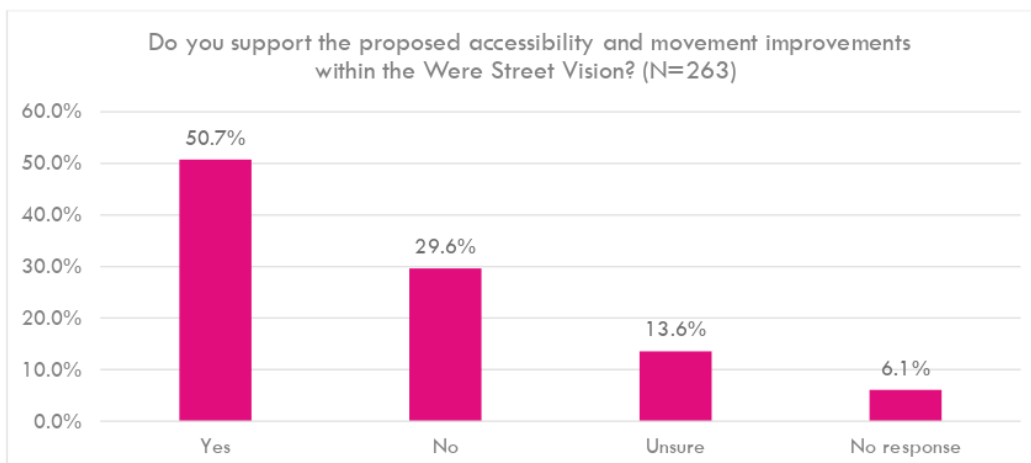
The draft Were Street Vision proposes a range of changes and improvements to accessibility and movement in and around Were Street including:

- 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
Suggestions: <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) 	
Other supportive comments: <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) 	

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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 	

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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

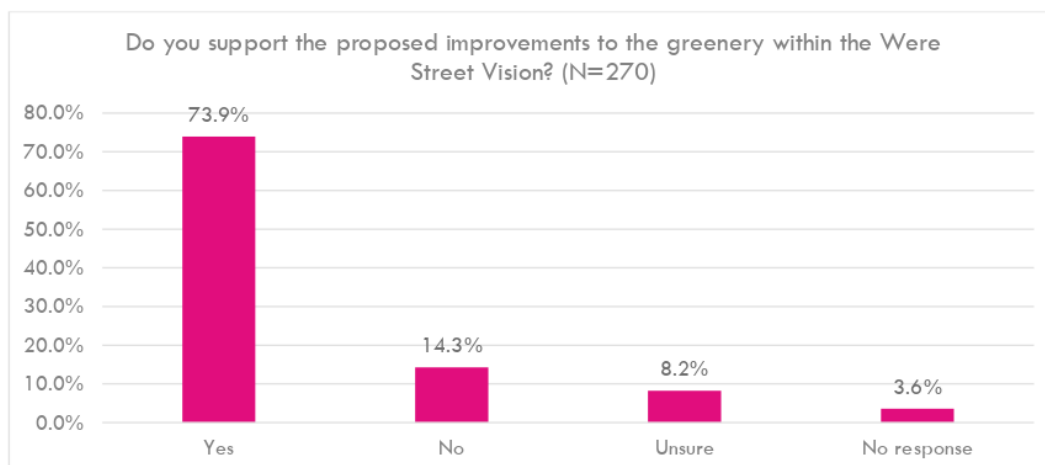


The draft Were Street Vision proposes a range of improvements to maintain and enhance the greenery in Were Street including:

- 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:

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- 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? 	

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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.

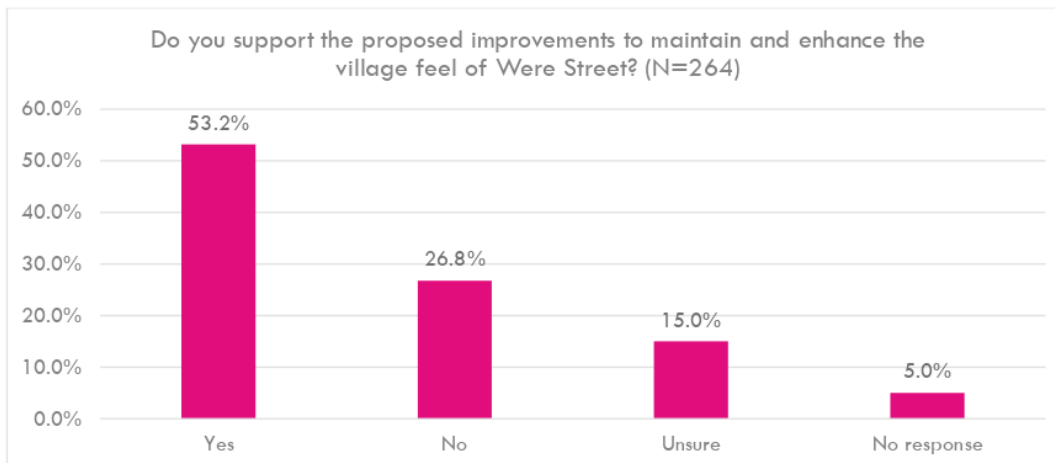
Survey respondents were asked and presented with three prescribed response options: Yes, No and Unsure. Of the 280 survey respondents, 264 answered this question.

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
Suggestions: <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 	

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Themes in the feedback received for proposed improvements to maintain and enhance the village feel responses	No of survey responses
something useful and a place for events like food truck festivals or cultural festivals (1) <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) 	
Other supportive comments: <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) 	
Concerns: <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) 	
Questions: <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
Suggestions: <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

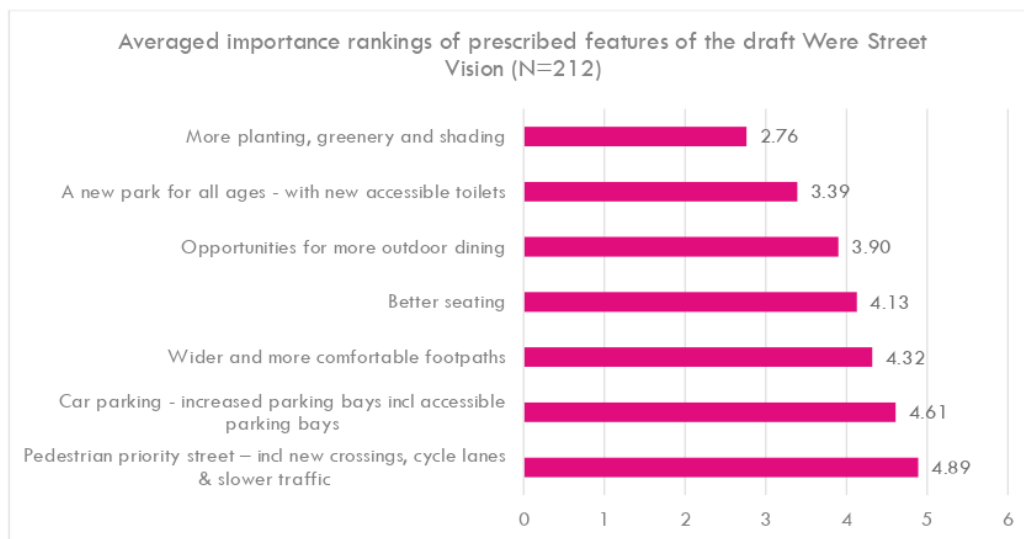


Table 13: Importance ranking counts for prescribed features of the draft Were Street Vision





	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	12.52% 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 carparks, 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 ascertains 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.

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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

The 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 the 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:



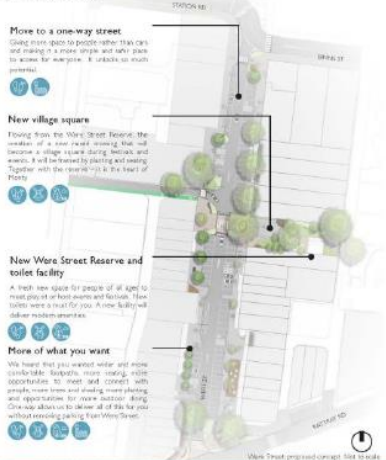
"We would love more pedestrian-friendly features!"
Community feedback

"Keep the village feel!"

Page 4

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:



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.”*

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 page:



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 far 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 engaged 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 baykale via govt.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



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	 Safer access for walking & cycling	 More Greenery & Better Public Spaces	 Better Traffic Flow
<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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) 	<ul style="list-style-type: none"> 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.



Page 9

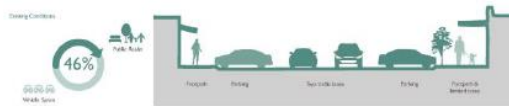
PLACES FOR PEOPLE

Creating more public realm

The first step we propose is to reduce 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 rules and layout predictable for everyone – this unlocks the potential for Were Street to become a more attractive, accessible and engaging space for people to move around in.

Cars will be slowed and drivers will have less distractions and room to manoeuvre with the new conditions.

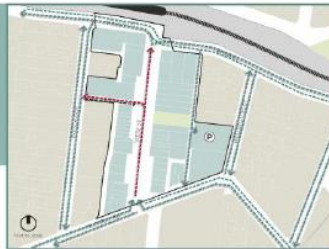


Getting around

Our traffic analysis has shown that our road network can adjust quite easily to a one-way system on Were Street. We have taken care to understand how people will use 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 amplified 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 routes, signs and water crossings to help us make the most of the places we use and visit.



EXISTING CONDITIONS		
72	2	1
Number of Parking Spaces	Available Parking Spaces	Not Used
PROPOSED PUBLIC REALM		
76	6	1
Number of Parking Spaces	Available Parking Spaces	Not Used

Page 10

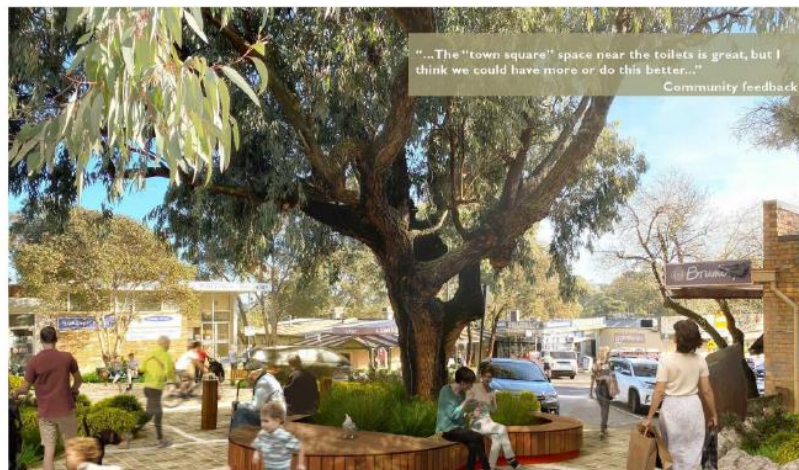




Taking a closer look at key locations

The new vision proposes

<p>Top of Were St & Rattray Rd</p> <ul style="list-style-type: none"> • one way traffic into were street from Rattray road • pedestrian crossing on ramp on way connection for pedestrians • more garden beds and subsoaping • new seating • entry features such as signage and art 	<p>A New Entry and Safe Crossing</p>
<p>Were Street - Near Florist</p> <ul style="list-style-type: none"> • one way traffic in were street • new disabled parking spaces • kerbs raised to create more pedestrian space • more trees planted into the streetscape • relaxation of mezz, wall and footpath mores • new seating 	<p>Opportunity for More Trees</p>
<p>Bottom of Were Street</p> <ul style="list-style-type: none"> • 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) 	<p>Increased Public Space and Dining</p>



WERE STREET RESERVE





WERE ST RESERVE LANDSCAPE CONCEPT

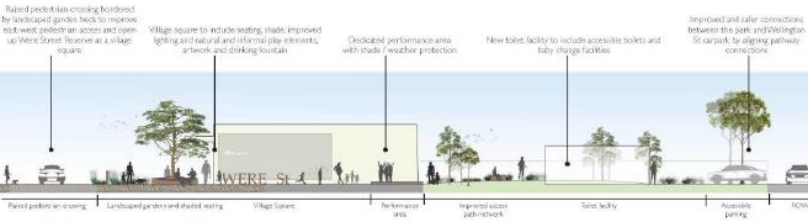
Were Street Reserve is an opportunity to create a vibrant, centrepiece at the heart of the new streetscape. It is a highly valued space and thoroughfare – if a little under-used currently. It can become a meeting place, a play space for all ages, a place to sit and watch the world go by and a space for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



Page 13

WERE STREET RESERVE

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



Section A-AA: Were Street, west through to ROW east
Page 14





NEXT STEPS

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

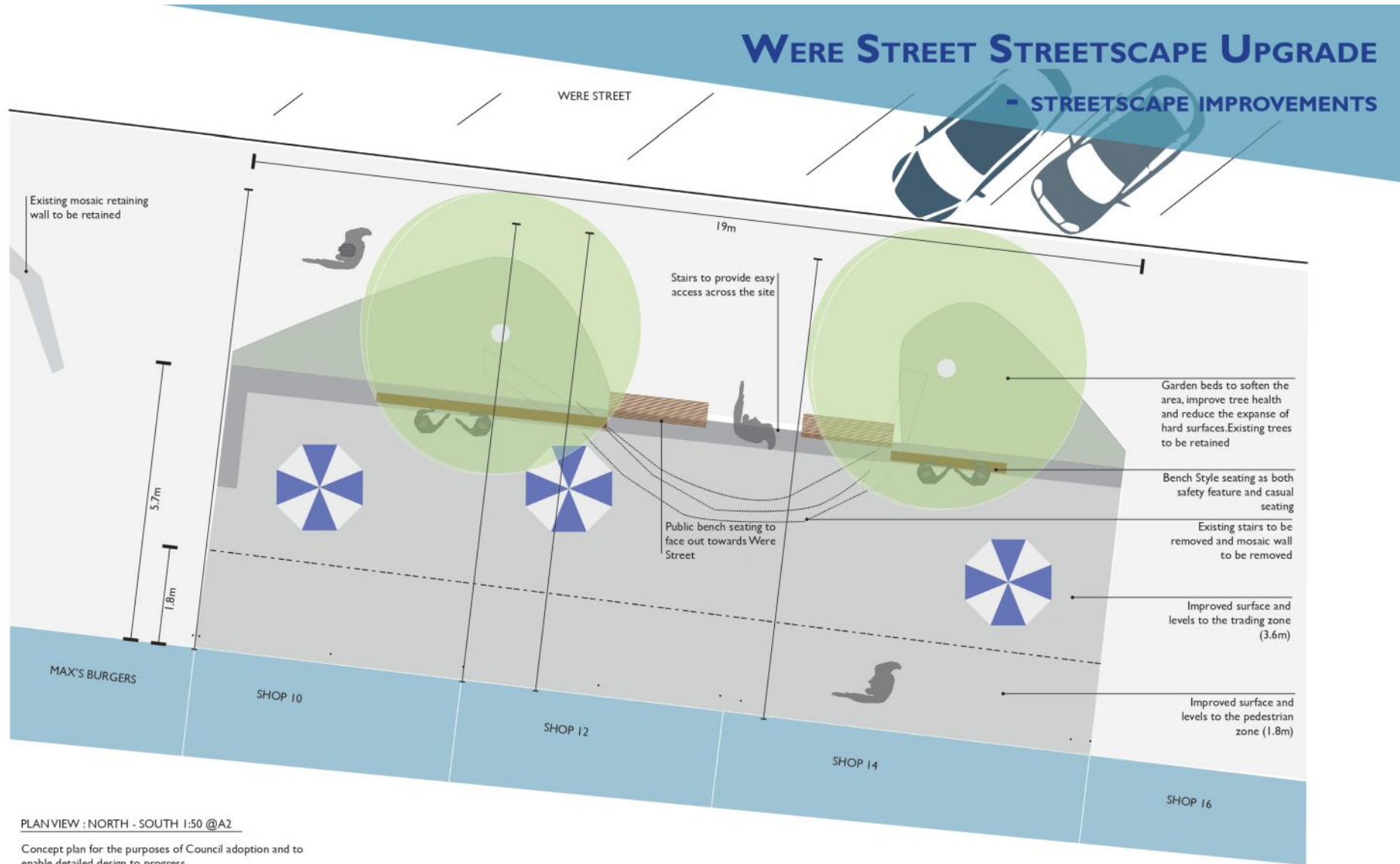
The findings of this phase of community engagement will, once again, be made public.

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.





PLANVIEW : NORTH - SOUTH 1:50 @A2

Concept plan for the purposes of Council adoption and to enable detailed design to progress.

Detailed design to be presented to Council June 2021



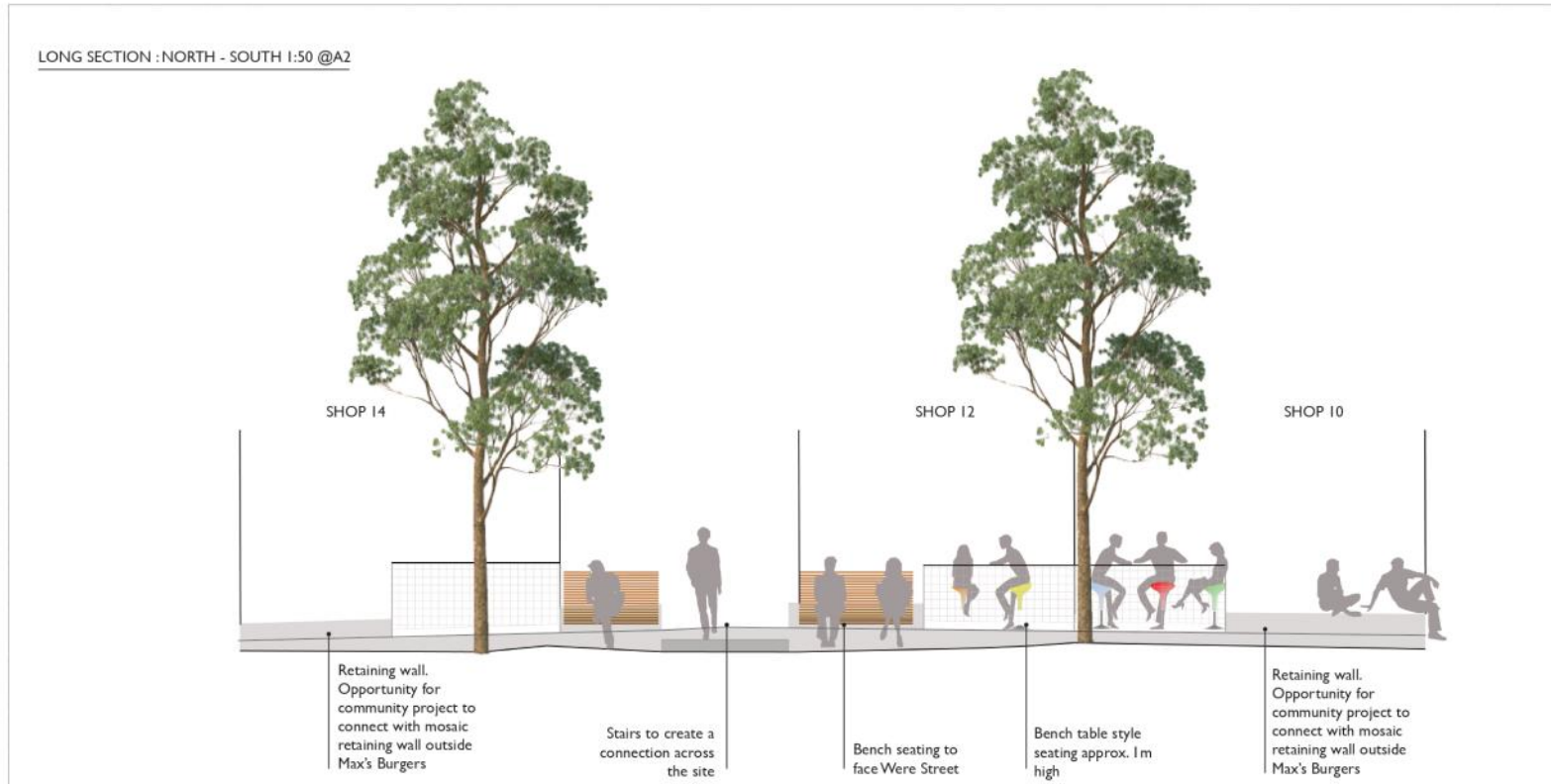
Banyule City Council
 www.banyule.vic.gov.au
 | Flintoff Street Greensborough VIC 3088
 9490 4222

WERE STREET UPGRADE
 MONTMORENCY

Drawing Title: 10-14 WERE ST - ATTACHMENT 4
 Drawing No: CONCEPT PAGE 1 / 5
 Issue: ATTACHMENT 4
 Date: FEBRUARY 2021

Scale: As indicated
 Rev No:
 Drawn by: KA
 Approved:





Precedent images



Left, middle:
Indicative bench
table style seating
approx. 1m high
Right: Existing
retaining wall
and mural to be
retained



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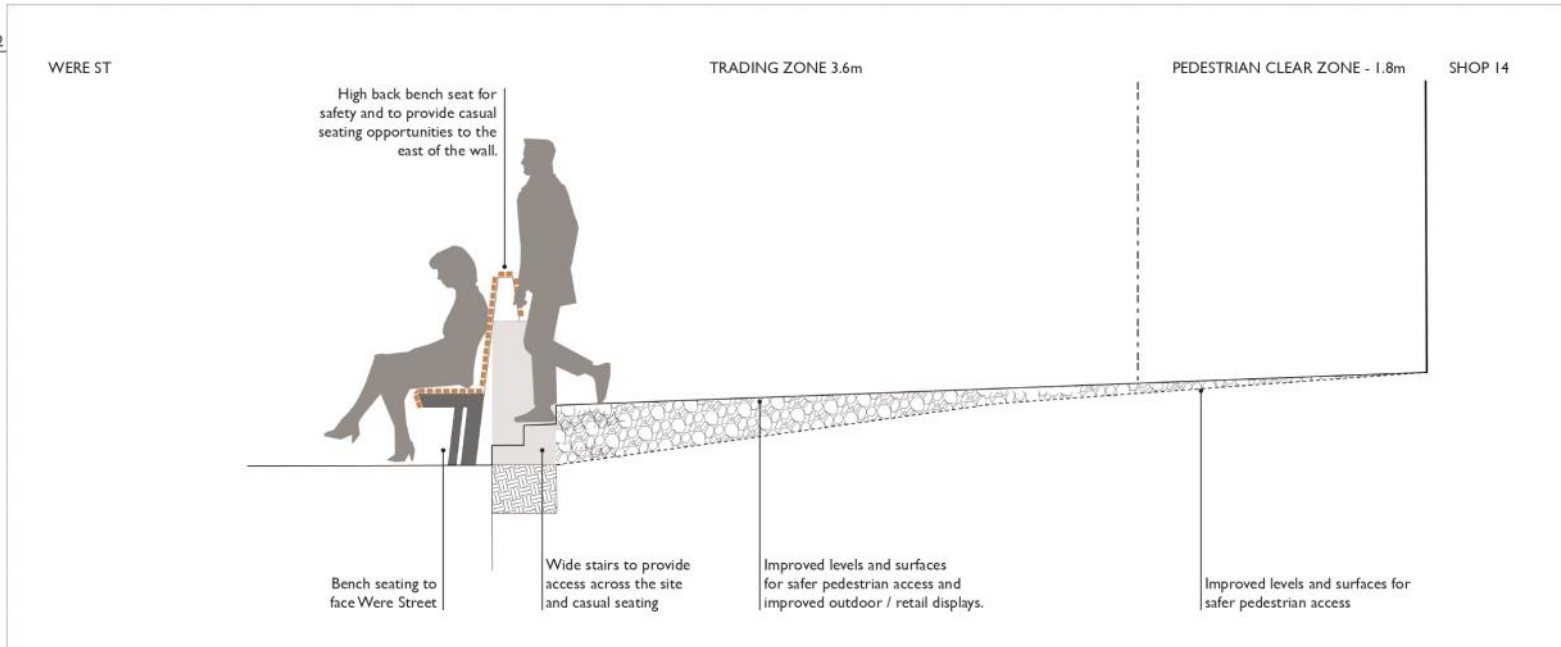
WERE STREET UPGRADE
MONTMORENCY

Drawing Title: 10-14 Were St - Long Section, North - South
Drawing No: CONCEPT PAGE 2 / 5
Issue: ATTACHMENT 4
Date: FEBRUARY 2021

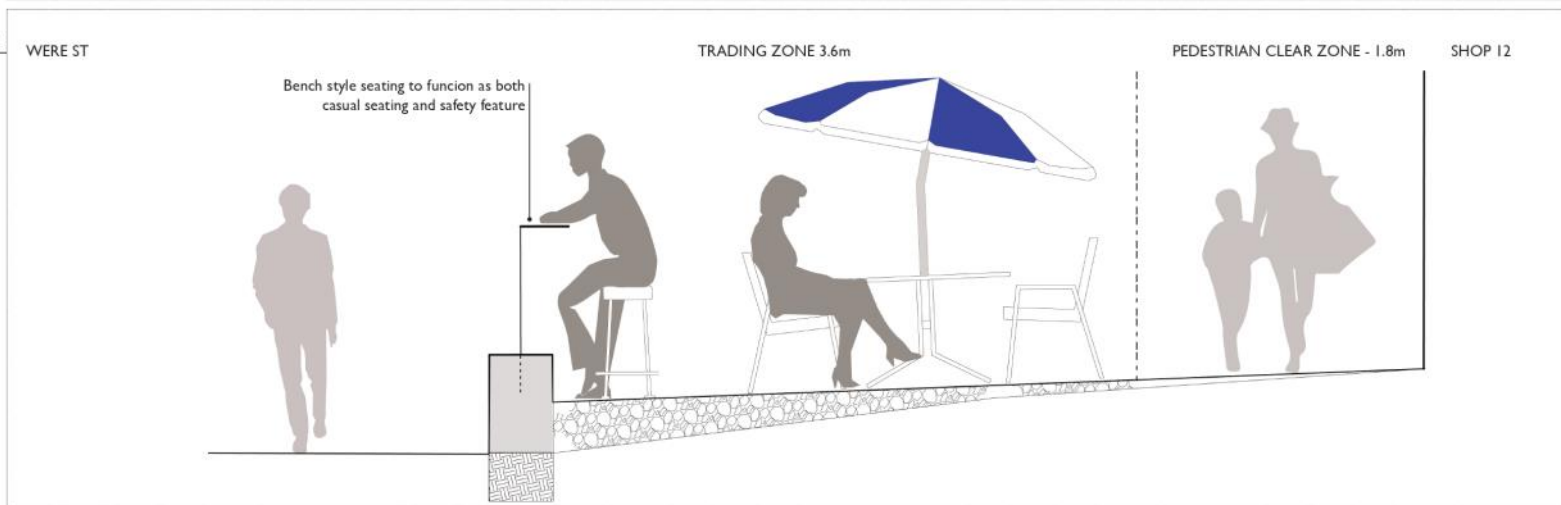
Scale: As indicated
Rev No:
Drawn by: KA
Approved:



SECTION A : 1:20 @A2



SECTION B : 1:20 @A2



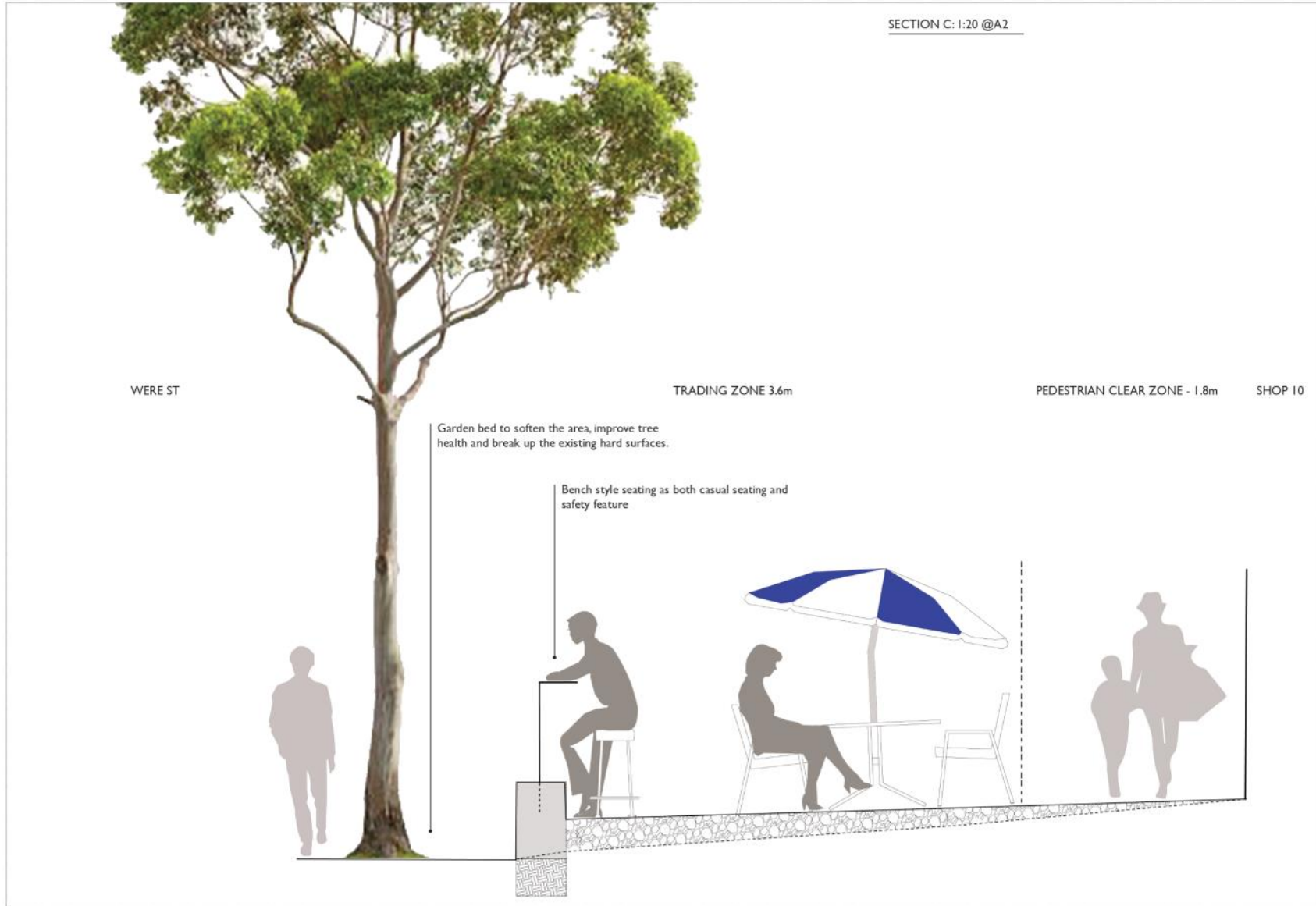
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WERE STREET UPGRADE
 MONTMORENCY

Drawing Title: 10-14 Were St Sections A and B
 Drawing No: CONCEPT PAGE 3 / 5
 Issue: ATTACHMENT 4
 Date: FEBRUARY 2021

Scale: As indicated
 Rev No:
 Drawn by: KA
 Approved:





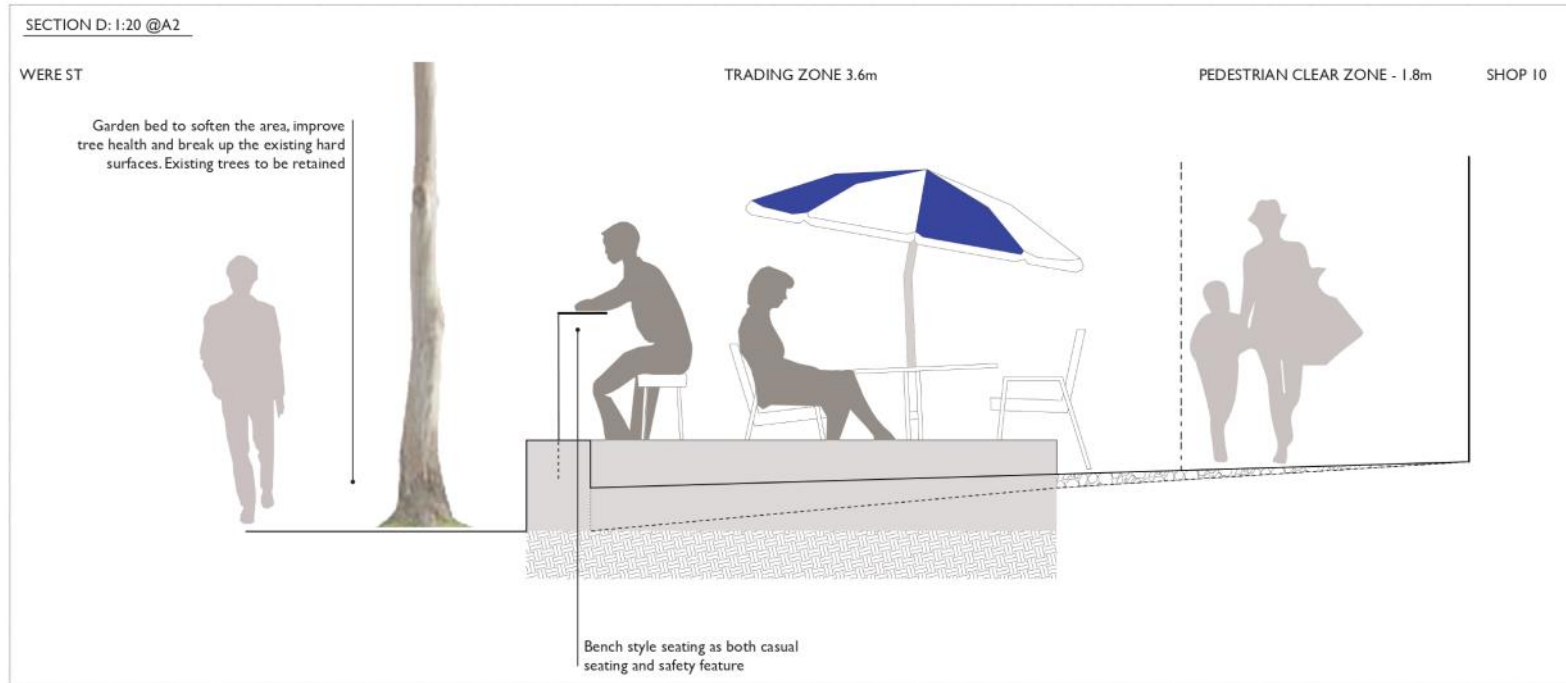
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WERE STREET UPGRADE
MONTMORENCY

Drawing Title: 10-14 Were St - Section C
Drawing No: CONCEPT PAGE 4 / 5
Issue: ATTACHMENT 4
Date: FEBRUARY 2021

Scale: As indicated
Rev No:
Drawn by: KA
Approved:





Precedent images



Indicative bench style seating as both casual seating and safety feature



Amendment C107 Submission Themes Summary**Attachment 1 to Council Report, 1 March 2021****Support (13 submissions)**

Key themes and response – in order of most responses occurring across all submissions.

Theme	Summary	Initial Officer Response
1. Good activity <i>9 mentions</i>	<ul style="list-style-type: none"> It provides a healthy active outdoor activity and a positive relationship with nature The activity is good for building resilience and confidence. Currently drive to Lilydale for this experience, would be great to have one in the neighbourhood 	Noted
Low impact on the environment <i>5 mentions</i>	<ul style="list-style-type: none"> The proposal is sensitive to the environment with minimal impact on the land It is complimentary to local area and is a low impact measure which can be removed at the end of its use 	Noted
Activate area <i>5 mentions</i>	<ul style="list-style-type: none"> The area is currently underutilised, people walk through but don't stop and play The proposal will bring the unused bit of parkland back to life and is a more engaging use of the environment The proposal will activate an area which currently has a lowered perception of safety It may help to reduce existing anti-social activity in the area It will open up the park to more than walkers and bike riders, it offers different form of exercise to the public 	Noted
Community use <i>2 mentions</i>	<ul style="list-style-type: none"> Support from Victoria Police indicating the facility would likely be used by many community agencies 	Noted
Available land <i>2 mentions</i>	<ul style="list-style-type: none"> This is a great use of the land There are still large amounts of the Yarra trail area available for use away from the facility, there is ample river land around 	Noted
Economic/employment <i>2 mentions</i>	<ul style="list-style-type: none"> Benefit to local businesses of increased tourism It will provide employment opportunities, particularly for younger people 	Noted
Conditions <i>2 mentions</i>	<ul style="list-style-type: none"> Submissions from Melbourne Water and AusNet were supportive/had no objection to the proposal subject to conditions which can be included in the Incorporated Document 	Noted
Educational <i>1 mention</i>	<ul style="list-style-type: none"> Potential for educational signage to illustrate the flora and fauna found locally 	Noted
Good location <i>1 mention</i>	<ul style="list-style-type: none"> The proposal is well located near good public transport compared to somewhere more remote 	Noted

Support if changes made (8 submissions)

The issues raised by submitters who ticked the 'I may support the amendment if changes are made' were also raised by submitters who opposed the amendment. These issues and any changes suggested have therefore been incorporated in the opposed section. The issues/changes related to:

- Size of project area
- Impact on wildlife
- Alternate location
- Traffic, car and bicycle parking
- Potential to expand (commercial use)
- Access, safety & security

Opposed (192 submissions)

Key themes and response – in order of most responses

Note: Many opposing submissions included statements about what they value about the park or how it's used without clearly stating what their concerns are with the proposal. In particular the following two statements were frequently made:

- The area is unique being a semi-rural natural parkland so close to the city
- The park was important during Covid 19 restrictions for physical and mental health

Theme	Summary	Initial Officer Response
1. Commercial use <i>99 mentions</i>	<ul style="list-style-type: none"> • Opposed to commercialisation of the park • Public land should remain public, parks are for everyone, public space would be lost forever • Concern the proposal would set a precedent for further commercial ventures • Lack of transparency of the commercial arrangements, the terms and conditions of the lease are not publicly available • If the proposal is successful there will be pressure to expand with increased facilities/infrastructure • The upgrade of the toilet block does not justify commercial use of the park 	<ul style="list-style-type: none"> • This is State Government land. • There is no loss of public land. The land will always remain publicly accessible during times the Yarra Flats park is open. It is not to be fenced and the public will retain full access through and under the ropes course as they do today. • The proposal will provide an additional opportunity for a sensitive nature-based recreation facility in addition to rather than instead of reduced public access. • Parks Victoria and the State Government themselves are better placed to determine how they are to implement the State's Biodiversity 2037 Plan or the Healthy Parks Healthy People Framework 2020 (Parks Victoria). Priority 8 in the Biodiversity 2037 Plan relates to nature-based tourism and the balance between economic development (e.g. tourism) and the natural environment. It recognises that tourism and recreation and the natural environment are not mutually exclusive – it is a question of balanced and sensitive outcomes. • Council notes that <i>Healthy Parks Healthy People</i> details five key 'Strategic priorities - Activating parks for health and wellbeing benefits' – and this includes delivery of these through 'mutually beneficial program partnerships'. • Under the priority: <i>Healthy Places and Settings, Healthy Parks Healthy People</i> states the following deliverables: <ul style="list-style-type: none"> a. <i>Sustainable natural settings and all abilities facilities that encourage and support nature play, outdoor learning, physical exercise, physical activity and recreation and social connection</i> b. <i>Trails and other tailored infrastructure that promote fitness and challenge</i> c. <i>Inspiring, reflective settings to promote positive mental health and spiritual connection.</i>

		<ul style="list-style-type: none"> • It further states that these are to be applied through: <i>Nature play, outdoor learning and adventure. Innovative settings and program partnerships (e.g. Bush Kinder and Nature Play Groups, Outdoor education, Nature-based playscapes, and building youth resilience through adventure)</i> • Healthy Parks Healthy People appears to anticipate and promote greater diversity of use and activities within State Parks (such as that in the C107 Amendment) and because Parks Victoria’s core business does not extend to operating and running cafes, specialist leisure or recreational facilities or other programs – the State framework highlights that ‘mutually beneficial program partnerships’, such as corporate partners, will help to deliver these priorities on its behalf. • As the public land manager – Parks Victoria has a duty to ensure its partnerships are sensitive to their environment and enhance, rather than preclude public access. • Council recognises that there are a range of examples of commercial activities operated on State Government land throughout Victoria, including local example Studley Boathouse. • Council requested Parks Victoria, as the public land manager, to provide its response to these issues and its response is provided below: <p><i>Parks Victoria sought a partnership with a competent, experienced and suitably resourced operator via an EOI process. This is consistent with other operations where private operators are more experienced in the development and operations of visitor experience offers in parks.</i></p> <p><i>The lease area will not be fenced, and public access will remain to the area.</i></p> <p><i>The lease will permit only the proposed facility, and require compliance with the Incorporated Document, which will include a range of specific and considered conditions.</i></p>
<p>2. Habitat/ Wildlife</p> <p><i>92 mentions</i></p>	<ul style="list-style-type: none"> • Concern with the proposal’s impact on habitat and wildlife • The activity and noise would have a negative impact on native animals including kangaroos, wallaby, echidna and ground nesting birds • It would impact nocturnal animals that sleep during day 	<p>The proponent has prepared the ‘<i>Flora and Fauna Assessment, Native Vegetation Impact Assessment and Land Management Plan, Yarra Flats TreeTop Adventure Park, Ivanhoe East</i>’ prepared by consultant Practical Ecology (the Practical Ecology Report). It describes the vegetation on the site as follows:</p> <p><i>The native vegetation on the site is Flood Plain Riparian Woodland but is significantly disturbed in the groundstorey and dominated by exotic weeds while the shrub layer is mixed and the tree layer is predominantly indigenous.</i></p> <p>Further, the Practical Ecology Report (p. 33) finds that the proposal will :</p>

<ul style="list-style-type: none"> • Concern that birds and bats could potentially get trapped in nets • The impact on flora and fauna is unknown, e.g. rare or endangered species such as gliders. • The potential effects on habitat, particularly with respect to the Powerful Owl, are not properly considered, the report does not consider the birds move and may nest there in future, Powerful Owls currently use the area as a food source. • The Practical Ecology report describes the habitat made up of many layers, hollows, understory, leaf litter etc, this diverse environment will be compromised by the work required to set up the ropes course. • The proposal will negatively impact the local ecology of the area and the ability for the Yarra to be a connecting habitat corridor 	<p><i>Due to the nature of the development and limited clearing of native vegetation within the construction zone it is unlikely that the site will have adverse effects on landscape values, wildlife habitat or corridors or lead to land degradation through soil erosion or loss of water quality. Furthermore, as although some areas of vegetation will require some remedial work such as crown cleanup and deadwooding, this will be minor and will not have any adverse effects on significant natural habitat and environmental qualities.</i></p> <p>Council's Biodiversity Officer has reviewed the Practical Ecology Report and, in principle, supports its findings. Generally, it is considered that Practical Ecology has covered concerns raised during exhibition, but would like to add:</p> <ul style="list-style-type: none"> - Flora surveys noted timing was not the most preferred in terms of obtaining the most accurate samples for flora but also found that significant species were unlikely to occur due to the highly modified nature of the site. - Would like to note that if significant species are found at any stage, that they be managed according to their specific requirements. - DELWP's Bioregional Conservation status of Ecological Vegetation Class (EVC's) notes the EVC for the area as being Endangered. The Practical Ecology Report's Land Management Plan states that any work on site should minimise disturbance to existing indigenous vegetation. - Practical Ecology's Revegetation Plan notes that revegetation will replace weed species present on the site and add to existing bare patches with desired vegetation from the local EVC, so the overall net benefit to local vegetation will increase. - There are concerns as to the impact to local fauna that use the area for refuge and feeding. It was noted that Powerful Owls may use the area for food sources and activity in the area may displace these. Practical Ecology note that: <i>Given this there are no known breeding or roosting sites that occur within the study site and at most the Powerful Owl is likely to only use the site as a connecting corridor to fly through at night (Garry French Pers. Comm.) or to hunt in occasionally.</i> - Council's Biodiversity Officer suggests that it is important to consider the use of nesting boxes in surrounding areas to allow for any species displacement. In particular Possum and Sugar Glider boxes, but also for local bird and micro bat communities. It would also be important to consider habitat enhancement for
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		<p>smaller bird species and kangaroo populations in surrounding patches to accommodate for any displacement.</p> <ul style="list-style-type: none"> - Council should request the incorporation of species listed under the local EVC when using plants for landscaping. Also, opportunities to work with the public land manager should be sought as part of the Incorporated Document to increase canopy cover outside of the project site to accommodate for species displacement. <p>Overall, the submissions and the review by Council’s biodiversity officer indicate that some additional conditions, as part of the Incorporated Document, will likely be capable of providing even better mitigation measures. This can be addressed if the matter progresses to a planning panel through suggested changes to the Amendment documentation.</p> <p>A watching brief (i.e. monitoring for unforeseen outcomes) during any future installation would also be standard practice in any environment of this nature, be it around biodiversity or heritage matters, and Council will ensure that it is part of the future land management plan that accompanies the proposal.</p>
<p>3. Retain Parkland <i>77 mentions</i></p>	<ul style="list-style-type: none"> • The area should not be changed, it should remain for passive recreation and conservation of the natural environment • The park should be protected and preserved for future generations • With increasing urban density Council needs to be safeguarding these areas • Children benefit more from just being in nature rather than on a structured commercial play activity 	<p>The area will remain parkland. Trees will not be removed, and the site will remain open and publicly accessible during times the Yarra Flats park is open. No fencing is proposed and the public will retain full access through and under the ropes course as they do today.</p> <p>Yarra Flats Park comprises 85 hectares of woodland, wetland and riparian habitats. The area for the proposed treetops adventure park is confined to 3.6 hectares of dense vegetation in the north eastern section of the park and, as noted, remains open to the public. Yarra Flats Park remains available for passive recreation and conservation of the natural environment in both the area proposed for the treetops adventure park and the rest of the extensive parklands.</p> <p>As discussed in theme #4 the proposal has minimal impact on the environment. Trees are not being removed, they will remain and be looked after for the benefit of present and future generations.</p> <p>The proposal offers an additional experience for people of all ages within the natural environment. This does not preclude children experiencing the benefits of nature in other ways in the rest of the park.</p>

<p>4. Vegetation/ Environment</p> <p><i>45 mentions</i></p>	<ul style="list-style-type: none"> Concerned with the proposal's impact on trees and removal of native vegetation We need to protect and preserve the vegetation, biodiversity and ecosystem of the area The constant use of this section of native forest will apply pressure to an already challenged eco-system at the site In the context of substantial prior loss of native vegetation, it will lead to further loss of wildlife habitat and degrade vegetation quality The impact on the ecosystem, even if marginal all adds up, we need to 'rewild' not 'dewild' An Environmental Impact Statement has not been prepared It will devalue the work done by the local community for over 40 years to revegetate, protect and conserve the park The increase in planted area to offset (by quantity) what will be lost in quality should be precursor to any approval 	<p>The Practical Ecology Report on fauna and flora indicates the extent of native vegetation loss will be limited. The report includes the Native Vegetation Impact Assessment which has examined the ropes course area (excluding the administration office) where some understorey will be impacted as well as dead-wooding of canopy trees. For this a score of 50% loss of habitat was applied. Importantly, it is noted in the assessment that this <i>score is 'probably well above the actual impact but this is the only partial clearing allowed by DELWP'</i> (p.44). There is not a smaller option than 50% that can be applied in this instance according to the DELWP guidelines.</p> <p>Ecoline has advised that it has not cleared anything more than 2% of vegetation at any of their sites, <i>'the forest is the star of the attraction'</i>. Ecoline only remove vegetation if it presents a risk to injury as identified by a professional arborist, is part of the bush regeneration program or as required for bushfire management. Their expectation for this site is that less than 1% of native vegetation will be removed due to the installation of the office and the courses.</p> <p>It is acknowledged there will be some impact on vegetation and biodiversity, however it is considered limited. Council's Planning Arborist has noted that whilst the River Red Gums remain the dominant upper canopy, the understorey is a mix of non-indigenous and predominantly exotic weed species. This is also consistent with the Practical Ecology Report. The removal of weed species and replanting of indigenous vegetation will improve biodiversity in the long term.</p> <p>In Victoria, environment assessment of the potential environmental impacts or effects of a proposed development may be required under the <i>Environment Effects Act 1978</i>. This project is not of a scale or impact that would trigger an Environmental Effects Statement..</p> <p>Native vegetation offsets for the proposal have been provided for in accordance with the Planning Scheme (clause 52.17).</p>
<p>5. Traffic & parking</p> <p><i>43 mentions</i></p>	<ul style="list-style-type: none"> Concern the proposal will increase traffic along The Boulevard in the surrounding streets. Concern people will cut through local streets to get to the facility. 	<p>Council's Traffic and Transport Team have reviewed the Traffic Impact Assessment Report prepared by OneMileGrid and can conclude that:</p> <ul style="list-style-type: none"> All traffic to and from the site is likely to approach from the north and utilise the signalised intersection between The Boulevard and Banksia Street. Banksia Street is a


	<ul style="list-style-type: none"> • The increased traffic will negatively impact the environment and the amenity of the area. • The traffic report is four years old and outdated, it doesn't account for slow moving traffic at peak hour. • Car park usage is underestimated and fails to account for increased use due to Covid 19. • The parking area will be crowded with many vehicles including buses, overwhelming its use for the general public • Concerned trees will be cleared to allow for more parking. • Car parking will spill out onto The Boulevard. • Queries if there any plans to restrict parking in surrounding areas. • It's suggested at a minimum, there should be a requirement for bicycle parking (at least 10 spaces) and end of trip facilities for cyclists in the locality of the land. 	<p>major regional arterial road directly abutting the site and is readily capable of accommodating the modest increase in traffic anticipated from the facility without contributing to any meaningful increase in queues or delays within the intersection.</p> <ul style="list-style-type: none"> – The proposal represents only a moderate increase to traffic volumes along the northern section of The Boulevard only. Noting the wide road provided in this location, it is not expected that that the proposal will have any considerable impact on the operation of local road network. – The existing car parks will be used and the closed area re-opened which provides 127 car spaces. The supply of parking is considered to be more than sufficient to accommodate demand generated by the use, estimated at a peak of 37 spaces. Trees will not be removed as no new parking is required. – It is noted the 41 spaces currently closed for public use will be refurbished by Ecoline and will be the primary parking available for the TreeTops visitors and team members. – Whilst parking is not anticipated to overspill into the surrounding residential network, in the instance that this does occur, parking on residential streets can be managed through Council's On-Street Parking Management Framework. If warrants are met, parking restrictions can be installed with residents receiving parking permits in line with Council's Residential Parking Permit Policy. – In accordance to the Planning Scheme, there is no requirement for the installation of bicycle parking for Outdoor Recreational Facilities, however giving consideration to the shared community use area, the proposal has indicated the installation of 5 bicycle parking spaces. These should be installed in close vicinity of the proposal. – A Green Travel Plan should be prepared by the development which demonstrates how the business will encourage the use of sustainable transport by visitors and staff. This should include the use of Public Transport and cycling routes to and from the site. <p>Whilst the report by One Mile Grid was prepared four years ago, the general traffic along the arterial road network is not expected to have changed significantly.</p>
<p>6. Amenity <i>35 mentions</i></p>	<ul style="list-style-type: none"> • Concerned increased traffic, noise, signage, lights and litter will impact the ambience of the park's natural 	<p>The proposal will, by its nature, bring additional visitors to the park. The planning and technical reports demonstrate the park has capacity to accommodate the increase in traffic and parking.</p>

	<p>environment and its semi-rural character.</p> <ul style="list-style-type: none"> • The proposal will compromise the tranquil nature of the area. • Concern the intrusive structure will be detrimental to the park. • Amendment will negatively affect the value of the park and property values along The Boulevard 	<p>The facility will be located in a secluded area of the park and partly concealed by trees and other vegetation. The structure is designed to integrate with the surrounding vegetation. Any impact on the surrounding parkland is likely to be in the form of increased activity in the area. This is in line with Parks Victoria's <i>Healthy Parks Healthy People</i> philosophy, which aims to encourage more people to enjoy the park more often and to have more active and healthy lifestyles. The ability of people to walk and cycle is supported by close proximity to the main Yarra Trail.</p> <p>Amenity impacts are considered in the Incorporated Document and conditions include:</p> <ul style="list-style-type: none"> • Sound amplification equipment or loud speakers must not be used in outside areas • Rubbish bins must have self-closing lids • Signage must be generally in accordance with the Preliminary Signage Strategy and must not have flashing or intermittent lighting <p>There is no lighting proposed. The facility will only be open during daylight hours.</p>
<p>7. Parks Victoria <i>34 mentions</i></p>	<p>The following concerns were made in relation to Parks Victoria (PV):</p> <ul style="list-style-type: none"> • PV is abrogating its responsibility to protect and preserve the park • The research used by PV to justify the proposal is limited and outdated • Queries what statistical evidence there is that proposal is wanted or needed • The proposal does not suit the demographics of residents in the area, it appeals more to the younger generation. • PV revised the Concept plan in 2013 to accommodate the proposal for the Treetops adventure park which is not consistent with the original concepts for the Park 	<p>Broader discussion of the operating framework for Parks Victoria (Healthy Parks Healthy People) has been addressed in Theme # 1. The framework itself provides much more guidance around the approach to the State's parks. The business model of the operator will, no doubt, have determined the suitability of the location in terms of users and appeal.</p> <p>Council requested Parks Victoria, as the public land manager, to provide its response to these issues and its response is provided below:</p> <p><i>Yarra Flats Park was selected as a location based on its natural features and existing amenities (toilets and car parking)</i></p> <p><i>The Revised Yarra Flats Park Concept Plan 2013, prepared by Parks Victoria, Banyule City Council and Melbourne Water specifically includes the Ecoline Tree Based Adventure and included community consultation.</i></p> <p><i>The Tree Based Adventure Facility is aimed at a range of user groups, not just local residents.</i></p>

	<ul style="list-style-type: none"> PV have failed to maintain facilities such as toilets and are seeking to off-load the costs. <p>It was suggested any amendment should be contingent on agreement that PV adequately maintain the Yarra Flats Park going forward.</p>	<p><i>The toilets have been closed due to ongoing vandalism, and the most eastern extent of the park is a well-known beat. As a result, it is generally not frequented by members of the public seeking passive recreation.</i></p> <p><i>The public toilet block will be refreshed and re-opened when the Tree Adventure commences operations.</i></p> <p><i>Parks Victoria seeks to achieve improvements to public facilities through commercial lease arrangements where feasible to enable resources to be assigned to other projects.</i></p>
<p>8. Banyule Council</p> <p><i>22 mentions</i></p>	<ul style="list-style-type: none"> Submissions stated that Banyule Council should oppose the alienation of valuable inner city semi-natural parkland. Concerns the proposal is contrary to the aims of the Banyule Bush Crew which is working to protect fauna in the wider area. Suggests the Council wants income and commercial interests are given priority over environmental issues. Concern Council has not been impartial 	<p>The land is not owned by Council and Council will not receive any income from the proposed facility. It is State Government land. If it proceeds the facility will operate under lease from Parks Victoria, the public land manager for the park. Any money will be reinvested into public parks.</p> <p>The area will remain parkland as discussed in Theme #3 above. The area in which the rope climbing facility is proposed would continue to be accessible to the public as it is today. The facility largely operates above ground and in addition to, not instead of public parkland. It presents more opportunity for people to appreciate and interact with nature pursuant to the <i>Healthy Parks Healthy People</i> framework.</p> <p>For concerns about the Banyule Bush Crew aims - more detailed consideration is given to Habitat in theme #2.</p> <p>Council has supported exhibition of the planning scheme amendment. Refer to the consultation theme #19 regarding consultation material. Council's role in the planning process has been to facilitate a planning scheme amendment process at the request of the proponent Ecoline (which is supported by Parks Victoria as the public land manager). It makes this a relatively unique amendment in terms of there being, effectively, three parties involved. Given the range of submissions received and the State policy questions it raises, it is considered that these are best examined at an independent planning panel as this would enable Parks Victoria, the proponent (Ecoline) and submitters the opportunity to present their evidence to the Panel and to receive the findings and recommendations on the key issues. This would ensure transparency and impartiality.</p>

<p>9. Location</p> <p><i>19 mentions</i></p>	<p>A number of submissions suggested the proposal should be located elsewhere including:</p> <ul style="list-style-type: none"> • on private land • in regional areas away from the suburbs • in areas of low conservation value 	<p>Theme # 1 provides an outline of the operating framework Healthy Parks Healthy People, including creating more diverse opportunities and access to parks and nature through a range of approaches. Healthy Parks Healthy People anticipates this type of use in State Parks. In terms of location, suggestion that they should be in regional areas is ok, however, it typically makes such activities more inaccessible and costly to a greater number of people (given our population centres) and fosters greater private vehicle use. Schools, specialist groups and community groups would also find it harder to access more remote locations. The Yarra Trail provides significant opportunity to encourage greater walking and cycling and provide health and well-being opportunities in a sensitive and more diverse way.</p> <p>Council requested Parks Victoria, as the public land manager, to provide its response to these issues, which is provided below:</p> <p><i>The Revised Yarra Flats Park Concept Plan 2013, prepared by Parks Victoria, Banyule City Council and Melbourne Water specifically includes the Ecoline Tree Based Adventure and included community consultation.</i></p> <p><i>Ecoline have submitted technical reports which address any potential impacts on Flora and Fauna.</i></p> <p><i>The proposal is consistent with the Healthy Parks Healthy People Framework principles around:</i></p> <ul style="list-style-type: none"> • <i>Contact with nature is essential for improving emotional, physical and spiritual health and wellbeing, and;</i> • <i>Parks are fundamental to economic growth and to vibrant and healthy communities</i>
<p>10. Billabong</p> <p><i>15 mentions</i></p>	<ul style="list-style-type: none"> • Concern with the impact of the proposal on Melbourne Water's plans to re-water the Banksia Billabong • Re-watering of the billabong is not harmonious with the Treetops proposal, and the activity will scare away resulting birdlife. 	<p>Melbourne Water (MW) is aware of, and supportive of the proposal. MW has provided a submission noting overall support and recommended further conditions in the Incorporated Document that address matters arising from the proximity of the Banksia Billabong and the treetop adventure park. It is recommended the Incorporated Document be amended as requested by MW.</p>

<p>11. Other park users, public access, paths</p> <p><i>15 mentions</i></p>	<ul style="list-style-type: none"> Concern the proposal will negatively impact other park users. It will disrupt the passive recreation and enjoyment of the park by other users, it will impede walkers and cyclists, impact the trail crossing and deter people from walking in the ropes course area. The public need ready access and use of open space, river flats and roads and bike-paths. 	<p>The treetop climbing facility is limited to a specific area of the park. It is largely all operated above ground. It is not fenced and will retain all public access below it, as exists today. Due to the size and location of the proposed site in relation to the rest of the park, existing park users will not be impacted other than from an overall increase in activity in the park.</p> <p>The proposal will also see refurbished toilets provided for the public and will regenerate this area of parkland through a planting scheme. It will be better managed, safer and more activated than it is presently.</p> <p>Furthermore, Parks Victoria advise that the area for the proposed facility is currently rarely visited due to the anti-social activity known to occur there. A benefit of the proposal is to activate this area and deter the anti-social activity.</p> <p>The proposal is 100-200 metres away from the Main Yarra Trail and will not impede it in any way.</p>
<p>12. North East Link</p> <p><i>9 mentions</i></p>	<ul style="list-style-type: none"> The loss of trees, habitat and green space due to the NEL makes the area even more valuable and needs to be protected. Concerns that due to the NEL the area will be polluted and unsuitable for the proposed activity. 	<p>Comment noted however the proposal involves no loss of trees, green space or access to open space.</p> <p>Comment noted, the environmental effects of the NEL have been considered through an Environmental Effects Statement process and the project approved by the State Government.</p>
<p>13. Size of project area</p> <p><i>9 mentions</i></p>	<ul style="list-style-type: none"> Concerned the size of the site exceeds size of the adventure park and questions motive for doing so, queries what will occur in the remaining area? 	<p>The climbing facility is restricted to a small area shown in red on the consultation plans and this would be limited by the planning scheme. The plans used for public consultation included a larger area (in blue) that includes the existing access road, car parking and toilets while the treetop activity area is confined to a smaller area (in red) as shown below.</p>

		 <p>The Incorporated Document clearly identifies these areas and the controls proposed to be introduced into the planning scheme limit the climbing facility to within the red line area. The amendment is specific to Ecoline’s application and will not allow for any other proposal or development to occur.</p> <p>Notwithstanding the above, to ensure the area pertaining to the controls is clear, there may be an opportunity to further clarify the specific area through changes to mapping in the planning scheme amendment. These can be addressed if the planning scheme amendment progresses to a planning panel.</p>
<p>14. Safety Risk Liability Security Anti-social Activity</p> <p><i>9 mentions</i></p>	<ul style="list-style-type: none"> Concerned with safety during construction and daily operations, and site security. Concern with liability and risk for Banyule Council and ratepayers. Safety concerns regarding snakes and steep banks and concerns for young children as the location is close to the river. The area is subject to flooding and not safe for structures. 	<p>It is important to note that the land is State Government land and ongoing land management and safety was and will continue to be responsibility of Parks Victoria.</p> <p>Liability for the proposal rests with Ecoline and Parks Victoria, the public land manager.</p> <p>Construction occurs in accordance with a Construction Management Plan that must be approved before the development starts as specified in the Incorporated Document.</p> <p>Melbourne Water have provided advice and recommendations to address issues of flooding. These are included in the Incorporated Document as exhibited with further conditions recommended to be added.</p>

	<ul style="list-style-type: none"> The potential benefit of addressing the anti-social behaviour may be negated by it moving into other areas of the park 	<p>The local crime prevention officer from Victoria Police has noted that 'currently the proposed area is somewhat "deadlands" without guardianship which creates a feeling of isolation to the area and a lowered perception of safety'. Increased activity in the park will help to deter anti-social activity currently occurring.</p>
<p>15. River Red Gums <i>8 mentions</i></p>	<ul style="list-style-type: none"> Concerns that river red gums cannot support a treetop adventure park It is suggested that River Red Gums are unsuitable as they are prone to dropping large branches at any time without warning and are not tall and straight, like trees used by similar facilities in other locations. 	<p>The trees have all been assessed by a qualified Arboriculturist (Arboricultural Tree Health & Hazard Assessment, 2018) and deemed suitable for the proposed use. The assessment included consideration of the age and species of trees.</p> <p>Council's Planning Arborist has reviewed and assessed the Arboricultural Tree Health & Hazard Assessment report and determined the proposal can be supported from an arboricultural perspective. It's noted the risk assessment was conducted correctly, using a recognised method.</p> <p>It is further noted that there is a common belief that River Red Gums drop branches with a greater propensity than other species and that the rate and type of branch drop is unpredictable. This statement does not appear to be based on research or documented evidence but rather on anecdotal evidence.</p> <p>Ecoline have advised they rely on a suitably qualified arborist to inspect all trees involved in the courses and the vicinity on an annual basis, and the management team inspect all aspects of the courses on a daily basis with a more thorough inspection 1-2 times per week. After any extreme weather event, the arborist is called in to inspect the site before the courses reopen.</p>
<p>16. Planning controls & policy <i>8 mentions</i></p>	<p>Various concerns that the proposal is not consistent with the following planning controls and policy:</p> <ul style="list-style-type: none"> The <i>Yarra River Protection (Wilip-gin Birrarung murron) Act 2017</i> <ul style="list-style-type: none"> net gain for environment is not achieved with this proposal, it is about people not environment does not provide long term benefit to community of Yarra River Environs 	<p>It is highlighted that the exhibited planning scheme amendment is supported by a planning report prepared by Perry Town Planning on behalf of Ecoline. It provides an overview of planning scheme policy context. Overall, officers concur with its findings and the policy questions raised by submitters are considered to have been addressed by the proponent. Notwithstanding, further comments are provided below.</p> <p>Parks Victoria provided the following comment in relation to state policy.</p> <p>The proposal is consistent with:</p> <ul style="list-style-type: none"> The principles of the Yarra River Protection Act (2017)

<ul style="list-style-type: none"> • Yarra River Action Plan – queries how the intended outcomes of proposal align with the YRAP • Middle Yarra River Concept Plan - supports passive recreational use and does not envision a tourism park • Middle Yarra River Corridor Study Recommendations Report October 2016 – proposal is not in spirit of this policy • Banyule Biodiversity Plan 2019-2022 <ul style="list-style-type: none"> – not in spirit of policy – not in keeping with – vegetation condition and biodiversity will decline • Banyule’s Strategic Planning Framework – inconsistent with 21.02 ‘to protect and enhance our natural environment’ • Environmental Significance Overlay 1 (ESO1) – proposal do proposal does not conform objectives • Vegetation Protection Overlay 1 (VPO1) - retaining a buffer strip of vegetation within specified distances of watercourses • Significant Landscape Overlay 1 (SLO1)- inadequate assessment as part of broader landscape • Banyule’s Wildlife Corridor Program <ul style="list-style-type: none"> – Yarra River as a ‘Major Wildlife Corridor’ • Banyule’s declared climate emergency <ul style="list-style-type: none"> – contradictory to allow commercialisation of a green 	<ul style="list-style-type: none"> • The Yarra River 50-year Community Vision for the Suburban Reach Section to “Collaborate to provide innovative immersive experiences with nature by expanding natural river tracks and creating environmental playgrounds along the corridor” • The Draft Yarra Strategic Plan action to “Ensure park infrastructure and services are contemporary, inclusive, and provide multiple benefits” <p>Council also notes the following with regard to the Middle Yarra River reports:</p> <p>Middle Yarra River Corridor Study Recommendations Report October 2016 <i>The objective of this study is to achieve consistent development outcomes along the Middle Yarra River to ensure that further development does not encroach on the river’s landscape, environmental, aesthetic, cultural and recreational values. Importantly, the study focusses on management of the interface between public and private land along the corridor.</i></p> <p>The proposal is consistent with the objectives of the report as does not restrict public access to the Yarra and has no significant impact on the river’s landscape, environmental, aesthetic, cultural and recreational values. Note should be given to the support of Melbourne Water – see Theme #10 also.</p> <p>Middle Yarra River Concept Plan 1993 The plan does not mention tourism specifically for Yarra Flats but does in general support recreation and tourism with the following:</p> <ul style="list-style-type: none"> • <i>Ensure that the construction of trails, buildings and other facilities associated with recreational activities does not damage streamside vegetation, the river banks, or areas of flora significance.</i> • <i>Provide and maintain a range of outdoor settings for recreation, ranging from quiet, relatively natural areas to intensively developed recreation areas. Conflicts between recreation activities should be minimised.</i> • <i>Investigate and promote opportunities for tourism that are consistent with park management objectives</i> • <i>Investigate opportunities for providing adventure play facilities for all age groups and particularly older children and teenagers. (p.39)</i> <p>More recently the Yarra Flats Concept Plan 2013 specifically includes a tree-based adventure course for the site which confirms the intention of park management objectives for the park.</p>
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	<p>space, which may endanger wildlife habitat.</p> <ul style="list-style-type: none"> - Inconsistent with implicit environmental protection. 	<p><u>Local policy/controls</u></p> <p>The primary issues with the proposal as they relate to Banyule’s Wildlife Corridor Program and Biodiversity Plan 2019-2022 are displacement of species and interruption to the existing Wildlife Corridor. See Habitat/wildlife theme #2 for comments relating to this.</p> <p>Themes #1 - 4 address comments relating to consistency with Banyule’s declared climate emergency.</p> <p>The proposal is considered to be acceptable when assessed against the Strategic Planning framework (clause 21.02) as it seeks to minimize impact on natural environment. There is limited native vegetation removal and no removal of any trees, revegetation has been recommended to replace weed species present on the site which will improve vegetation in the long term.</p> <p>The area is not covered by a VPO.</p> <p>The Practical Ecology Report has found the proposal meets the objectives of ESO1 and SLO1, this has been reviewed by Council who support the findings.</p> <p>ESO1 - <i>The objectives of the Overlay have been met, as although there will be some native vegetation removal, it will be limited and complete loss has been minimised. Due to the nature of the development and limited clearing of native vegetation within the construction zone it is unlikely that the site will have adverse effects on landscape values, wildlife habitat or corridors or lead to land degradation through soil erosion or loss of water quality. Furthermore, as although some areas of vegetation will require some remedial work such as crown cleanup and deadwooding, this will be minor and will not have any adverse effects on significant natural habitat and environmental qualities</i></p> <p>SLO1 - <i>The objectives of the Overlay have been met, as although there will be some native vegetation removal, it will be limited and complete loss has been minimised. No canopy trees will be removed. Some areas of vegetation will require some remedial work such as crown cleanup and deadwooding however this will be minor and will not have any adverse effects on any Landscape or Environmental Values. Furthermore revegetation and supplementary planting has been recommended to rehabilitate the area to assist with</i></p>
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		<i>expanding a continuous corridor of riparian and indigenous vegetation using appropriate indigenous species</i>
<p>17. Aboriginal Heritage</p> <p><i>4 mentions</i></p>	<ul style="list-style-type: none"> Concern with the proposal's impact on Aboriginal heritage and queries whether the traditional custodians have been consulted. Concerns with Due Diligence report finding of significant ground disturbance being present across the whole area is incorrect. 	<p>Parks Victoria have advised the Wurundjeri have been involved in consultation on this project dating back to the 2012. The Wurundjeri Woi wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) were formally notified of the Amendment on 29 October 2020 and there has been ongoing communication between WWCHAC, Council and Parks Victoria.</p> <p>The Aboriginal Heritage Due Diligence Report provided by the proponent has been prepared by a suitably qualified Archaeologist. Council reviews the report and relies on the professional opinion contained in the report. Any submitter issues can be examined fully at an independent Planning Panel.</p>
<p>18. Heritage</p> <p><i>4 mentions</i></p>	<ul style="list-style-type: none"> Heritage value of the park will be compromised Proposal is not respectful of the significance of the area to the Heidelberg School Artists 	<p>Council's heritage advisor has assessed the proposal and concluded there are no concerns on heritage grounds. It is noted:</p> <ul style="list-style-type: none"> The proposal does not involve the removal of any natural trees which contribute to the character of the area The proposal is located in a secluded section of the park and will be substantially obscured by trees and concealed from the access road All structures, including the administration office, can be removed leaving no permanent impact on the landscape <p>There is an opportunity to include heritage interpretation in the proposed development and to ensure the facility blends in with the colours of the surrounding natural landscape.</p>
<p>19. Consultation</p> <p><i>3 mentions</i></p>	<p>Concern that public consultation of the amendment has been inadequate, that:</p> <ul style="list-style-type: none"> notice of the amendment was not wide enough the Shaping Banyule website (including the photo) is misleading and documents difficult to find 	<p>Exhibition of the amendment was more extensive than the requirements in the <i>Planning and Environment Act 1987</i> and is considered to have been both adequate and proportional to the nature and scale of the amendment. Exhibition ran for six weeks, two weeks longer than required and was advertised more broadly than normal, including notice in a metropolitan paper, direct notice to residents of The Boulevard interfacing the parkland between Banskia Street and Bourke Road, environment groups associated with Yarra Flats Park and two signs placed on site.</p>

	<ul style="list-style-type: none"> • Council did not organise any public meetings only allowing for such a meeting via request <p>There were also concerns that the reports commissioned by Ecoline are not independent.</p>	<p>The Shaping Banyule website was used to help provide more information in a readily accessible format. All written information was factual or procedural. Any images used were intended to provide quick visual confirmation that people were on the right page rather than needing to read through written text i.e., a picture of a generic treetop facility was used to highlight that people were reading about a treetop facility.</p> <p>Shaping Banyule highlighted that online meetings were available to public for more information. Only one enquiry regarding a meeting was received during the last week of exhibition and very few phone calls in general were received during exhibition. People relied upon community led flyers, Shaping Banyule or possibly social media/ private e-mail campaigns for information.</p> <p>All supporting documentation was prepared by the proponent (Ecoline) and reviewed by Council officers. All reports are written by appropriately qualified experts who are required to provide their best independent professional opinion. Any false or misleading information is typically contrary to professional ethics and any association to their professional bodies. This ultimately voids any professional indemnity insurance and result in a consultant being potentially liable for professional negligence. Council is confident, therefore, that all reports were prepared fairly and were undertaken independently. Additional information has been sought throughout the planning process to date.</p>
<p>20. Public Conservation & Resource Zone <i>3 mentions</i></p>	<ul style="list-style-type: none"> • Concern that land zoned PCRZ is proposed for commercial use - the zoning is not arbitrary and should not be weakened. • The current zoning is appropriate and, in this location, should be focused on protecting the natural environment. • The proposal is contrary to the purpose of the PCRZ • Conservation zones should be protected from developments 	<p><i>Parks Victoria sought a partnership with a competent, experienced and suitably resourced operator via an EOI process. This is consistent with other operations where private operators are more experienced in the development and operations of visitor experience offers in parks.</i></p> <p>The reason for the planning scheme amendment in this instance is not the use per se but the fact that a third party operator would be running it. Parks Victoria – if it were so inclined, could actually install and operate the facility itself ‘as of right’ under the current zone without any need to amend the planning scheme. The operation of a use by a third party, under a lease agreement to Parks Victoria, however remains a grey area in planning.</p> <p>It is considered the proposed facility is consistent with the purposes of the Public Conservation and Resource Zone (PCRZ) in providing an appropriate use of public open space in enhancing the public education and interpretation of the natural environment.</p>

		<p>The proposal seeks to have the least amount of impact upon the natural environment.</p> <p>Parks Victoria's Healthy Parks, Healthy People framework and the Victorian Health and Wellbeing Plan, is to encourage people to be more active, experience nature in different ways through a range of different methods. This is to be delivered through a range of partnerships. The use appears to be consistent with the purposes of these key Plans and Frameworks and the PCRZ, in particular: "To provide facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes"</p> <p>See also further discussion about Parks Victoria's Healthy Parks Health People Framework under theme # 1.</p> <p>The park will remain zoned as PCRZ. There is no rezoning proposed. As noted, the amendment is required to allow the use (proposal) to be delivered by a private operator.</p>
<p>21. Other <i>2 mentions</i></p>	<ul style="list-style-type: none"> Concern drainage has not been considered Concerned State Government and Council do not have a mandate to proceed with the proposal, should be put to the people. 	<p>Drainage and storm water are addressed in the Incorporated Document. Melbourne Water have provided conditions given its proximity to the river that are addressed in the Incorporated Document.</p> <p>Planning Scheme Amendments are the decision of local Councils and the Minister for Planning, both are elected representatives. The amendment process includes public consultation.</p>

Summary of Submissions

Banyule Planning Scheme Amendment C107 – Treetop Adventure Park at Yarra Flats Park

Note: In the interests of privacy the names and address of submitters have been withheld from this table to prevent misuse of information. Submissions can be viewed at Council's customer service desk at 1 Flintoff Street, Greensborough upon request.

No.	Support/ Oppose	Theme	Summary of Submission
1	Opposed	Retain parkland Commercial use	We need to retain more parkland in its natural state and not succumb to commercial interests.
2	Support	Good activity	Currently drive to Lilydale for this experience, would love to have one in the neighbourhood.
3	Support	Good activity Low impact	Supports the proposal as: <ul style="list-style-type: none"> • it provides a healthy outdoor activity • is sensitive to the environment and provides a positive relationship with nature
4	Support	Good activity Activate area Low impact Educational opportunity	Supportive for the following reasons: <ul style="list-style-type: none"> • the adventure park will be a good activity to have locally available • the area is currently underutilised, people walk through but don't stop and play • the proposal is complimentary to the local area and has minimal change/damage to the environment • there is an education opportunity for signage to illustrate the flora and fauna found locally, the submission encourages the use of the conservation model applied by Rotorua Canopy Tours (https://www.canopytours.co.nz/our-story/)
5	Opposed	Retain parkland Commercial use	Concern commercial use will degrade public amenity. Open park space must be protected.
6	Opposed	Billabong Retain parkland Location	<ul style="list-style-type: none"> • The proposal is not within the scope of this public space • Suggests proposal better suited to land left unused after NEL complete • Concern with impact of proposal on plans to rewater the billabong

No.	Support/ Oppose	Theme	Summary of Submission
7	Support	Good activity Activate area Traffic	Supportive as: <ul style="list-style-type: none"> • adventure park will be great for kids and families and bring the unused bit of parkland back to life • it will open up the park to more than walkers and bike riders • it may reduce existing anti-social activity in the area • concerned about how the traffic will be managed, especially along The Boulevard, suggest the proposal needs a separate address that make car GPS units naturally use Banksia St as the main entry
8	Opposed	Retain parkland Commercial use Other users	<ul style="list-style-type: none"> • Would like parkland to be retained in its natural state • Concerned with commercialisation of park • Concerned development will impact the informal walking/cycling tracks that exist near the river
9	Opposed	Commercial use	Public land should remain public
10	Opposed	River Red Gums Habitat Commercial use Billabong	Concerns: <ul style="list-style-type: none"> • river redgums cannot support a treetops adventure park • the proposal's impact on native habitat • commercialisation of public open space • the proposal's impact on plans to re water Banksia Billabong Includes a version of the Riverland Conservation Society submission.
11	Opposed	Habitat & wildlife	Concerned location is inappropriate due to impact on native habitat and wildlife.
12	Opposed	Commercial use	Public land should remain in public hands and a commercial enterprise should be run on private land.
13	Opposed	Retain parkland Vegetation	<ul style="list-style-type: none"> • Considers the land should be preserved for passive recreation use • Concerned the increased number of people and cars in the park will have a negative effect on the on the vegetation • Notes the beauty of the park is its peaceful, bush setting
14	Opposed	Commercial use	Parks are for everyone; a private enterprise will lock people out of the area.

No.	Support/ Oppose	Theme	Summary of Submission
15	Opposed	Retain parkland Commercial use PCRZ	<ul style="list-style-type: none"> • Considers the park is an area for passive recreation • Concerned with commercial activities in a public park and that it would set a precedent for more active, commercial activities in the park. • The current controls in the PCRZ are appropriate and should not be varied.
16	Support	Activate area Good activity	Supportive as it's a great activity for kids and a more engaging use of the environment.
17	Opposed	Amenity Commercial use Planning controls Retain parkland	<p>Concerns:</p> <ul style="list-style-type: none"> • impact on semi-rural natural character of the area • gradual erosion of public spaces that are used for conservation of the natural environment and passive recreation • commercial use of public land • not satisfied that the proposed amendment provides sufficient protections for the park <p>Includes a version of the Riverland Conservation Society submission</p>
18	May support if changes made	Other users	Stop closing MTB (<i>mountain bike?</i>) trails. The proposal has a big impact on the area and limits who can use it.
19	Opposed	Traffic Planning control River red gums Car parking Retain Parkland	<p>Concerns:</p> <ul style="list-style-type: none"> • proposal does not conform to Environmental Significance Overlay (ESO1) objectives • the proposal will increase traffic densities in the park area • car park usage is underestimated and fails to account for increased use due to Covid. • River Red Gums are unsuitable as they are prone to dropping large branches at any time without warning • the heavily vegetated area of park should be preserved undisturbed
20	Opposed	Retain Parkland PCRZ Other users Commercial use	<p>Notes the value of the park is the preservation of its natural bushland state</p> <p>Concerns:</p> <ul style="list-style-type: none"> • commercial activity is not consistent with PCRZ • additional people will significantly affect the public who currently use the area • lack of information on how the project was awarded and details of the lease.

No.	Support/ Oppose	Theme	Summary of Submission
21	Opposed	Wildlife	Concerned greater traffic would negatively impact the kangaroos that roam around the area.
22	Opposed	Commercial use Amenity Environment Traffic	Concerns: <ul style="list-style-type: none"> commercial use of the park proposal would bring unwanted disturbance to a quiet area proposal would threaten ecology of the area and bring an increase in traffic.
23	Opposed	Commercial use Planning control	<ul style="list-style-type: none"> Concerned with commercial use of the park Considers proposal is not grounds to amend planning scheme
24	Opposed	Commercial use Retain parkland Traffic Trees, habitat and wildlife Amenity	Concerns: <ul style="list-style-type: none"> commercial use of the park increased traffic in Glenard Drive and The Boulevard increased traffic will impact ambience of natural environment and its semi-rural character impact on trees, habitat and fauna parkland should be retained in natural state it will lead to other areas of public land being commercialised
25	Opposed	Retain parkland Trees, habitat and wildlife Amenity	Concerns: <ul style="list-style-type: none"> the park should be used mostly for passive recreation and for conservation of the natural environment reduction of habitat and risk of damage to mature River Gums increased traffic in the park and nearby streets will compromise the tranquil nature of the area
26	Opposed	Commercial use Trees, habitat and wildlife Retain parkland Car parking	Concerns: <ul style="list-style-type: none"> loss of unique, natural rural space due to impact of up to 240 visitors per day commercial use in parklands and potential to set precedent for other developments trees will be damaged and proposal will affect habitat and local wildlife trees will be cleared to allow for more parking queries where is an independent Environmental Impact Statement
27	Opposed	Commercial use Retain parklands	Would prefer park to remain as is, it's important to keep public land public, not for private, pay-to-use ventures.

No.	Support/ Oppose	Theme	Summary of Submission
28	Opposed	Commercial use NEL Retain Parkland	Concerns: <ul style="list-style-type: none"> commercial use in park green spaces are already under threat from North East Link, the area should be preserved notes importance of open spaces for public amenity and enjoyment.
29	Support	Good activity Low impact Employment opportunities Available land	Supportive of the amendment as: <ul style="list-style-type: none"> it's an opportunity to improve the amenity and use of the park it will encourage outdoor physical activity and enjoyment of the natural environment it is a low impact measure which can be removed at the end of its use it will have low impact on those already living/working in the area it will provide employment opportunities, particularly for younger people there will still be large amounts of the Yarra trail area available for use away from the facility
30	Opposed	Commercial use Trees Car park Retain parklands	Concerns: <ul style="list-style-type: none"> commercial use in the park need to retain natural parklands damage to trees on site it will be an eyesore and attract more cars and car parks
31	Opposed	Risk Environment & wildlife Commercial use Aboriginal heritage	Concerns: <ul style="list-style-type: none"> litigation arising from accidents and cost being passed onto ratepayers an Environmental Impact Statement has not been prepared there will be increased traffic it is a commercial use that will not improve appreciation of the natural environment impact on aboriginal heritage and queries whether the traditional custodians have been consulted impact on wildlife appears to be a commercial operation for Council to use to raise funds
32	May support if changes made	Size of project area	Concerned the size of the site exceeds size of adventure park and queries what will occur in remaining area.

No.	Support/ Oppose	Theme	Summary of Submission
33	Opposed	Precedent Amenity	<ul style="list-style-type: none"> Concerned amendment will set a precedent for other proposals Considers the proposal will be detrimental to the quiet peaceful nature of the park and people's enjoyment of it
34	Opposed	Commercial use Retain parkland (restore)	<p>Concerns:</p> <ul style="list-style-type: none"> commercial use in the park, public land should remain accessible to all public the area should be restored with native vegetation and low impact pathways negative impact of proposal on adjacent paddocks and remnant woodlands
35	May support if changes made	Wildlife Alternate location	<ul style="list-style-type: none"> Concerned with the proposals impact on kangaroos and that this has not been considered in the planning documents Suggests ropes course is more appropriate in rural setting
36	May support if changes made	Size of project area	Concerned the size of the site exceeds size of the adventure park and questions motive for doing so.
37	May support if changes made	Car parking	Concerned with lack of car parking and potential to spill over into The Boulevard. Suggest no parking signs and proper parking bays along the Boulevard, and a review of how the road is being used for parking.
38	Opposed	Location Trees, habitat and wildlife Traffic Path	<p>Concerns:</p> <ul style="list-style-type: none"> the Banksia/Lower Heidelberg Road junction is already congested and not a suitable location damage to habitat and wildlife increase in traffic safety concerns for trail crossing due to increased traffic damage to trees, especially river red gums
39	Opposed	Commercial use Traffic	<p>Concerns:</p> <ul style="list-style-type: none"> commercial use in the park increased traffic and pollution <p>Supports Yarra Protection Association submission.</p>

No.	Support/ Oppose	Theme	Summary of Submission
40	Opposed	Access Amenity Vegetation and wildlife Traffic	Concerns: <ul style="list-style-type: none"> • whether local residents will still be able to access the area • impact on semi-rural natural character of the park • impact on vegetation and wildlife • increase in traffic
41	Opposed	Commercial use Retain parkland Security	Concerns: <ul style="list-style-type: none"> • commercial use in public space • area should remain a natural reserve for birds and animals • security and policing at night
42	Opposed	Retain parkland Trees & wildlife Traffic Amenity Security Aboriginal heritage Location	Concerns: <ul style="list-style-type: none"> • the park should remain a reserve not a tourist destination • disruption to native animals including kangaroos • damage to young trees • increase in traffic • the proposal will disrupt the peace and quiet of the area • proposal would attract undesirable attention to the area, eg. parties that create disturbances requiring police attention • impact on indigenous values of the area • increased noise • combination of proposed freeway and proposal will disturb parks tranquillity • suggests locations outside of Melbourne are more suitable
43	Opposed	Amenity Rubbish Wildlife	Concerns: <ul style="list-style-type: none"> • impact of traffic, crowds and noise on amenity of park • an increase in people will create more rubbish that could make its way into the Yarra • impact on birds and other wildlife • notes the mediative benefits of walking in the park

No.	Support/ Oppose	Theme	Summary of Submission
44	Opposed	Commercial use Amenity Size of project area Trees, habitat and wildlife Retain parkland PV BCC	Concerns: <ul style="list-style-type: none"> commercialisation of the park and pressure to expand if the adventure park becomes popular the intrusive structure will be detrimental to the park Banyule Council should assist Parks Victoria to enhance and preserve natural state of the park the size of proposed area is great than required, opens up for further commercial use impact on kangaroos, powerful owls and other wildlife Parks Victoria is abrogating its responsibility to protect and preserve the park Parks Victoria have ignored input from pervious consultation the adventure park is not consistent with original concepts for the park
45	Opposed	Commercial use Size of project area Planning policy Amenity Trees, environment & wildlife River red gums Billabong Other users Anti-social activity Aboriginal heritage Location PV	Concerns: <ul style="list-style-type: none"> commercialisation of park size of the project area is larger than adventure park amendment is not consistent with <i>Yarra River Protection (Wilip-gin Birrarung murrong) Act 2017</i>, it does not provide long term benefit to community of Yarra River Environs amendment is not consistent with the State Government Middle River Yarra Concept Plan which supports passive recreational use and does not envision a tourism park impact on semi-rural/natural character of the park notes importance of open green spaces for physical and mental health impact on old river red gums and safety concerns safety risk due to dropping branches no environmental impact statement has been prepared impact on rewatering of Banksia Billabong impact on kangaroos, powerful owls and other wildlife increase traffic no mention of indigenous consultation impact on walkers and bike riders with less parking and peaceful environment the potential benefit of addressing the anti-social behaviour may be negated by it moving into other areas of the park upgrading of toilet block is not justification for commercial use of public space suggest more appropriate location could be found the research used by Parks Victoria to support the proposal is outdated and community perceptions and appreciation of public parkland have changed

No.	Support/ Oppose	Theme	Summary of Submission
46	Opposed	Commercial use PCRZ Amenity	Concerns: <ul style="list-style-type: none"> commercialisation of park and impact on semi-rural character of the area the amendment sets a precedent for ignoring the PPRZ impact on unique character and value of the area notes public appreciation of park during Covid 19 restrictions
47	Opposed	Commercial use Retain parkland Location	Concerns: <ul style="list-style-type: none"> commercialisation of public space natural parklands should be preserved, green space is in increasing demand due to nearby residential development suggests other areas would be more appropriate
48	May support if changes made	PV Bicycle parking	<ul style="list-style-type: none"> Any amendment should be contingent on agreement that Parks Victoria adequately maintain the Yarra Flats Park going forward. The Transport Impact Assessment is outdated and inadequate. At a minimum, there should be a requirement for bicycle parking (at least 10 spaces) and end of trip facilities for cyclists in the locality of the land.
49	Opposed	PV Habitat & wildlife Retain parklands Billabong River red gums	Concerns: <ul style="list-style-type: none"> Parks Victoria is abrogating its responsibility to protect and preserve the park impact on habitat and wildlife gradual threat to retain parklands impact on rewatering of Banksia Billabong safety concerns with river red gums dropping branches
50	Opposed	Traffic River red gums Retain parkland Commercial use	Concerns: <ul style="list-style-type: none"> increase in traffic safety concerns with river red gums important to retain and protect parkland commercial use of green areas
51	Opposed	Habitat and wildlife Retain parklands	<ul style="list-style-type: none"> Concern for loss of habitat and impact on wildlife It is a rare area of wilderness in inner Melbourne should be retained

No.	Support/ Oppose	Theme	Summary of Submission
52	Opposed	Commercial use Retain parkland	<ul style="list-style-type: none"> Concern with commercial use of the park The environmentally important area should be protected
53	Opposed	Retain parkland Habitat & wildlife	<p>Concerns:</p> <ul style="list-style-type: none"> need to protect and retain parkland impact on habitat and wildlife
54	Opposed	Commercial use Environment	Concerned with commercialisation of public land and impact on natural environment.
55	Opposed	Wildlife Retain parkland Traffic	<ul style="list-style-type: none"> Concerned wildlife will be adversely impacted Notes the park is a natural environment extensively used for passive recreation Concerns about increased vehicle traffic
56	Opposed	Commercial use Other users NEL Location	<p>Concerns:</p> <ul style="list-style-type: none"> commercialisation of public land the proposal will impact the usability of the present parkland it will add to the development of infrastructure in the valley, especially the impact of the North East Link suggests the proposal would be better located out of suburban areas
57	Opposed	Habitat and wildlife Other users Location	<p>Concerns:</p> <ul style="list-style-type: none"> impact on habitat and wildlife the increase in visitors will impact those using park for peaceful walk suggests Ecoline find an alternative location.
58	Opposed	Trees, habitat and wildlife Location Traffic	<p>Concerns:</p> <ul style="list-style-type: none"> impact on ecosystem, native wildlife and biodiversity suggest Ecoline find an alternative location increase of traffic along The Boulevard
59	Opposed	Commercial use Retain parkland	<ul style="list-style-type: none"> Concerned with commercialisation of park Would like the parkland retained in its natural state, people enjoy nature as is, it shouldn't be exploited Notes public appreciation of the park as is

No.	Support/ Oppose	Theme	Summary of Submission
60	Opposed	Retain parkland Location	<ul style="list-style-type: none"> • Would like parkland to be retained in its peaceful current state • Does not believe the location is suitable
61	Opposed	PV	Concerned Parks Victoria is abrogating its responsibility for this public space. Suggests they have failed to maintain facilities such as toilets and are seeking to off-load the costs.
62	Opposed	Commercial use Environment Retain parkland	<ul style="list-style-type: none"> • Concerned with commercial use in the park • The park is a unique natural environment used for recreation and is an area of biodiversity, it should be protected for future generations.
63	Opposed	Trees, habitat and wildlife Rubbish	Concerns: <ul style="list-style-type: none"> • impact of increased pedestrian and vehicle traffic to native plants and animals • increase in rubbish from extra visitors
64	Opposed	Commercial use Trees, habitat and wildlife Traffic	Concerns: <ul style="list-style-type: none"> • commercial use of the park • impact on vegetation and wildlife • increase in traffic will negatively impact surrounding streets and homes
65	Opposed	Commercial use	The park is an important part of the community and should not be commercialised.
66	Opposed	Vegetation Public access Retain parkland Commercial use	Concerns: <ul style="list-style-type: none"> • damage to the environment and removal of vegetation • it will prevent public access to the area • parkland should be preserved and not commercialised
67	Opposed	Commercial use Environment	<ul style="list-style-type: none"> • Considers the commercial activity will not provide benefits to the park • Suggests a condition for weed and pest control if the proposal proceeds

No.	Support/ Oppose	Theme	Summary of Submission
68	Opposed	Commercial use Habitat and wildlife Traffic PV BCC	Concerns: <ul style="list-style-type: none"> commercial use of the park, public space will be lost forever impact on native fauna including kangaroos, wallaby, echidna and ground nesting birds increased traffic in the area and on The Boulevard local community groups have worked to preserve the park for future generations not for commercial ventures Parks Victoria is abrogating its responsibility to preserve the nature and culture of park Council should oppose alienation of valuable inner city semi-rural parkland
69	Opposed	Commercial use	Concerned with commercial use of natural environment.
70	Opposed	Safety	Concerned about the safety risk of the project in the area
71	Opposed	Trees, habitat and wildlife Amenity Location	Concerns: <ul style="list-style-type: none"> trees will be removed and undergrowth cleared impact on native animals and bird life impact of increased traffic and ambiance of the park suggest Ivanhoe is not the suitable for an adventure park
72	Opposed	Commercial use Amenity Traffic and car parking Wildlife Location PV BCC	Concerns: <ul style="list-style-type: none"> commercialisation of the park regardless of 'lightly resting' it will still be an intrusive structure in natural environment increased traffic and use of car parks impact on wildlife suggests location is not suitable Parks Vic is abrogating its responsibility to preserve nature and culture of park Council should oppose alienation of valuable inner city semi-rural parkland

No.	Support/ Oppose	Theme	Summary of Submission
73	Opposed	Size of project area Trees Amenity Other users PV BCC Location	Concerns: <ul style="list-style-type: none"> proposal involves re-zoning a large area of parkland size of project area is larger than required and would be used for other commercial activities damage to trees from use and ground compaction trees should be valued (submission includes an article on how various Councils are valuing trees) increased traffic will impact peaceful character of the area proposal will impact other parks users Parks Vic is abrogating its responsibility to preserve nature and culture of park Council should oppose alienation of valuable inner city semi-rural parkland Location unsuited to rare remnant woodland in middle suburb
74	Opposed	Other users Habitat & wildlife Retain parkland	Concerns: <ul style="list-style-type: none"> proposal will impact other park users and restrict walking underneath the ropes course impact on wildlife habitat would like natural state of the park preserved
75	Opposed	Retain parkland Wildlife Location	Concerns: <ul style="list-style-type: none"> area is unique being a natural parkland so close to the city, it needs to be protected cars, people and noise will impact the local wildlife an adventure park looks like a worthy endeavour but the place that is proposed is inappropriate
76	Opposed	Habitat	Concerned with need to preserve and protect our very limited urban habitat.
77	Opposed	Commercial use PPRZ Environment, habitat and wildlife NEL BCC	Concerns: <ul style="list-style-type: none"> allowing commercial profit at the expense of habitat is against the principles of conservation conservation zones should be protected from developments the commercial activity would exclude the non-fee-paying public from parts of the site the stand of trees the adventure park would be built around are some of the largest in the area and they are valuable habitat the loss of trees due to the North East Link makes the area even more significant when the habitat loss due to the road is taken into consideration the proposal is contrary to the aims of the Banyule Bush Crew which is working to protect fauna in the wider area

No.	Support/ Oppose	Theme	Summary of Submission
78	Opposed	Retain parkland	Yarra flats should be preserved in its natural state.
79	Opposed	Retain parkland Commercial use	Concerns: <ul style="list-style-type: none"> • impact on natural environment which should be protected • commercial use of the park
80	Opposed	Retain parkland Billabong	Concerns: <ul style="list-style-type: none"> • the park should be protected, it is valuable as a semi-rural natural environment close to CBD • notes benefit of park for physical and mental health and increased use during Covid restrictions • suggest the Banksia Billabong could be regenerated, and notes is importance to traditional owners
81	Opposed	Trees, habitat, wildlife Retain parklands	<ul style="list-style-type: none"> • Concerned about impact on native fauna and flora in the park • The park is an extraordinary asset and should be preserved for future generations • The trees are contributing to carbon capture which is important for climate change.
82	Opposed	Commercial use Amenity Traffic vegetation, habitat and wildlife PV BCC	Concerns: <ul style="list-style-type: none"> • commercialisation of the park. • erecting an intrusive structure will be detrimental to the natural environment • increased vehicle traffic • native fauna and flora will be adversely impacted • Parks Vic is abrogating its responsibility to preserve nature and culture of park • Banyule should oppose the alienation of valuable inner city semi natural parkland • FAQ's on Shaping Banyule use qualifying statements on environmental impacts that do not inspire confidence
83	Opposed	Commercial use Traffic Wildlife	Concerns: <ul style="list-style-type: none"> • the natural environmental will be spoiled by commercial greed • the wildlife will suffer from the extra noise and activity • there would be more unwelcome traffic

No.	Support/ Oppose	Theme	Summary of Submission
84	Opposed	Planning control Commercial use Amenity Traffic Vegetation, habitat and wildlife PV BCC Aboriginal heritage	Concerns: <ul style="list-style-type: none"> • the development proposal is illegal, questions where in the Act it allows for a commercial operator to carve up and develop for commercial gain any Parks Victoria park • the park should not be commercialised • erecting an intrusive structure will be detrimental to the natural environment • increased vehicle traffic • native fauna and flora will be adversely impacted • Parks Victoria is abrogating its responsibility to preserve nature and culture of park • Council should oppose alienation of valuable inner city semi-rural parkland • FAQ's on Shaping Banyule use qualifying statements on environmental impacts that do not inspire confidence • queries what consultation has occurred with traditional owners as required by Parks Victoria Act
85	Opposed	Retain parklands Commercial use Environment & habitat Other users PV	Concerns: <ul style="list-style-type: none"> • the amendment allows for the gradual erosion of natural parklands • commercial use of the park • concerned with proposals impact on conservation elements of the area and introducing human activity into a natural wildlife habitat • there is no Environmental Impact Statement • other park users would be deterred from walking near the tree top structures, limiting the use of the area • Parks Victoria are failing in their duty to protect and preserve parks
86	Opposed	Commercial use Retain Parkland BCC	<ul style="list-style-type: none"> • Concern with commercial use of the park and setting of precedent • Notes benefit and enjoyment of open green spaces and importance of maintaining the natural environment • Suggests the Council wants income and commercial interests are given priority over environmental issues

No.	Support/ Oppose	Theme	Summary of Submission
87	Opposed	Commercial use Traffic Wildlife Amenity	Concerns: <ul style="list-style-type: none"> commercialisation of the park increased traffic impact on wildlife impact on tranquillity of the park, rare to find in Melbourne
88	Opposed	Commercial use Wildlife Traffic Amenity Location	Concerns: <ul style="list-style-type: none"> commercial use on public land and potential to set a precedent wildlife will be adversely affected, including kangaroos and native birds increased traffic, litter and infrastructure will reduce the amenity of this area suggest proposal is of no community benefit suggest proponents purchase own land
89	Opposed	Environment & wildlife Traffic	Concerns: <ul style="list-style-type: none"> impact on nature and wildlife in the area, including kangaroos and birds about traffic and people pollution
90	Opposed	Commercial use Wildlife	Concerns: <ul style="list-style-type: none"> commercialisation of the park increased traffic will adversely impact wildlife
91	Opposed	Commercial use PV NEL Wildlife Billabong Location Aboriginal heritage Planning reports River Red Gums Size of project area Traffic	Concerns: <ul style="list-style-type: none"> opposed to the park being used for commercial development research used by Parks Vic to justify proposal is limited and outdated. North East Link will already reduce green passive space in Banyule proposal will disturb Kangaroos and Powerful Owls that use the area rewatering of Banksia Billabong is not harmonious with the Treetops, the activity will scare away resulting birdlife queries whether other sites have been examined suggests indigenous use of the site needs further examination suggest Ecoline reports are not independent, a full environmental assessment is required with River Red Gums dropping branches query why size of project area is large in relation to treetop site with traffic impacts on The Boulevard

No.	Support/ Oppose	Theme	Summary of Submission
92	Opposed	Commercial use	Opposed to commercial use of public land
93	Opposed	Commercial use Retain parkland	<ul style="list-style-type: none"> Area should be preserved as a community resource and not commercialised Natural green spaces are important and should be retained.
94	Opposed	Vegetation, habitat and wildlife Billabongs Location Red Gums Size of project area NEL	<p>Concerns:</p> <ul style="list-style-type: none"> conservation value of the area, including billabong and wetlands habitat value of area, powerful owls use area for food source it is contrary to protecting our natural environment and being Environmental Stewards the habitat value will be disturbed by activity, noise and pruning of trees proposal should be located in an area of low conservation value Red Gums are not appropriate for use as they drop limbs the Project area is large and includes land which needs care and regeneration Banyule will suffer due to tree loss with NEL, highlights importance of preserving all conservation areas highlights the proposal as a local example of destruction of diversity of species driven by human need
95	Opposed	Traffic	<ul style="list-style-type: none"> Concerned about impact of traffic on surrounding streets Queries if any plans to restrict parking in surrounding areas.
96	Opposed	Habitat and wildlife Retain parkland PV	<p>Concerns:</p> <ul style="list-style-type: none"> impact on native animals and habitat notes importance of being in nature suggest children benefit more from just being in nature rather than on a structured commercial play activity that Parks Victoria have approved the proposal as their role is to preserve and protect our parks.
97	Opposed	Vegetation, habitat and wildlife	Concerned with impact on trees, vegetation, habitat and wildlife.
98	Opposed	Wildlife Amenity Retain parkland	<p>Concerns:</p> <ul style="list-style-type: none"> impact on flora and fauna is unknown, e.g. rare or endangered species such as gliders increase in foot traffic result in more rubbish loss of existing rural amenity being a rare example of a large area close to the city

No.	Support/ Oppose	Theme	Summary of Submission
99	Opposed	Traffic Commercial use	Concerned with additional traffic in the area and use of unique, natural environment for commercial purposes.
100	Support	Good activity Available land	Supportive as: <ul style="list-style-type: none"> • it would be a good activity for kids, keeping them active and outdoors • there is ample river land around • the land is subject to flooding and is creepy to walk around, this is a great use of the land
101	Opposed	Retain parkland Traffic Wildlife	<ul style="list-style-type: none"> • Opposed as do not want the area changed or upgraded to facilitate a private venture • Concerned with extra traffic • Concern wildlife will be disturbed
102	Opposed	Wildlife and habitat	<ul style="list-style-type: none"> • Opposed as although the adventure would be a great opportunity for kids the impact of putting it an environmentally sensitive area are too high • Concerned the influx of people will frighten the fauna and impact their habitat
103	Opposed	Vegetation, trees, habitat and wildlife	Concerns: <ul style="list-style-type: none"> • the activity is close to the Yarra River and will affect local birds and animals • need to preserve and protect the remnant vegetation and river red gums
104	Opposed	Traffic Commercial use Wildlife	Concerns: <ul style="list-style-type: none"> • with traffic in already congested Bourke Road • opposed commercialisation of the park • impact on local wildlife
105	Opposed	Traffic Vegetation, habitat & wildlife Commercial use	Concerns: <ul style="list-style-type: none"> • increased traffic • negative impact on local fauna and flora • opens up the park to commercial interests

No.	Support/ Oppose	Theme	Summary of Submission
106	Opposed	Commercial use Habitat and wildlife Retain parkland	Concerns: <ul style="list-style-type: none"> public parks should not be used for private commercial use commercial enterprise will change the amenity of the park allowing commercial use of public park sets a precedence for further commercial use impact on habitat, birds and native animals recent Covid restrictions and isolation have proven the need for large public area
107	Opposed	Retain parkland	<ul style="list-style-type: none"> Concerned loss of parkland to commercial development Notes the value of the parkland and its use during Covid restrictions
108	Opposed	PCRZ Retain parklands Traffic & noise	Concerns: <ul style="list-style-type: none"> the PCRZ should not be overridden for profit need to protect and retain the parklands, it is a unique green belt impact on neighbouring suburbs from traffic and noise
109	Opposed	Commercial use Wildlife PV	Concerns: <ul style="list-style-type: none"> commercialisation of the park increase in traffic will have detrimental impact on environment impact on Kangaroos and wildlife in the area Parks Victoria is abrogating its responsibility to 'protect and preserve' the Yarra Flats Park.
110	Opposed	Commercial use Retain parkland	Concerns: <ul style="list-style-type: none"> commercial use of public land important to protect and maintain our natural assets parks are important for mental health as seen during Covid restrictions
111	Opposed	Habitat & wildlife Commercial use Retain parkland PV	Concerns: <ul style="list-style-type: none"> wildlife and habitat will be adversely affected by the proposal oppose commercialisation of the section of park the unique natural environment should be preserved and maintained Parks Victoria is abrogating its responsibility to protect and preserve the park for future generations

No.	Support/ Oppose	Theme	Summary of Submission
112	Opposed	Vegetation, ecosystem, trees, habitat & wildlife Retain parkland PV NEL Billabong Traffic & parking	<p>Opposed to the amendment for the following reasons:</p> <ul style="list-style-type: none"> • Impact on the ecosystem, even if marginal all impacts add up, we need to 'rewild' not 'dewild' • Yarra Flats Park (YFP) is rare example of natural forest close to the CBD, the site is a treasure and should be restored rather than exploited • Parks Vic are using YFP to boost their revenue stream, the State Govt. should fund them appropriately • The proposal is counter to Parks Victoria's vision to 'conserve Victoria's special places and make them accessible to all' • North East Link is destroying thousands of trees, we need to save what little remaining forest we have in Banyule • Concerned with impact on nesting birds, wombats, platypus, the billabong and all species that make up wetland environment and ecosystem • Report on powerful owl does not consider the birds move and may nest there in future • Proposal will be open 364 days with up to 100 people, it will be crowded, busy and noisy with detrimental impact to ecosystem • Concerned branches being removed when 'dangerous to public' • Concerned proposal will prevent rewatering of Banksia Billabong • Concern with traffic and parking problems spilling into neighbouring streets
113	Opposed	Commercial use Location Habitat and wildlife	<ul style="list-style-type: none"> • Opposes using PCRZ land for commercial use • Suggest proposal better suited to outer Melbourne • Concerned impact on habitat and wildlife
114	Opposed	PRCZ Vegetation, habitat and wildlife NEL	<ul style="list-style-type: none"> • Opposes using PCRZ land for commercial use - the zoning is not arbitrary and should not be weakened • Disagrees with notion of light foot print, concerned impact on flora and fauna • Proposal is unnecessary, people enjoy the park and can appreciate the trees at ground level • North East Link is already putting pressure on the local environment
115	Opposed	Commercial use Traffic Retain parkland Planning controls	<ul style="list-style-type: none"> • The land should not be commercialised allowing rif raf and increased vehicle traffic • Concerned the parkland should remain as is, a unique natural environment only 10km from CBD • Queries how the proposal can be considered with the vegetation overlays in the area

No.	Support/ Oppose	Theme	Summary of Submission
116	Opposed	BCC Traffic Retain parkland	Concerns: <ul style="list-style-type: none"> • inappropriate use of rates, would prefer money spent on conservation of the area • increased traffic in The Boulevard • notes the park is one of the last areas to go for passive recreation
117	Opposed	Retain parkland Commercial use Amenity Traffic Wildlife PV BCC	Concerns: <ul style="list-style-type: none"> • the park is a unique, natural environment that is extensively used for passive recreation • the park should not be commercialised, this will create a precedent for other commercial proposals • no matter how “lightly resting” the proposal may be, erecting an intrusive structure in this natural environment will be detrimental to the park • increased vehicle traffic in my area • wildlife that populate the park will be adversely impacted • Parks Victoria is abrogating its responsibility to “protect and preserve” the park • Banyule Council should oppose the alienation of valuable inner city semi-natural parkland
118	Opposed	Commercial use Wildlife Other users	<ul style="list-style-type: none"> • Opposed to commercialisation of park • Concerned impact on bellbird grove and walking tracks
119	Opposed	Commercial use Heritage Paths Retain parklands NEL Risk BCC policy Wildlife	Concerns: <ul style="list-style-type: none"> • alienation of Banyule public land and potential to set a precedent • the area is sacred to the memory of the famed Heidelberg Impressionist School • the proposal violates the Eltham to Melbourne CBD walking track • many people enjoy peaceful walking that does not impact others, notes physical and mental benefits • adds to the huge NEL environmental vandalism • with the NEL this spot will be highly polluted and unsuitable for vigorous activity • concern with liability and risk for Banyule Council and ratepayers • Banyule Council should reject proposal in line with declared climate emergency • impact on all species and ecosystem which cannot be replaced • threat to endangered species, e.g. Studley Park hybrid gum, Powerful Owl and swift parrot
120	Opposed	Commercial use	Concerned with commercialisation of the park

No.	Support/ Oppose	Theme	Summary of Submission
121	Opposed	Retain parkland Commercial use Traffic Wildlife PV	Concerns: <ul style="list-style-type: none"> the park is a unique, natural environment that is rare in inner city area commercialisation of the park increased vehicle traffic in my area wildlife that populate the park will be adversely impacted Parks Victoria is abrogating its responsibility to “protect and preserve” the park Banyule Council should oppose the alienation of valuable inner city semi-natural parkland
122	Opposed	Other users	Concerned it will adversely affect value of the parks use
123	Opposed	Commercial use Vegetation and wildlife	Concerns: <ul style="list-style-type: none"> the proposal is unnecessary as Ivanhoe East park has been renovated and serves the needs of families with the environmental impact the proposal only benefits a few individuals while this area is used for casual recreation by many with commercialisation of a public space, amendment is about profit rather than community queries statistical evidence that proposal is wanted or needed
124	Opposed	Commercial use	Concerned with use of public land for commercial purpose.
125	Opposed	Retain parkland	<ul style="list-style-type: none"> Concerned the amendment will take valuable green space away from the local community Notes parks are important for physical and mental health as evident during the Covid restrictions
126	Opposed	Vegetation, trees, habitat and wildlife	Concerns: <ul style="list-style-type: none"> the amendment will have significant negative consequences on the existing trees, flora and fauna of the area it does not provide sufficient protection for the park nor protect the ecological values of the area which must be maintained and enhanced into perpetuity the Practical Ecology report describes the habitat made up of many layers, hollows, understorey, leaf litter etc., this diverse environment will be compromised by the work required to set up the ropes course while Ecoline has advised that no trees will be removed it is obvious, due to the density of the tree canopy that vegetation in this zone will be modified to allow for the obstacle course facilities in trees and for the safety of participants

No.	Support/ Oppose	Theme	Summary of Submission
127	Opposed	Vegetation and habitat	Concerns: <ul style="list-style-type: none"> the constant use of this section of native forest will apply pressure into an already challenged eco-system at the site the capacity of the space to provide quality habitat will be impaired the increase in planted area to offset (by quantity) what will be lost in quality should be a precursor to any approval
128	Support	Good activity Community use	Supportive as: <ul style="list-style-type: none"> have firsthand experience of the dynamic benefits of a high ropes course in challenging individuals, to grow and learn and develop resilience (experience gained as member of Victoria Police, 12 years coordinator of a young offender high ropes program through Heidelberg children's court) allows for the development of a fantastic community facility
129	Opposed	Amenity Vegetation & trees	Concerns: <ul style="list-style-type: none"> increases in people and cars will have detrimental effect on enjoyment of the park appreciates the park for its peaceful bush setting impact on the vegetation and the beautiful old trees in this precinct.
130	Opposed	Retain parkland Commercial use Amenity Wildlife PV BCC	same as #117
131	Opposed	Commercial use Mandate	<ul style="list-style-type: none"> Concerned State Government and Council do not have a mandate to proceed with the proposal, should be put to the people Considers the proposal has no educational or ecological merit Concerned the proposal is about raising revenue from public land

No.	Support/ Oppose	Theme	Summary of Submission
132	Opposed	Commercial use Vegetation, habitat & wildlife Billabong Size of project area	Concerns: <ul style="list-style-type: none"> commercial venture operating on public land, open space belongs to the public, not commercial interests impact on habitat and wildlife by daily visitors, the billabong where the adventure park will be located has not been compromised by infill and contains important trees and habitat proposal is not in keeping with Banyule Council's Biodiversity Plan 2019-2022 that any branch could be deemed hazardous and removed for public safety reasons that fences will be required in the future to limit access for insurance purposes the project area extends to the Banksia/Boulevard corner allowing the previously proposed gallery to proceed without proper community consultation commercialisation sets a precedent for the area, if the project is successful there will be pressure for increased car parking, better access for buses, cafe facilities etc. Banyule Council should resist commercialisation of the Yarra River within its municipal boundaries
133	Opposed	Commercial use Retain parkland Public access Tree and vegetation	Concerns: <ul style="list-style-type: none"> privatisation and commercialisation of the park sets a precedent further demands for privatisation of public space the River Flats needs to be one continuous semi-natural bushland corridor not only for wildlife, but also for the people of Banyule public safety concerns will trump all other considerations, and trees and branches which might possibly constitute public risk will be lopped for insurance reasons
134	Opposed	Banyule policy Vegetation, wildlife and habitat PCRZ	<ul style="list-style-type: none"> The proposal's location in a remnant River Red Gum forest is incompatible with Banyule's Strategic Planning Framework (inconsistent with 21.02 'to protect and enhance our natural environment'), Banyule's Biodiversity Plan (vegetation condition and biodiversity will decline), Wildlife Corridor Program (Yarra River is a 'Major Wildlife Corridor') and VPO1 (retaining a buffer strip of vegetation within specified distances of watercourses) In the context of substantial prior loss of native vegetation, it will lead to further loss of wildlife habitat and degrade vegetation quality The current zoning is appropriate and, in this location, should be focussed on protecting the natural environment, there is nothing unique and in the public interest about a treetop adventure activity which requires it to be placed in the proposed location and to change the current zoning

No.	Support/ Oppose	Theme	Summary of Submission
135	Support	Activate area Good activity Community use	Supportive of the amendment as: <ul style="list-style-type: none"> the proposal will activate an area which currently has a lowered perception of safety (knowledge gained as the local police Crime Prevention Officer) the recreational activity will provide community engagement and cohesion the facility would be useful for early intervention programs in building resilience and confidence its likely external agencies will use the proposed Treetops adventure park including the Department of Education, Scouts Victoria, Victoria Police, Berry Street agencies and more
136	Opposed	Commercial use Location Habitat and wildlife PV	Concerns: <ul style="list-style-type: none"> creeping commercialisation will lead to more intrusive interventions concealed by 'commercial in confidence' queries transparency of commercial arrangements children will not appreciate the bush as is, only as commercialised suggests proposal would be better in regional areas impact on habitat and local wildlife Parks Victoria is not fulfilling its responsibility to protect and preserve the park
137	Opposed	Retain parkland Commercial use	<ul style="list-style-type: none"> We should preserve the natural environment for all to enjoy passive recreation. Opposes park being commercialised Parks Victoria is abrogating its responsibility to "protect and preserve" the park
138	Opposed	Commercial use Retain parkland Wildlife	<ul style="list-style-type: none"> Concerned with commercialisation of the park Notes the park is a unique natural environment used for recreation Concern the wildlife that live in the park would be adversely affected
139	Opposed	Commercial use Retain parkland Other users Environment	<ul style="list-style-type: none"> Does not support privatisation of the area Notes the site is used for passive recreation by the public The proposal will disrupt both passive recreation and disturb sensitive environmental areas

No.	Support/ Oppose	Theme	Summary of Submission
140	Opposed	Demographics Wildlife Retain parkland Commercial use	Concerns: <ul style="list-style-type: none"> the proposal will just cater for a minority of people at a particular stage in their lives to the detriment of all others it will have a major impact on the local wildlife this is a natural area suitable for passive recreation and creating a sense of well-being it is natural treasure as it is the proposal is just a commercial venture
141	Opposed	Commercial use Retain parkland Wildlife	<ul style="list-style-type: none"> Concerned with commercialisation of the park Notes the park is a unique natural environment used for recreation Concern the wildlife that live in the park would be adversely affected
142	Opposed	Commercial use Retain parkland	<ul style="list-style-type: none"> Opposed to commercialisation of park The park is a wonderful natural environment and the entire area should remain that way for future generations to enjoy Concerned it will lead to other uses, e.g. coffee shop
143	Opposed	Commercial use	Concerned with commercialisation of park.
144	Opposed	Commercial use Retain parkland Wildlife PV	Concerns: <ul style="list-style-type: none"> commercialisation of park would like the parkland retained in its natural state notes public appreciation of the park as is impact on wildlife Parks Victoria should be preserving the park
145	Opposed	Amenity Commercial use	Concerns: <ul style="list-style-type: none"> visual intrusion of the proposal from the main entrance if the proposal is successful the commercial intrusion will continue to cafes, shops and admin areas opposes commercialisation of the park

No.	Support/ Oppose	Theme	Summary of Submission
146	Opposed	Commercial use Flooding Retain parkland	<ul style="list-style-type: none"> • Opposes commercial use within the park • Area should be kept as open space • Concerned area is subject to flooding and not safe for structures
147	Opposed	Commercial use Amenity NEL	<ul style="list-style-type: none"> • Opposed to commercialisation of public land • Amendment will negatively affect the value of the park and residents paid a lot of money to live in the area • Impact of North East Link is not known and should wait until it's been completed
148	Opposed	Commercial use Wildlife	Concerned of commercialisation of the park and the impact on wildlife
149	Opposed	Retain parkland Commercial use Amenity Traffic Wildlife PV BCC	same as #117
150	Opposed	Retain parkland Commercial use	<ul style="list-style-type: none"> • Yarra Flats Park is a significant area of relatively undisturbed natural parkland, providing beauty, physical recreation & mental respite, this was highlighted during the recent lockdown • With increasing urban density Councils need to be safeguarding these areas, not opening them up to private commercial enterprises • We want our children and grandchildren to have some appreciation of the natural world close to home, without commercial signs, additional crowding, more parking etc.

No.	Support/ Oppose	Theme	Summary of Submission
151	Opposed	Retain parkland Commercial use Amenity Traffic Wildlife PV BCC	Concerns: <ul style="list-style-type: none"> the park is a unique, natural environment that is extensively used for passive recreation the park should not be commercialised no matter how “lightly resting” the proposal may be, erecting an intrusive structure in this natural environment will be detrimental to the park increased vehicle traffic in my area wildlife that populate the park will be adversely impacted Parks Victoria is abrogating its responsibility to “protect and preserve” the park Banyule Council should oppose the alienation of valuable inner city semi-natural parkland
152	Opposed	Wildlife Retain parkland	<ul style="list-style-type: none"> Concerned impact on kangaroos Area should be retained for passive recreation
153	Opposed	Retain parkland Commercial use Amenity Traffic Wildlife PV BCC	same as #117
154	Opposed	Commercial use Retain parkland	Opposed to commercial uses in the park, would like the open space retained
155	Opposed	Public access	<ul style="list-style-type: none"> Concerned overhead structures will limit current activities on the ground e.g. bike path, walking area Concerned OHS issue will result in area being closed off
156	Opposed	Retain parkland Commercial use Intrusive structure Traffic Wildlife	Concerns: <ul style="list-style-type: none"> the park is a unique, natural environment that is extensively used for passive recreation the park should not be commercialised erecting an intrusive structure in this natural environment will be detrimental to the park increased vehicle traffic in my area vegetation & wildlife will be adversely impacted the prized land should not be alienated or changed

No.	Support/ Oppose	Theme	Summary of Submission
157	Opposed	Commercial use Public access Amenity PV BCC	Concerns: <ul style="list-style-type: none"> the park should not be commercialised the entire envelope will eventually be restricted to public access no matter how “lightly resting” the proposal is said to be, this is just a statement not a commitment; and Council cannot be trusted to ensure this need to safeguard the bike and walking access to the Main Yarra Trail and the current safe crossing for the 6 lanes of Banksia St Parks Victoria is abrogating its responsibility to “protect and preserve” the Yarra Flats Banyule Council should oppose the encroachment of valuable inner-city natural parkland the amendment will adversely affect the amenity if the area and property values along The Boulevard
158	May support if changes made	Commercial use Demographics Traffic	Concerns: <ul style="list-style-type: none"> that once this proposal is allowed it could expand in the future with additional equipment/structures queries what the terms and conditions of the lease are the proposal does not suit the demographics of residents in the area, would appeal more to younger folk additional traffic and use of surrounding residential roads
159	Opposed	Commercial use Retain parkland Traffic	<ul style="list-style-type: none"> Concerned commercial use of the park Area should be retained as a natural environment used for passive recreation Concerned impact of increased traffic
160	Opposed	Retain parkland Commercial use Amenity Traffic Wildlife PV BCC	same as #117

No.	Support/ Oppose	Theme	Summary of Submission
161	Opposed	Retain parkland Trees & wildlife	<ul style="list-style-type: none"> The park should be protected and preserved in its natural state for today and future generations Concerned impact on trees, wildlife, whole ecosystem Concerned at gradual loss of peaceful green space in neighbourhood
162	Opposed	Retain parkland Environment, habitat & wildlife PV	<ul style="list-style-type: none"> It is a valuable passive recreation area used by all and should not be restricted to a small number of paying clients Open space is under increasing pressure due to residential development and smaller backyards, do not want to see more public green space surrendered to commercial usage for the benefit of a few Land adjacent to waterways needs to be set aside for native flora and fauna, not less Notes parklands are beneficial to mental wellbeing and conservation of environment Parks Victoria is abrogating its responsibility by allowing this natural habitat to be used for commercial gain
163	Opposed	Retain parkland Commercial use Vegetation and wildlife	<ul style="list-style-type: none"> Public parks and recreation areas should be preserved and improved, rather than commercialised for a short-term profit The wildlife and tree canopy will be adversely affected
164	Opposed	Commercial use Vegetation & wildlife Amenity	<p>Concerns:</p> <ul style="list-style-type: none"> commercialisation of parkland negative impact on local wildlife and its connectivity increased car traffic in the park will have a negative impact on wildlife impact of this proposal on flora, particularly established indigenous trees on the proposed site increase in noise resulting from the proposal negative impact on the natural aesthetics negative impact on the tranquil boulevard character - one of the few areas in suburban Melbourne that has a rural feel
165	Opposed	Retain parkland Trees & wildlife	<ul style="list-style-type: none"> Park should be protected and preserved in its natural state for today and future generations Concerned impact on trees, wildlife, whole ecosystem Concerned at gradual loss of peaceful green space in neighbourhood
166	Opposed	Commercial use	Opposes providing open space to private owners

No.	Support/ Oppose	Theme	Summary of Submission
167	Opposed	Commercial use	Opposes commercialisation of natural parklands
168	May support if changes made	Access, safety and security	Concerned about public access to open space, river flats and bike paths; safety during construction and daily operations; and site security.
169	Opposed	Environment Vegetation, habitat & wildlife River Red Gums Billabong Amenity Traffic & parking Commercial use Safety Aboriginal heritage	Concerns: <ul style="list-style-type: none"> • it will devalue the work done by the local community for over 40 years to revegetate, protect and conserve the park • impact on environmental values of the site; the small area of remnant River Red Gum forest is a significant feature of the park • damage to the health of the trees including compaction of soil • the risks associated with River Red Gums and limb shedding, queries compliance with AS4970 • detrimental effects on wildlife including countering the positive effects of re watering the Banksia billabong • negative impact on the amenity of the park which is valued for relaxation and passive recreation • parking estimate are out dated and will now be inadequate • increased traffic on surrounding streets • alienation of public land for commercial facility • safety issues with trees, snakes and steep banks • lack of indigenous heritage study or consultation with local indigenous peoples • concerns with Due Diligence report finding of significant ground disturbance being present across the whole area is incorrect.
170	Opposed	Retain parkland Commercial use Vegetation and wildlife PV	<ul style="list-style-type: none"> • The park is a natural environment used for passive recreation and should not be commercialised • Concerned plants and trees would be adversely affected • Concerned birds and animals would be driven from the area due to increased human activity • Parks Victoria is abrogating its responsibility to 'protect and preserve' the park

No.	Support/ Oppose	Theme	Summary of Submission
171	Opposed	Commercial use Vegetation, habitat and wildlife	<ul style="list-style-type: none"> • Opposed to commercialisation of public land • Concerned with negative impact on the native flora and fauna and poor assessment of such • Urban areas with remnant vegetation and well-established wildlife habitat are scarce and highly valuable, they ought to be respected • Permitting the amendment would create a precedent
172	Opposed	Environment Vegetation, habitat & wildlife River Red Gums Billabong Amenity Traffic Commercial use Safety Aboriginal heritage	<p>Concerns:</p> <ul style="list-style-type: none"> • it will devalue the work done by the local community for over 40 years to revegetate, protect and conserve the park • impact on environmental values of the site; the small area of remnant River Red Gum forest is a significant feature of the park • damage to the health of the trees • the risks associated with River Red Gums and limb shedding • detrimental effects on wildlife including countering the positive effects of re watering the Banksia billabong • negative impact on the amenity of the park which is valued for relaxation and passive recreation • parking estimate are out dated due to Covid 19 and increased usage • increased traffic on surrounding streets • alienation of public land for commercial facility • safety issues with trees, snakes and steep banks • lack of indigenous heritage study or consultation with local indigenous peoples
173	Opposed	Commercial use Retain parklands Billabongs Vegetation	<ul style="list-style-type: none"> • Concerned with commercialisation of the park • Notes park is valuable as enjoyed for passive precreation by all ages • Concerned with impact on billabongs, grasslands and river red gums • Need to preserve the park for future generations

No.	Support/ Oppose	Theme	Summary of Submission
174	Opposed	Retain parkland Commercial use Amenity Traffic Vegetation & wildlife PV BCC	Concerns: <ul style="list-style-type: none"> the park is a unique, natural environment that is extensively used for passive recreation the park should not be commercialised, this will create a precedent for other commercial proposals no matter how “lightly resting” the proposal may be, erecting an intrusive structure in this natural environment will be detrimental to the park increased vehicle traffic in my area vegetation and wildlife will be adversely impacted Parks Victoria is abrogating its responsibility to “protect and preserve” the park Banyule Council should oppose the alienation of valuable inner city semi-natural parkland
175	Opposed	Environment & wildlife Access Amenity	<ul style="list-style-type: none"> Concerned with loss of public access and amenity Concerned impact on local environment including local swamp wallaby's
176	Opposed	Commercial use Environment Amenity	Concerns: <ul style="list-style-type: none"> sets a precedent for commercialisation impact on environment and amenity the benefit is profit over wellbeing of park users
177	Opposed	Retain parklands Commercial use Safety	<ul style="list-style-type: none"> Notes the area is appreciated for its natural, peaceful qualities Concerned with commercialisation of the park Concerned issues of compliance will become expensive for Council
178	Opposed	Retain parklands Commercial use Wildlife	<ul style="list-style-type: none"> The park is an area for passive recreation that’s important as demonstrated during Covid 19 restrictions Commercialisation of public land will change the nature of the area Increase in cars and people will inevitably impact the wild life in the area
179	Opposed	Vegetation, habitat & wildlife Billabong Size of project area	Concerns: <ul style="list-style-type: none"> loss of River Red-Gum canopy in Banksia Billabong loss and disturbance of wildlife habitat in Banksia Billabong the excessive area of parkland affected by the amendment

No.	Support/ Oppose	Theme	Summary of Submission
180	Opposed	Billabong Vegetation, trees, habitat & wildlife	Concerns: <ul style="list-style-type: none"> • impact on environmental values of the Banksia Billabong • the supporting information indicates pruning of River Redgum is inevitable and the tree removal is a likely outcome in the future • the potential effects on habitat, particularly with respect to the Powerful Owl, are not properly considered
181	Opposed	Vegetation and trees Red Gums Billabong Planning controls	Concerns: <ul style="list-style-type: none"> • intrusion on tree canopy • river red gums are not suitable due to dropping limbs • contradicts the Yarra River Protection Act • intrudes on Annulus Billabong and is close to Bolin Bolin Billabong • change in planning controls is not justified
182	Opposed	Retain Parkland Commercial use Amenity PV	Concerns: <ul style="list-style-type: none"> • the park is a unique, natural environment that is extensively used for passive recreation and should be preserved • the park should not be commercialised • with higher density housing open space should be increased not privatised • an intrusive structure in this natural environment will be detrimental to the park and visual amenity of the area • Parks Victoria is abrogating its responsibility to “protect and preserve” the park • Banyule Council should oppose the alienation of valuable inner city semi-natural parkland • the area will be negatively impacted by signage, parking, increased traffic and noise
183	Opposed	Retain Parkland Commercial use Amenity PV	same as #182
184	Opposed	Amenity Location	<ul style="list-style-type: none"> • Intrusive structure would impact tranquil environment • Proposal would be better suited in outer areas where there is more space.

No.	Support/ Oppose	Theme	Summary of Submission
185	Opposed	Vegetation & habitat Planning policy and controls River Red Gums Location	<p>Concerns:</p> <ul style="list-style-type: none"> the proposal will negatively impact the local ecology of the area and the ability for the Yarra to be a connecting habitat corridor further information is required on intended outcomes of proposal and how they align with Yarra River Action Plan how net gain for environment will be achieved (Yarra River Protection Act s9(4)) dead wooding impacts the ability of area to support biodiversity River red gums are not appropriate for a ropes course as they drop branches inadequate assessment as part of broader landscape (SLO) <p>Makes the following recommendations:</p> <ul style="list-style-type: none"> to relocate this project away from the river into a forested area where it will not interrupt habitat and disrupt the continuity of the Yarra Corridor as a migratory pathway for wildlife not to use mature river red gums on which to construct an aerial canopy not to establish the precedent of canopy intrusion in the Yarra River corridor on Yarra River Land if a connection to nature is the desired outcome, evaluate other alternatives that are more accessible and inclusive to the general public clearly state how the proposal will establish a net gain for the environment
186	Opposed	Consultation Commercial use Retain parkland	<ul style="list-style-type: none"> There has been inadequate public consultation Open passive recreational space is declining, we need more not less Concern with commercialisation of public land

No.	Support/ Oppose	Theme	Summary of Submission
187	Opposed	Wildlife & biodiversity Planning controls & policy Traffic Retain parklands Commercial use	Concerns: <ul style="list-style-type: none"> • impact on wildlife and biodiversity, including powerful owls • increased narrowing of the wildlife corridor along the Yarra River • inadequate protection of the park from future development, changes can be made by application to the 'responsible authority' • increased traffic down The Boulevard and Glenard Drive, iPhone maps will direct traffic down Glenard Drive to Yarra Flats Entry Road • it is not in accordance and spirit of "Middle Yarra River Corridor Study Recommendations Report October 2016 and Banyule 2019-2022 Biodiversity plan • area should be preserved for future generations and not commercialised
188	Opposed	Retain parkland Commercial use BCC	<ul style="list-style-type: none"> • Park should remain as unique natural environment used by passive recreation • Opposed to commercial use of public land • Council should oppose alienation of inner city semi-natural parkland
189	Opposed	Commercial use Paths & access Vegetation & wildlife	Concerns: <ul style="list-style-type: none"> • commercialisation of an area that has been revegetated by community groups over years • if the ground cover will be replaced by stones for paths • public access to the area once it is "owned" by a private company • sets precedent for more commercial activities in this area • impact on wildlife corridor by excessive human activity
190	Support	Low impact	Supportive as is good recreational use of space with minimal effect on the environment
191	Opposed	Retain parkland Commercial use Wildlife	Concerns: <ul style="list-style-type: none"> • need to preserve the natural environment • commercial interests are not compatible with the natural environment • wildlife will be affected
192	Opposed	Amenity Retain parkland	Concerned the amenity and serenity of the area will be degraded, don't spoil the last reminisces of natural beauty in Banyule
193	Opposed	Retain parkland Commercial use	Open space should be available to all not for private operators to profit from Parks should be left alone for all citizens

No.	Support/ Oppose	Theme	Summary of Submission
194	Opposed	Retain parkland Commercial use Traffic Wildlife Amenity	Concerns: <ul style="list-style-type: none"> • loss of unique, natural environment the area provides • commercialisation of area • increase in traffic to the area • wildlife may be adversely affected • preservation rather than development of such a natural site for passive recreation • with large structure to be erected in natural environment
195	Support	Low impact Good location Economic benefit Activate area	Supportive as: <ul style="list-style-type: none"> • the proposal appears to protect the area and reinforce its value • has some concerns about possible disruption to wildlife e.g. Powerful Owls, however it is better such developments happen where there is good public transport vs somewhere more remote • the intention is to have minimal permanent impact on the site • offers a different form of exercise available to the public as well as the benefit to local businesses of increased tourism
196	Opposed	Commercial use Retain parkland Wildlife Traffic PV Council	Concerns: <ul style="list-style-type: none"> • commercialisation of the park, it is a unique, natural environment that is extensively used for passive recreation, notably so during lockdown this year and should continue in its present state • wildlife will be adversely impacted by the such an intrusive structure • increased vehicle traffic in an area that is already heavily congested at the nearby access to the park • Parks Victoria is abrogating its responsibility to “protect and preserve” the park • Banyule Council should oppose the alienation of valuable inner city semi-natural parkland
197	Opposed	Commercial use Retain parkland Demographics	Concerns: <ul style="list-style-type: none"> • commercialisation of the park at the expense of preserving the natural environment • preservation of the park is becoming increasingly important due to the ongoing development and increase in population in Banyule • the amendment only caters for a minority of people at a particular stage of their lives to the detriment of all others for their whole life times

No.	Support/ Oppose	Theme	Summary of Submission
198	Opposed	Commercial use Retain parkland Trees, habitat & wildlife Heritage value	Opposed for the following reasons: <ul style="list-style-type: none"> • parkland should not be used for commercial advantage • it is a unique natural environment used for passive recreation • notes benefit of park for physical and mental health, evident during Covid lockdown • structure will cause adverse impacts on trees, habitat and wildlife • heritage value of park will be compromised • concern trend to commercialise Yarra parklands
199	Opposed	Commercial use Safety Habitat Location	<ul style="list-style-type: none"> • Opposed to commercialisation of important area of natural habitat • Safety concerns for young children with location close to river • Mature trees provide important habitat in dead limbs and hollows, will be impacted by ropes course • Suggests Darebin Parklands is good for bouldering opportunities as an alternative adventure activity
200	Opposed	Commercial use Retain parkland Wildlife Amenity	Concerns: <ul style="list-style-type: none"> • commercialisation of the park • disruption to serenity and tranquillity of the area will be lost • impact on local wildlife • increase in parking, foot traffic, litter and noise • public space should be available to all not just those who can afford to pay
201	Opposed	Retain parkland Commercial use Amenity Trees & wildlife NEL PV BCC	same as #117

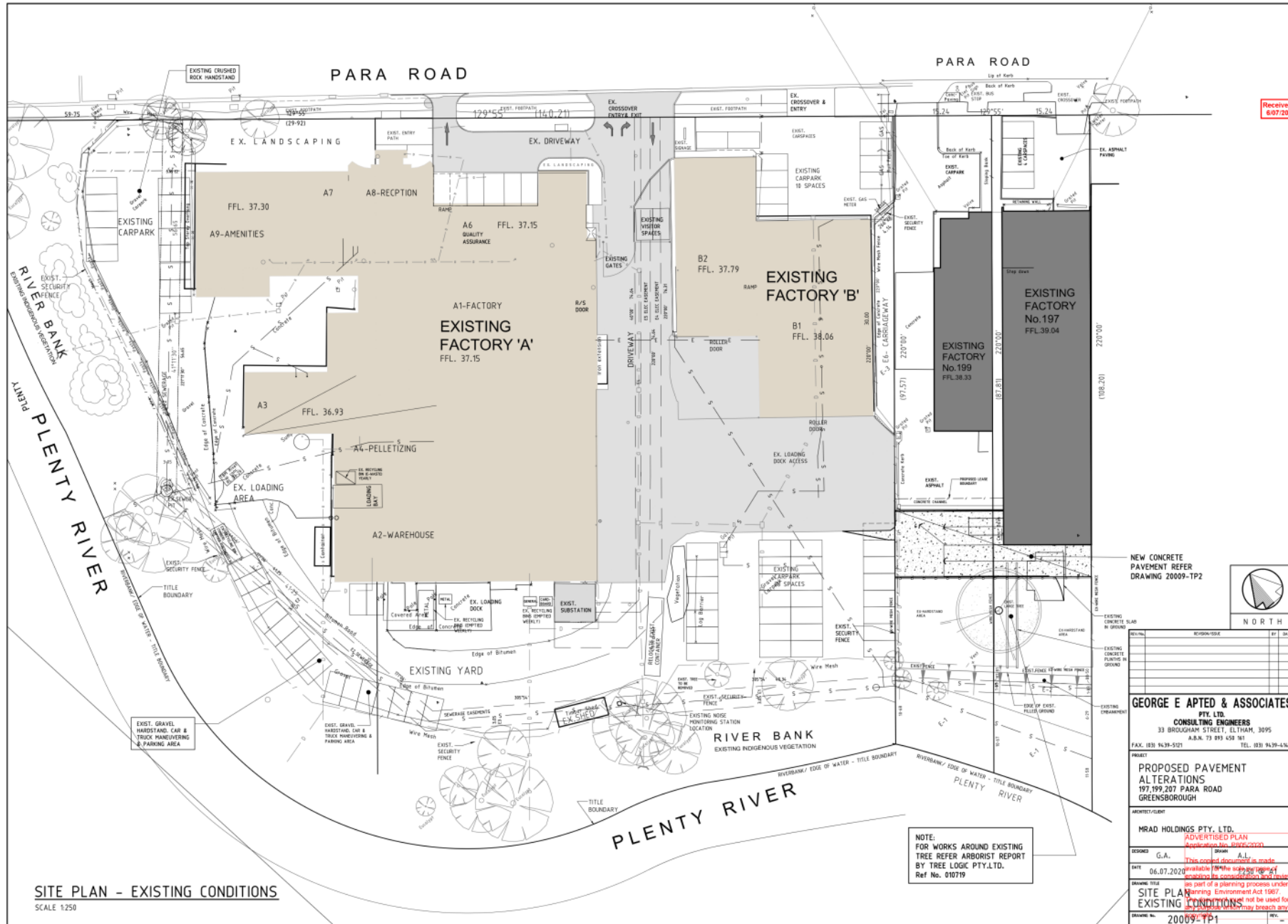
No.	Support/ Oppose	Theme	Summary of Submission
202	Opposed	Retain parkland Size of project area Commercial use NEL Trees, habitat, wildlife, biodiversity Location	Concerns: <ul style="list-style-type: none"> this is a unique, natural environment that is used for passive recreation queries why the amendment covers a large area of the park public parkland should not be commercialised erecting these structures will be detrimental to the park impact on the parkland when across the Yarra, Bulleen & Templestowe will be devastated by the North East Link trees and wildlife will be adversely impacted, e.g. River Red-Gum canopy and wildlife & habitat disturbance in Banksia Billabong, impact on Powerful Owls treetops activities are great, but this is an incompatible use in the middle of suburbia treetop users will be impacted by the NEL Construction queries why it isn't built where trees grow straight
203	Opposed	Amenity Retain parkland Heritage Location Council	<ul style="list-style-type: none"> Opposes a proposal that subjugates nature for entertainment Concerned negative impact on amenity for users and residents due to traffic, signs, lights, bins, offices, carparks, noise, flying foxes etc. Area is highly valued and enjoyed for its natural beauty Proposal is not respectful of the significance of the area to the Heidelberg School Artists Suggests Ecoline should find land elsewhere Council should act in interest of residents and preserving nature rather than allowing alienation of public land for commercial interest
204	Opposed	Commercial use Size of project area Vegetation, trees, habitat and wildlife Billabong	Concerns: <ul style="list-style-type: none"> use of public open space for financial gain, concerned will set a precedent the excessive area of parkland affected by the amendment, concerned Art Gallery project is next the encroachment of the facility on native vegetation, particularly the Banksia Billabong loss/disturbance of wildlife habitat due to human activity, including impact on powerful Owl inevitable loss of River Red Gum tree canopy and wildlife habitat in the affected area

No.	Support/ Oppose	Theme	Summary of Submission
205	Opposed	Retain parkland Commercial use Amenity Traffic Trees & wildlife PV BCC Heritage	Concerns: <ul style="list-style-type: none"> the park is a unique, natural environment that is extensively used for passive recreation the park should not be commercialised no matter how “lightly resting” the proposal may be, erecting an intrusive structure in this natural environment will be detrimental to the park increased traffic trees and wildlife will be adversely impacted Parks Victoria is abrogating its responsibility to “protect and preserve” the park Banyule Council should oppose the alienation of valuable inner city semi-natural parkland notes appreciation of the open vista and re-imagining our aboriginal and artistic heritage
206	Opposed	Retain parkland Billabong Environment, habitat & wildlife	<ul style="list-style-type: none"> The area is a wild and special asset that should be protected from commercial interests Concerned with the impact on the hunting area of Powerful Owls, scare away prey Proposal is counterproductive to the work of Melbourne Water in rehabilitating natural systems Weeds need attending but won't be improved by a commercial venture Area is a worthwhile ecosystem that should be retained
207	Opposed	PCRZ Retain parklands Other Users Environment, habitat and wildlife Traffic & carparks Consultation PV	Concerns: <ul style="list-style-type: none"> allowing the proposal to proceed will destroy the point and purpose of the Public Conservation and Resource Zone impact on public enjoyment of green space, highlighted during lockdown with many people using the space for walking, exercise, cycling and relaxation impact on habitat and fauna, birds use the trees for nesting and feeding no independent Environmental Impact Statement has been done, planning reports are by private consultants impact on traffic in The Boulevard impact on existing carparks Banyule Council has not been impartial and has advocated for the proposal granting a lease by Parks Victoria to Ecoline is pre-emptive, queries public process to review or object to lease public consultation on plan for Yarra Flats Parks was carried out nearly a decade ago in 2012, support for treetops was 50% of the 227 responses

No.	Support/ Oppose	Theme	Summary of Submission
208	Opposed	Commercial use PV BCC Retain parkland Amenity Vegetation, habitat & wildlife Location	<p>Concerns:</p> <ul style="list-style-type: none"> • commercialisation of public parkland, concerned it sets a precedent • failure of Council and Parks Victoria to preserve the area for nature • infrastructure, office and ropes course will degrade peaceful treed area • natural parkland is in scarce supply in Melbourne and should be protected, parks vital during lockdown • increasing population increases need for public natural areas to be retained • adverse effect on habitat and wildlife, nocturnal animals that sleep during day, potential for birds and bats to get trapped in nets • notes if an adventure park is desirable it should be on private land
209	Opposed	Traffic & parking Size of project area Commercial use Flooding Vegetation and habitat Drainage and flooding Demographics	<p>Concerns:</p> <ul style="list-style-type: none"> • the traffic report is four years old and doesn't account for slow moving traffic at peak hour • the project area is greater than required • proposal will prioritise people outside of Banyule over locals • Banyule does not appear to gain from the amendment • likely further amenities will be sought, cafes, pop ups, gift shops • potential for flooding on site • ground compaction around walking tracks, paths may need to be widened • potential for dangerous trees to be removed resulting in loss of habitat • drainage has not been considered, query what is a dispersive trench • area will not be able to accommodate school buses • use is aimed mostly at children and young adults

No.	Support/ Oppose	Theme	Summary of Submission
210	Opposed	Commercial use Environment, vegetation & habitat Billabong PV Location River Red gums	Concerns: <ul style="list-style-type: none"> • public land should be protected and not commercialised • concerned with the detrimental impacts of the ropes course on the wild dense vegetation • the proposal is not compatible with plan to rewild and rewater the area • 2012 consultation not relevant in 2020, people increasingly seeking benefits of nature • proposal better located elsewhere • betrays trust of conservation groups that have worked to regenerate area • need for safety measures poses threats to future of the forest • red gums drop limbs and are not suitable
211	Opposed	Size of project area Consultation River red Gums Vegetation & wildlife Retain parklands Billabong Location Amenity Traffic PV BCC	Concerns: <ul style="list-style-type: none"> • the project area is larger than small section required • notice of the Amendment was not wide enough • the Shaping Banyule website is misleading and documents difficult to find • no examples are provided of activity using same types of trees or over a billabong and close to a river • many statements in the proponent's materials are without foundation • Council did not organise any public meetings only allowing for such a meeting via request • the advertising sign was plain text and would not capture public interest • Red gum trees are not suitable for proposal • the degree of branch clearing is not made clear • notes appreciation of the open vista and re-imagining our aboriginal and artistic heritage • park is a unique natural environment and should not be commercialised • impact on billabong has not been considered • ropes course more suitable for Melbourne outskirts in tall forests on private land • intrusive structure will be detrimental to the park • increased traffic in the area • vegetation & wildlife will be adversely affected • parking, fencing, toilets will increase over time and area will lose quiet rural heritage • Parks Victoria is abrogating its responsibility to "protect and preserve" the park • Banyule Council should oppose the alienation of valuable inner city semi-natural parkland

No.	Support/ Oppose	Theme	Summary of Submission
212	Support	No objection with condition	<p>AusNet Transmission Group has no objections to the Planning Scheme Amendment.</p> <p>AusNet Transmission Group has a transmission line adjacent to and partly within the subject land. Any proposed development of the Tree Tops Adventure Park (including roads, earthworks or landscaping) within 60 metres of the Transmission line must be referred to AusNet Transmission Group for approval prior to the commencement of any works on site.</p>
213	Support	Support with condition	<p>Overall, Melbourne Water is supportive of the proposal for an outdoor recreation facility (treetop adventure park) subject to advice and recommendations.</p> <p>Melbourne Water recommends the incorporated document be amended as follows:</p> <ul style="list-style-type: none"> • The addition of the following requirements under Condition 6.2: <ul style="list-style-type: none"> – A flood management plan must be submitted and approved as per Condition 6.31. – A cut and fill plan must be submitted and approved as per Condition 6.34. – An agreement must be entered into as per the condition below. • The addition of new conditions as follows: <ul style="list-style-type: none"> – Prior to the commencement of works, an agreement must be entered into with Melbourne Water and Parks Victoria to provide for the following: <ul style="list-style-type: none"> – Disclosure of the likely future inundation to the ropes course area. – Agreement on the management regime of the ropes course/billabong area including the timing, frequency and notice period regarding Melbourne Water's release of flow into the billabongs. – Agreement on access arrangements for the billabong areas. – The shipping containers must only be used for the temporary storage of equipment necessary for the functioning of the ropes course, noting that they will be subject to frequent and significant inundation from the Yarra River.



Received 8/07/20

NEW CONCRETE PAVEMENT REFER DRAWING 20009-TP2



REV.	REVISION/ISSUE	BY	DATE

GEORGE E APPTED & ASSOCIATES
 PTY. LTD.
 CONSULTING ENGINEERS
 33 BROADBANK STREET, ELLIOTDALE, 3095
 A.B.N. 73 993 452 161
 FAX: (03) 9639-5321 TEL: (03) 9639-4164

PROJECT
 PROPOSED PAVEMENT ALTERATIONS
 197,199,207 PARA ROAD
 GREENSBOROUGH

ARCHITECT/CLIENT
 MRAD HOLDINGS PTY. LTD.
 ADVERTISED PLAN
 Application No. 2009-0209

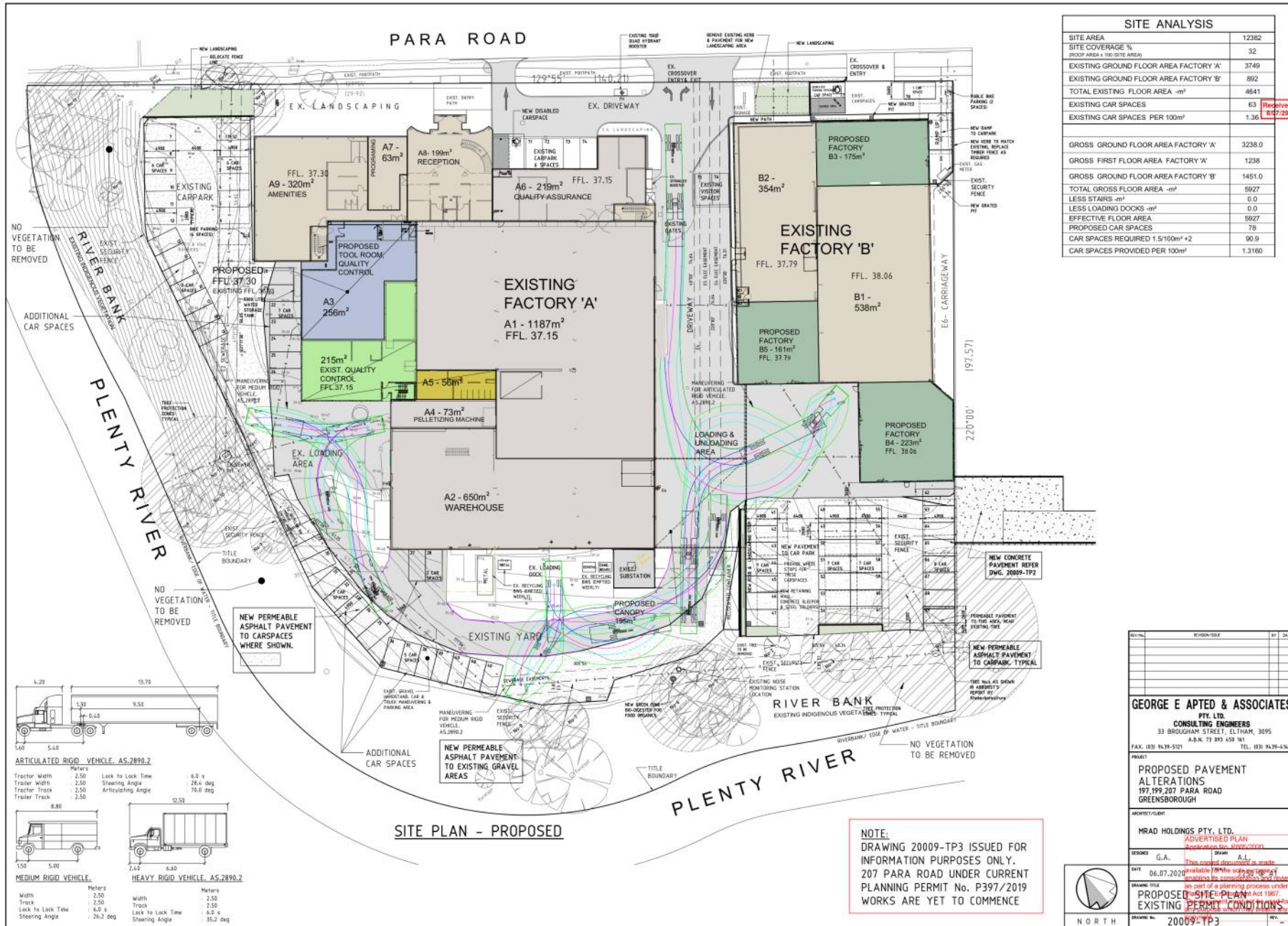
DRAWN G.A. **BY** A.L.
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DATE 06.07.2020
DRAWING TITLE SITE PLAN
EXISTING CONDITIONS

DRAWING No. 20009-TP1

NOTE:
 FOR WORKS AROUND EXISTING TREE REFER ARBORIST REPORT BY TREE LOGIC PTY.LTD. Ref No. 010719

SITE PLAN - EXISTING CONDITIONS
 SCALE 1:250



REV.	REVISION/ISSUE	BY	DATE

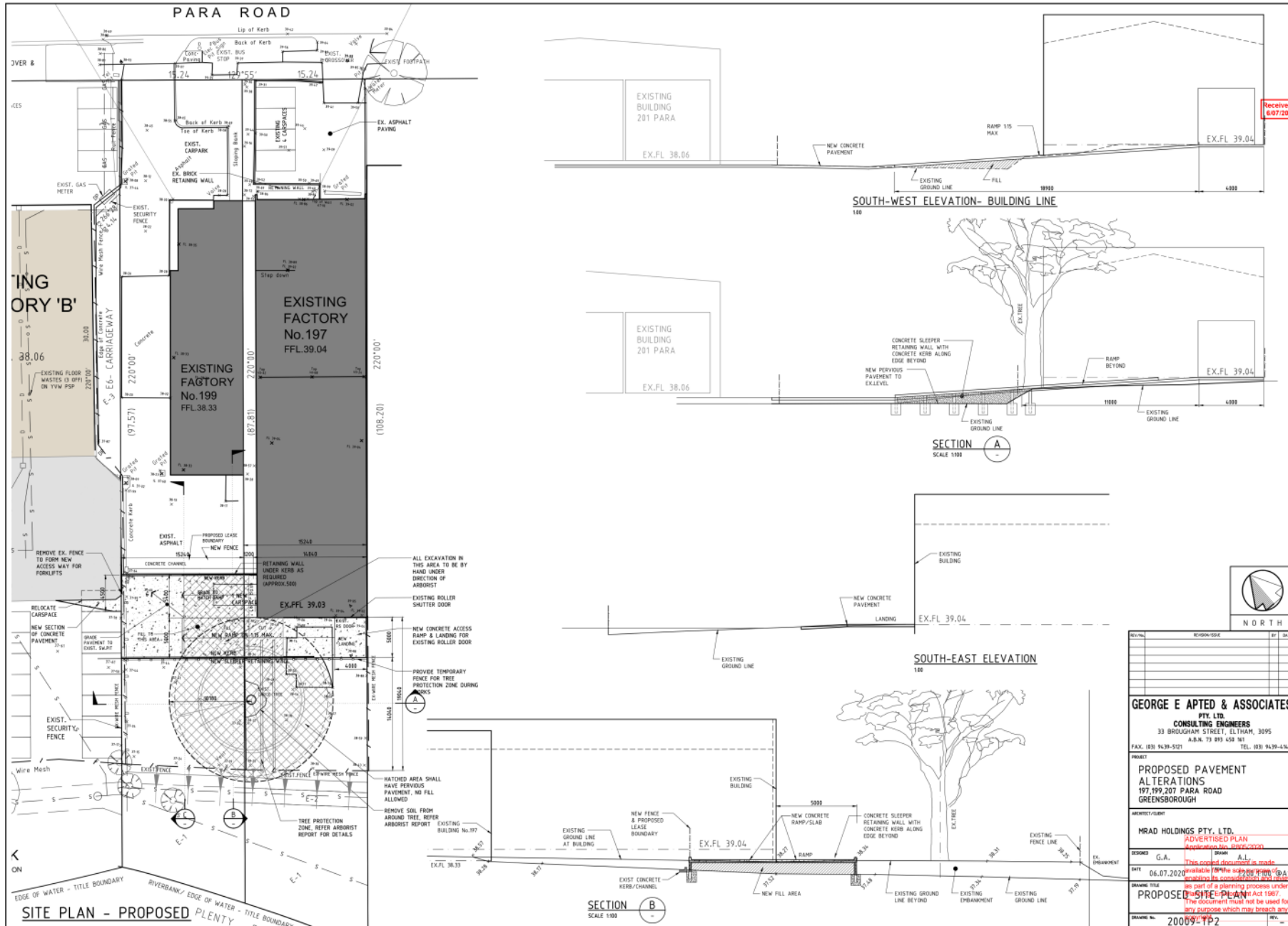
GEORGE E APTE & ASSOCIATES
PTY. LTD.
CONSULTING ENGINEERS
33 BROUGHAM STREET, ELTHAM, 3095
A.B.N. 73 993 452 161
FAX: (03) 9639-5311 TEL: (03) 9439-4164

PROPOSED PAVEMENT ALTERATIONS
197,199,207 PARA ROAD
GREENSBOROUGH

ARCHITECT/CLIENT
MRAD HOLDINGS PTY. LTD.
ADVERTISED PLAN
<http://www.mrad.com.au>

DESIGNED G.A. DRAWN A.L.
DATE 06.07.2020
DRAWING TITLE PROPOSED SHEET PLAN EXISTING PERMIT CONDITIONS
DRAWING NO. 20009-TP3







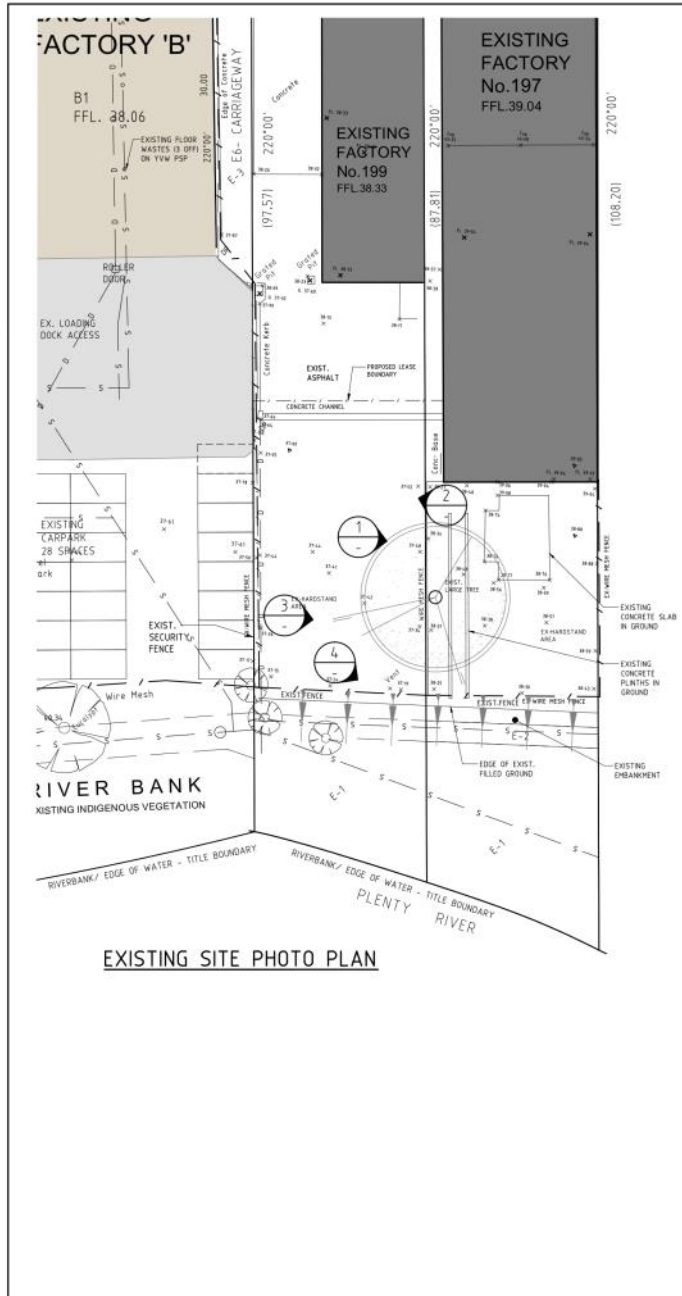


PHOTO No.1
VIEW FROM No.199 LOOKING EAST OVER No.197, SHOWING EXISTING GRAVEL HARDESTAND, CONCRETE PLINTHS AND CONCRETE PAVING, (HAND DUG TRENCH BY ARBORIST)



PHOTO No.3
CENTRE OF REAR No.199 SHOWING EXISTING HARDESTAND AND CONCRETE PAVING



PHOTO No.4
REAR No.199 SHOWING EXISTING GRAVEL HARDESTAND AND EMBANKMENT



PHOTO No.2
VIEW FROM No.197 LOOKING WEST TOWARDS No.199 & No.201

Received 8/07/20



REV. NO.	REVISION/ISSUE	BY	DATE

GEORGE E APTEID & ASSOCIATES
PTY. LTD.
CONSULTING ENGINEERS
33 BROOKHAM STREET, ELLIOTTON, 3095
A.B.N. 73 993 452 161
FAX: (08) 9639-5321 TEL: (08) 9639-4264

PROJECT
PROPOSED PAVEMENT ALTERATIONS
197,199,207 PARA ROAD
GREENSBOROUGH

ARCHITECT/CLIENT
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ADVERTISED PLAN
www.mrad.com.au

DESIGNED G.A. **DRAWN** A.L.
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DATE 06.07.2020

DRAWING TITLE EXISTING SITE PHOTO PLAN

DRAWING NO. 20009-TP4



NOTICE OF AN APPLICATION FOR PLANNING PERMIT

The land affected by the application is located at:

220 - 224 Waterdale Road IVANHOE

(Insert the location of the land)

The application is for a permit to:

Change of Use - Liquor Licence and waiver of car parking
Re-Advertised

(Insert the use, development, or other matter applied for)

The applicant for the permit is:

Ahir's Pty Ltd

(Insert name of applicant for the permit)

The application reference number is:

P316/2020

(Insert reference number)

You can view the documents ONLINE at:

www.banyule.vic.gov.au/PlanningPublicNotices

Alternatively, you can contact a Development Planning Officer on 9457 9808 (Option 1).

Any person who may be affected by the granting of the permit may object or make other submissions to the Responsible Authority via post or Council's website.

Objection Submission Details

Lodge Online at: www.banyule.vic.gov.au/planningpublicnotices

Or mail to: Banyule City Council
PO Box 94, Greensborough VIC 3088
Phone: (03) 9457 9808

An objection must:

- * be sent to the Responsible Authority in writing
- * include the reasons for the objection, and
- * state how the objector would be affected.

Please be aware Council must make available copies of every objection/submission received at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.

The Responsible Authority will not decide on the application before:

15 December 2020

(Insert a date which is at least 14 days from the date the last notice under Section 52(1) of the Act is to be given)

If you object, the Responsible Authority will tell you its decision.

15709 21/09/20



DEVELOPMENT PLANNING RESIDENT INFORMATION

Public Notification of a Planning Application – Where can I view the plans? Please refer to the public notice

Why have you received this notice?

An application for planning permit has been lodged with Council in relation to the land indicated on the public notice and you are an adjoining or nearby property owner or occupier.

What is the public notification (advertising) process?

Where applications may cause material detriment to any person, Notice is given to neighbours. A sign may be displayed on the land.

If you support the proposal, you do not have to take any action, although you can make a submission in support. If you have a reasonable concern about the proposal, you can lodge an objection with Council during the 14-day notice period or up until Council makes its decision, but any objection received after the decision is made cannot be considered.

If I have concerns, how do I lodge an objection?

Carefully inspect the plans and documents provided with the application. If your property or building is shown on the plans, note your concerns and questions. You may wish to discuss the proposal with the Council planner and permit applicant to understand what's proposed and if you might be affected.

If you wish to lodge an objection, describe how you will be affected if a permit is granted and suggest how these impacts could be reduced (or even eliminated) by possible changes to the plans or the inclusion of specific permit conditions. Permit applicants will often try to address reasonable concerns. Your objection will carry more weight if it is rational, specifically addresses the proposal and describes how you will be affected.

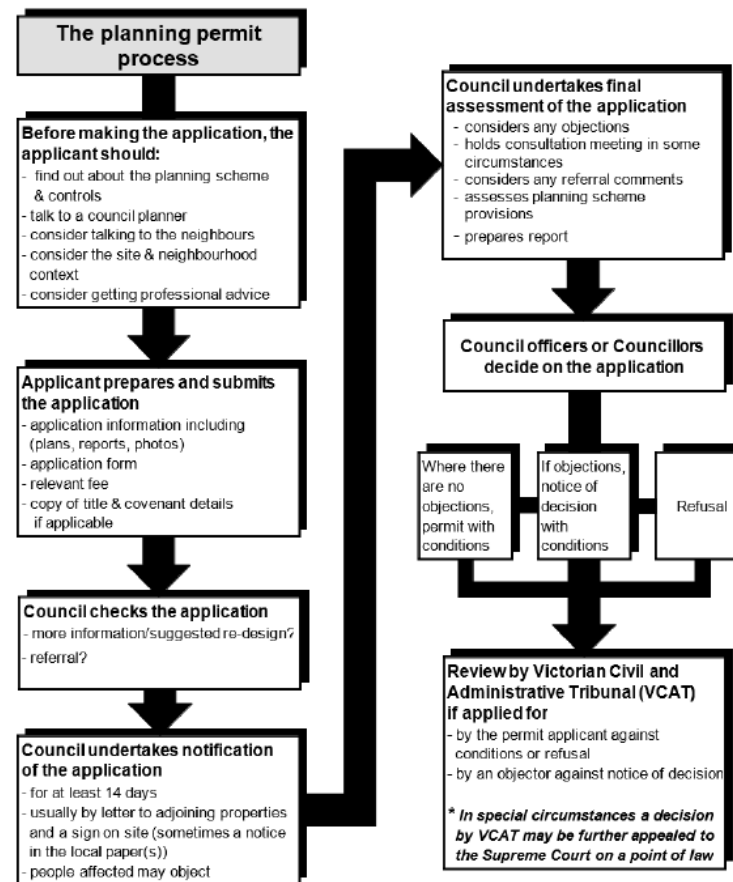
Your objection should:

- Be typed or clearly written;
- Addressed to the Council and clearly marked as an objection;
- Include application reference number and address of land;
- Include your name and current contact details. This allows Council to advise you of any meetings between the applicant and other objectors, or of any changes to the plans or the proposal that the permit applicant makes;
- Include your signature and date of your objection; and
- Lodge within the 14-day notice period to ensure your concerns are considered prior to Council's decision. If you lodge after a decision is made, your objection cannot be considered.

If you lodge an objection before a decision is made, you secure the right to apply for a review to the Victorian Civil and Administrative Tribunal if Council decides to grant a permit. An objection is a public document and copies must be made available to other parties including the permit applicant, Councillors and VCAT.

What happens if I lodge an objection?

- In some cases, Council may invite you to a consultation meeting to discuss your concerns with the permit applicant.
- Council officers will undertake a detailed assessment of the proposal and prepare a report and recommendation considering issues raised in your objection;
- In most cases a decision will be made by officers under delegation while others will be made at a Council meeting in which case you will receive an invitation to the meeting;
- You will receive a copy of Council's decision, approved or refused.



Where can I obtain further information?

For general information about the planning process please refer to Council's website www.banyule.vic.gov.au



Planning Enquiries
Phone: (03) 9490 4222
Web: www.banyule.vic.gov.au

Office Use Only

Application No.:

Date Lodged: / /

Received
29/09/2021

Application for an Amendment to a current Planning Application (Section 50 or 57A Application)

Use this form if you have an **existing** application with Council that you would like to change before Council makes its decision. This form can be used before or after an application has been notified, but not after Council has made a determination in respect of the application.

If you already have a permit, you cannot use this form. Instead, you will need the [Application to Amend a Planning Permit](#) form.

An application to amend a current application must include:

- This application form completed and signed;
- Three copies of the amended plans; and
- The relevant application fee, if a fee is applicable. You can find the relevant fee under [Planning Fees](#) on Council's website.

Please note if the application has already been notified, depending on the extent of the changes proposed, Council may require re-notification of the amended proposal before the application will be determined.

The Land

Please provide the street address of the land.

Street No.:	Street Name:		
220-224	Waterdale Road		
Suburb/Locality:	Ivanhoe VIC	Postcode:	3 0 7 9

The Current Planning Permit Application

Provide full details of the application being amended:

What is the reference number of the Planning Permit Application that is being amended?

What had you originally applied for?

Planning Permit Application No.:	P316/2020
What was the original proposal:	Change of use of Liquor licence
	Liquor Licence to use land as Bar with 90 patrons capacity

ADVERTISED PLAN
Application No. P316/2020

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This document may not be used for Section 57A Application Form (amendment to current planning application)

Last updated:
04/07/2017

Page 1 of 3

Received
29/09/2021

The Amendment Proposal

This application is being lodged (tick one):

- Prior to notification commencing
(Section 50 of the *Planning and Environment Act 1987*)
- After notification has commenced
(Section 57A of the *Planning and Environment Act 1987*)

What changes are you seeking to make to the current application?

Detail any changes sought to the plans or any other documents previously submitted with the Planning Permit Application.

Attach a supplementary page if more space is required.

Eg.

1. *Removal of 1 dwelling from the multi dwelling development proposal (was previously 6 dwellings, now proposing 5).*
2. *The provision of new acoustic fencing and trellis to the west, south and east boundaries.*

Reducing patrons capacity to 50 patrons maximum

Why is the amendment to the current application required?

State the reasons for the change.

Attach a supplementary page if more space is required.

Contact details

Contact

The person or organisation you want Council to correspond with regarding the amendment to the current application.

Name: Mitul Ahir	
Organisation (if applicable): Ahir's Pty Ltd	
Postal Address: 220-222 Waterdale Road	
Ivanhoe VIC	Postcode: 3 0 7 9
Contact phone:	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
Mobile phone: 0411 081 406	
Email: waterdalecellars@gmail.com	
Fax:	
Indicate preferred contact method by numbering in order of preference	

ADVERTISED PLAN
Application No. P316/2020

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29/09/2021

Applicant details

Applicant

The person or organisation who is seeking the Planning Permit.

<input checked="" type="checkbox"/>	Same as contact. If not, complete the details below.
Name:	
Organisation (if applicable):	
Postal Address:	
Postcode:	


Owners Consent

Has the owner of the land consented to the proposed changes?

<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
-------------------------------------	-----	--------------------------	----

Declaration

Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit.

I declare all the information in this application is true and correct, and the owner (if not myself) has been notified of the amendment application.	
Name:	Mitul Ahir
Signature	
Date	06 / 10 / 2020

Lodgement

<p>Banyule City Council</p> <p>Banyule Planning are now online - Any information now needs to be lodged through the website.</p> <p>Lodge the completed and signed form and all documents online through the e-planning portal at:</p> <p>https://www.banyule.vic.gov.au/Services/Planning/e-Planning/Submit-your-further-information</p> <p>For help or more information, please contact us:</p> <p>Email: enquiries@banyule.vic.gov.au</p> <p>Telephone: (03) 9457 9808</p> <p>Fax: (03) 9499 9475</p> <p>TTY: (03) 9432 7211</p> <p>DX: DX 97904 IVANHOE</p>	<p>ADVERTISED PLAN</p> <p>Application No. P316/2020</p> <p>This copied document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning Environment Act 1987. The document must not be used for any purpose which may breach any copyright.</p>
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Development Planning	CD16784 Section 50 or Section 57A Application Form (amendment to current planning application)	Last updated: 04/07/2017	Page 3 of 3
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Received
02/11/2020

Further information response



Submission date: 2 November 2020, 5:42PM

Receipt number: FIR-8

Related form version: 1

Question	Response
Privacy	
Current planning application	
Application reference number	P316/2020
Amendments	
Has an amendment been made to planning application P316/2020?	Yes
Amending the current application	
Upload your completed Amendment to a Current Application form	Amendment-to-Current-Planning-Application-Form Section 50 or 57A copy.pdf
Requested documentation	
Upload all documentation responding to the request for information	Waterdale Cellars and Bar Proposal.pages Waterdale_plan_uses_red_line_parking_november2020.pdf liquor licence_parking assessment_50capacity.pdf
Additional notes	
Property details	
Unit number	
Street number	220-224
Street name	Waterdale
Street type	Road
Suburb	Ivanhoe
Contact details	
Name	Mitul Ahir
Organisation	Ahir's Pty Ltd
Email address	waterdalecellars@gmail.com
Phone number	0411081406
Postal address	220-224 Waterdale Road Ivanhoe Vic 3079
Declaration	ADVERTISED PLAN Application No. P316/2020

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By submitting this form, you understand and accept	this submission will be considered an official response to a request for further information in accordance with Section 54 of the Planning and Environment Act 1987 if only part of the documentation requested is included in this submission, the planning application WILL LAPSE if the balance of the request is not provided to us in the timeframe specified on the request	<div style="border: 1px solid red; padding: 2px; display: inline-block;"> Received 02/11/2021 </div>
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ADVERTISED PLAN
Application No. P316/2020

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16/03/2020

VOLUME 08939 FOLIO 740

Security no : 124082165675M
Produced 16/03/2020 06:30 PM

LAND DESCRIPTION

Lots 1 and 2 on Title Plan 872538X (formerly known as part of Lot 3 on Plan of Subdivision 018357, part of Lot 4 on Plan of Subdivision 018357).
PARENT TITLE Volume 07163 Folio 541
Created by instrument E332280 16/03/1972

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
VELEVSKI ENTERPRISES PTY LTD of 19 HIGHVIEW CRESCENT MACLEOD 3085
X498143B 25/05/2001

ENCUMBRANCES, CAVEATS AND NOTICES

COVENANT as to part 1116488

COVENANT as to part 1121808

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP872538X FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

DOCUMENT END

ADVERTISED PLAN
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Imaged Document Cover Sheet

Received
18/03/2020

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Document Type	Plan
Document Identification	TP872538X
Number of Pages (excluding this cover sheet)	1
Document Assembled	16/03/2020 18:30

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TITLE PLAN	EDITION 1	TP 872538X 18/03/2020								
Location of Land Parish : KEELBUNDORA Township : Section : Crown Allotment: Portion: Last Plan Reference : LP 18357 Derived From : VOL. 8939 FOL. 740 Depth Limitation : NIL		Notations ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN								
Description of Land/ Easement Information <div style="border: 1px solid red; padding: 5px; color: red;"> ADVERTISED PLAN Application No. P316/2020 This copied document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning Environment Act 1987. The document must not be used for any purpose which may breach any copyright. </div>		THIS PLAN HAS BEEN PREPARED BY LAND REGISTRY, LAND VICTORIA FOR TITLE DIAGRAM PURPOSES COMPILED: Date 15/09/06 VERIFIED: A. DALLAS <i>Assistant Registrar of Titles</i>								
<table border="1" style="margin: auto;"> <tr> <th colspan="2">TABLE OF PARCEL IDENTIFIERS</th> </tr> <tr> <td colspan="2" style="font-size: small;">WARNING: Where multiple parcels are referred to or shown on the Title Plan this does Not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962</td> </tr> <tr> <td>LOT 1 =</td> <td>LOT 3 (PT) ON LP 18357</td> </tr> <tr> <td>LOT 2 =</td> <td>LOT 4 (PT) ON LP 18357</td> </tr> </table>			TABLE OF PARCEL IDENTIFIERS		WARNING: Where multiple parcels are referred to or shown on the Title Plan this does Not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962		LOT 1 =	LOT 3 (PT) ON LP 18357	LOT 2 =	LOT 4 (PT) ON LP 18357
TABLE OF PARCEL IDENTIFIERS										
WARNING: Where multiple parcels are referred to or shown on the Title Plan this does Not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962										
LOT 1 =	LOT 3 (PT) ON LP 18357									
LOT 2 =	LOT 4 (PT) ON LP 18357									
LENGTHS ARE IN FEET & INCHES	Metres = 0.3048 x Feet Metres = 0.201168 x Links	Sheet 1 of 1 Sheets								



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Document Type	Instrument
Document Identification	1121808
Number of Pages (excluding this cover sheet)	2
Document Assembled	04/06/2020 11:47

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2388788
 To the Registrar of Deeds
 Freehold.
 Please Register the above
 B 10/7/23
 2388529
 J. McDonald
 TO *L. M. Burke*
 Victoria.
 1121803
TRANSFER OF LAND.
 I, THOMAS MICHAEL BURKE of 340 Collins Street, Melbourne -
 Estate Agent, being registered or being entitled to be
 being registered as the proprietor of an estate in fee simple in the land hereinafter described, subject to the encumbrances notified hereunder, in consideration of the sum of ONE HUNDRED POUNDS - - - - -
 paid to me by DAVID ROSS FAULKNER of "Hilton" Lower Forth Street Woollahra in the State of New South Wales - - - - -
 and in consideration of the sum of ONE HUNDRED AND SEVENTY ONE POUNDS paid to the said David Ross Faulkner by DAVID STARLING of Heidelberg Road, Ivanhoe - Bootmaker - - - - -
 do hereby ~~transfer~~ *transfer* at the request and by the direction of the said David Ross Faulkner testified by his signature hereto TRANSFER to the said DAVID STARLING - - - - -

OFFICE OF TITLES
 16 AUG 1923
 1030

VICTORIA
 THREE POUNDS
 STAMP DUTY

STAMP DUTY
 15 AUG 1923
 VICTORIA

All my estate and interest in 3/4th at piece of Land being Lot 4 on Plan of Subdivision number 7809 lodged in the Office of Titles being part of Crown Portion one at Ivanhoe Parish of Kaelbundora County of Bourke Together with all registered appurtenant easements and together with a right of drainage over the land colored blue on Lots 1 to 3 both inclusive on the said Plan of Subdivision And the said David Starling for himself his heirs executors administrators and transferees registered proprietor or proprietors for the time being of the said Lot 4 hereby covenants with the said Thomas Michael Burke his heirs administrators executors and transferees for the time being of the ~~land~~ *land* on the said Plan of Subdivision untransferred that he will not at any time hereafter excavate carry away or remove or permit to be excavated carried away or removed any earth clay stone gravel or sand from the said Lot except for the purpose or excavating for the foundations of any building to be erected on the said Lot hereby transferred.

4727/273 Page 1
 Together with a right of carriage way over
 Under an acre
 Topack Road brown on
 and
 2 four etc drainage pipes
 yellow

Dated the Twenty sixth day of July, One thousand nine hundred and twenty three

Signed by the said THOMAS MICHAEL BURKE
 in Victoria in the presence of
L. M. Burke
Abn Melbourne
David Ross Faulkner

Signed by the said DAVID ROSS FAULKNER
 in the State of New South Wales in the presence of:
L. M. Burke
 a Justice of the Peace for the State of Victoria
 Resident at *Heidelberg* New South Wales
 Signed by the said DAVID STARLING
 in Victoria in the presence of
L. M. Burke
Abn Melbourne

ENCUMBRANCES REFERRED TO.
 do to the land coloured blue on the said any easements subsisting over the same
 the same

ADVERTISED PLAN
 Application No. P316/2020
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Note.—The witness may be (within the limits of Victoria) the Registrar or an Assistant Registrar, Public, Barrister, Solicitor, or Clerk to a Solicitor, Registrar of County Court, Clerk of Petty Sessions, or Commissioner for taking Affidavits, or any perpetual Commissioner, or Town Clerk, Shire Secretary, Postmaster, Sergeant, Head Teacher of State School, Bank Manager, or Bank Accountant, Secretary of Building Society, Minister of the Gospel, or Minister of the Gospel, or any other person who is a Justice of the Peace within Victoria.
 The witness, besides signing his name, must write his qualification and address

Certificate of Registrar of Titles or other authorized person taking Declaration of attesting witness.

Appeared before me at _____ the _____ day of _____

One thousand nine hundred and twenty _____

the attesting witness to this instrument, and declared that he personally knew _____

the person signing the same, and whose signature the said _____

attested; and that the name _____ purporting to be the signature of the said _____

in his own hand-writing, and that he was of sound mind and freely and voluntarily signed such instrument.

DATED 26th July, 1923.

by direction of
D. R. FULKNER
to
D. STARLING

Transfer.

Hudson, Partridge & Co., Printers, Melbourne.

MEMORIAL OF INSTRUMENT.

Nature of Instrument.	Time of its Production for Registration.	To whom given.	Number or Symbol thereon.
TRANSFER MEMORIAL AS TO DEED AND Creation of Easement.	The 16 th day of August 1923	to David Starling	1121808

I certify that a Memorial of the within Instrument was entered in the Register Book Vol. _____ at the time last above mentioned.

John S. Jeanes
Assistant Registrar of Titles.
4747 Vol. 949273
John S. Jeanes
Assistant Registrar of Titles.

ADVERTISED PLAN
Application No. P316/2020

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Document Identification	1116488
Number of Pages (excluding this cover sheet)	2
Document Assembled	04/06/2020 11:47

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Home & Wilkinson
Victoria.
1116488

TRANSFER OF LAND

2385529
I THOMAS MICHAEL BURKE of 340 Collins Street Melbourne Estate --
Agent being registered as the proprietor of an estate in fee ----
simple in the land hereinafter described subject to the encumbran-
ces notified hereunder in consideration of the sum of One -----
hundred and five pounds paid to me by ALFRED HENRY BAYFIELD -
of 170 Gordon Street Footscray Tramway Manager and in considerat-
ion of the sum of Two hundred pounds paid to the said Alfred Henry
Bayfield by DAVID STARLING of Heidelberg Road Ivanhoe Bootmaker
DO HEREBY at the request and by direction of the said Alfred ----
Henry Bayfield testified by his signature hereto TRANSFER to ---
the said David Starling All my estate and interest in ALL that ---
piece of land being Lot five on Plan of Subdivision Number 7809 --
lodged in the Office of Titles and being part of Crown Portion one
at Ivanhoe Parish of Keelbundora County of Bourke Together with a
right of drainage ^{for house and sewerage purposes} over the land colored blue on Lots one to four
both inclusive on the said Plan of Subdivision.

AND the said David Starling for himself his ^{heirs} executors administrat-
ors and transferees registered proprietor or proprietors for the -
time being of the said Lot five hereby covenants with the said ---
Thomas Michael Burke his heirs executors administrators and -----
transferees for the time being of the Lot on the said Plan of ---
Subdivision untransferred that he will not at any time hereafter -
excavate carry away or remove or permit to be excavated carried --
away or removed any earth clay stone gravel or sand from the said
land, except for the purpose of excavating for the foundation of -
any building to be erected on the said Lot hereby transferred.

DATED the thirteenth day of July 1923

SIGNED by the said THOMAS MICHAEL BURKE in the presence of
W. Birdler
CLERK TO HOME and WILKINSON
SOLICITORS, MELBOURNE

SIGNED by the said ALFRED HENRY BAYFIELD in the pres-
ence of
W. Birdler
CLERK TO HOME and WILKINSON
SOLICITORS, MELBOURNE.

SIGNED by the said DAVID STARLING in the presence of
W. Birdler
CLERK TO HOME and WILKINSON
SOLICITORS, MELBOURNE.

ENCUMBRANCES REFERRED TO.

As to the land colored blue on said Lot affecting the same.

ADVERTISED PLAN
Application No. P316/2920
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2388457
E. paid
FREEHOLD
18 JUL 1923
23-1920
3 POUNDS STAMP DUTY
VICTORIA
THREE POUNDS STAMP DUTY
VICTORIA
THREE SHILLINGS STAMP DUTY
STAMP DUTY
18 JUL
VICT
4747 pt 202
273
Red & blue
Under separate
agreements
To related yellow
Enc. as to blue
Easmts implied
astrak
Cont. int. No. 10488
15.11.23
22.11.23

1116488
OFFICE OF TITLES
18 JUL 1923
REFUSED
1.10
2
21/1/23
21/1/23
21/1/23

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Home & Wilkinson,
413 Collins Street,
Melbourne.

T R A N S F E R

DAVID STARLING

to

THOMAS H. BURKE
& Anor.

DATED 3rd July 1923.

MEMORIAL OF INSTRUMENT.

NATURE OF INSTRUMENT	TIME OF ITS PRODUCTION FOR REGISTRATION	TO WHOM GIVEN	NUMBER OR SYMBOL THEREON
Transfer as to part and Creation of Easement.	THE 10th DAY OF July 1923	to David Starling	1116488

Alfred Comports

ASSISTANT REGISTRAR OF TITLES.

I Certify THAT A MEMORIAL OF THE WITHIN INSTRUMENT WAS ENTERED, AT THE TIME LAST ABOVE MENTIONED IN THE REGISTER BOOK VOL. 4444, FOL. 949273

Alfred Comports

ASSISTANT REGISTRAR OF TITLES.

Received
12/11/2020

Application and title information

1. Details of the type/types of licence/s being applied for – **General Licence (VCGLR) authorising the supply of liquor for consumption both on and off premises.**

Written Documentation

2. A written report of the existing and proposed use(s), which contains the following information:

a) Details of the existing and proposed hours of operation of the premises and details of any proposed special events. **Existing hours for the premises are 9am – 11pm (Monday – Saturday). Proposed operating hours for General Licence are (Thursday 5pm -11pm, Friday 3:30PM-11PM, Saturday 3PM-11PM, Sunday 1pm – 10pm).**

b) Details of the provision of music including the frequency and hours of entertainment provided by live bands, live music (DJ), amplified music and any other forms of entertainment. **Not applicable as we are not proposing any live bands, live music, amplified music or other entertainment.**

c) A 'cumulative impact assessment'. The State Government has produced a practice note to assist in undertaking this assessment. **(Please refer to attached document).**

d) Security arrangements including the number of personnel and their hours of operation and pass-out arrangements. **Not applicable**

e) Number of seats required for the proposed use, if applicable. **50 seats, (please refer to attached document).**

f) Lighting within the site and security lighting outside the premises. **Inside contains 60 LED Tubes. Outside contains 8 LED Tubes. In addition there are existing street lights.**

g) Noise attenuation measures (if proposed, including the recommendations of any acoustic report submitted in support of the proposal. **Not applicable.**

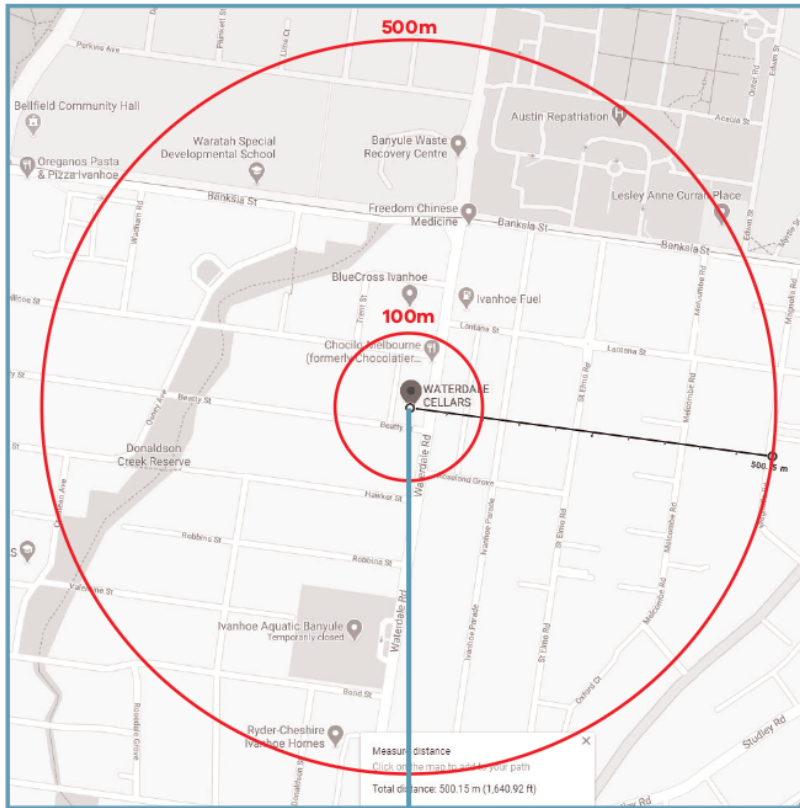
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Application No. P316/2020**

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02/11/2021

Cumulative Impact Assessment

Requirement 5: The title boundaries and dimensions



At present, the closest licensed premises to Waterdale Cellars is **Vino Central** on Upper Heidelberg Road, Ivanhoe. This means that **zero licensed premises** are located within a 100m radius of Waterdale Cellars, and also none within a 500m radius.

The intended discerning vibe and nature of the proposed bar intends to reflect the nature of the people of the neighbourhood. Many of these neighbours are already valued and loyal customers of Waterdale Cellars. With no other licensed establishment within a 500m radius it is hoped that the majority of potential patrons may be local residents of the immediate area.

Closest Licensed premises
Vino Central
211 Upper Heidelberg Rd, Ivanhoe
837m

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Public Transport Access

The site sits just a short walk (in 3 directions) to 4 bus network routes. These include:

Bus Route No.	walking distance	bus stop location	Route description	Metro rail access via route
548	285m	St Elmo Street	Kew to Latrobe University	Ivanhoe Station
549	400m	Bond Street	Ivanhoe Station to Northland	Ivanhoe Station
250	630m	Oriel Road	CBD to Latrobe University	Alphington Station
350	630m	Oriel Road	CBD to Latrobe University	Alphington Station



Received
02/11/2021

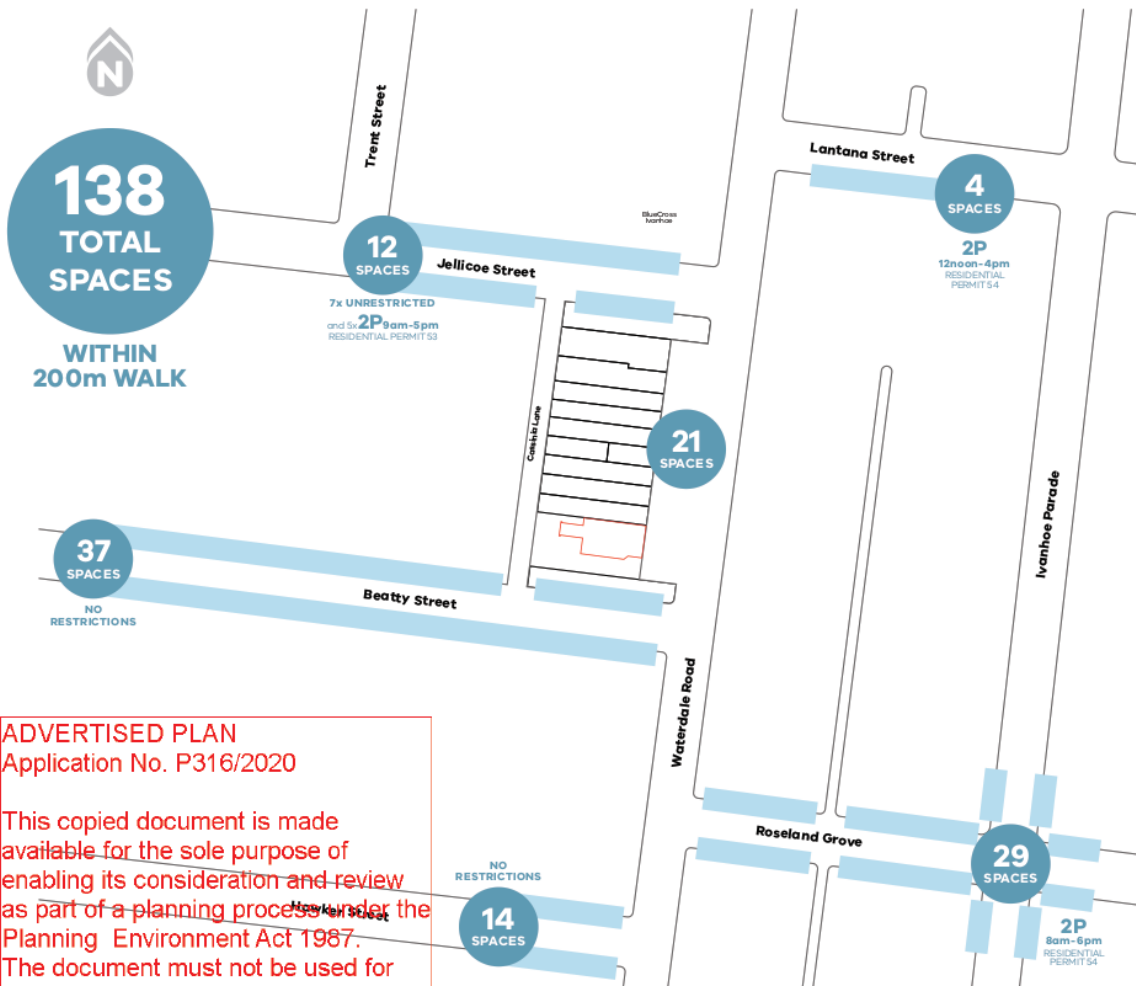
Parking Occupancy Survey

Referring to the **Car parking requirement table** in the *Victorian Planning Provisions*, 20 car parking spaces are required in the vicinity of the site based on a maximum capacity of 50 patrons.

A total of **138 parking spaces** are available within a **200m walk** from the site in all directions. See Figures (right and below) outlining parking and parking restrictions within this vicinity.

Table 1: Car parking requirement

Use	Rate Column A	Rate Column B	Car Parking Measure Column C
Amusement parlour	4	3.5	To each 100 sq m of net floor area
Art & craft centre	4	3.5	To each 100 sq m of net floor area
Bar	0.4		To each patron permitted
		3.5	Space to each 100 sq m of leasable floor area
Betting agency	4	3.5	To each 100 sq m of leasable floor area
Bowling green	6	6	To each rink plus 50 per cent of the relevant requirement of any ancillary use
Child care centre	0.22	0.22	To each child
Cinema based entertainment facility	0.3	0.3	To each patron permitted
Convenience restaurant	0.3		To each patron permitted
		3.5	To each 100 sq m of leasable floor area



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Parking Occupancy Survey cont.

Noting that 9 of the 11 neighbouring businesses are closed as of 5.30pm daily, an assessment was undertaken to determine if, as predicted, the majority of parking spaces along the C1Z frontage and the closest of the neighbouring streets would be free during the site's peak times of 6pm-9pm.

In what is deemed as the most likely peak period for the establishment, 6.30pm till 9.00pm on Friday and Saturday nights, a detailed assessment was undertaken.

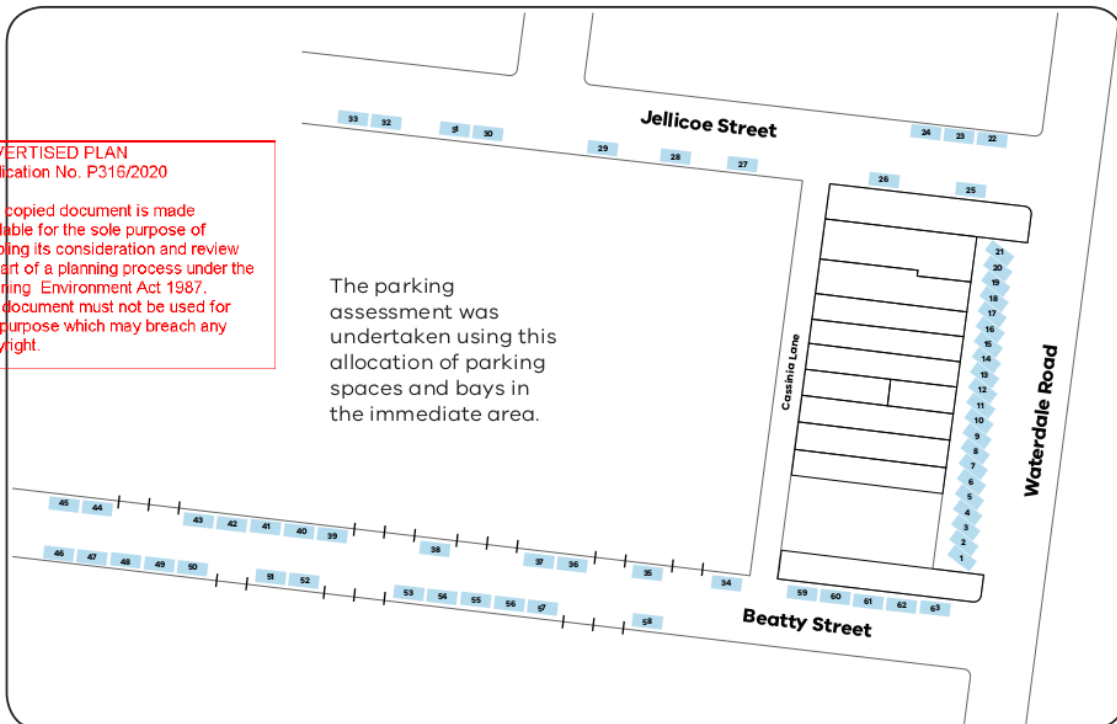
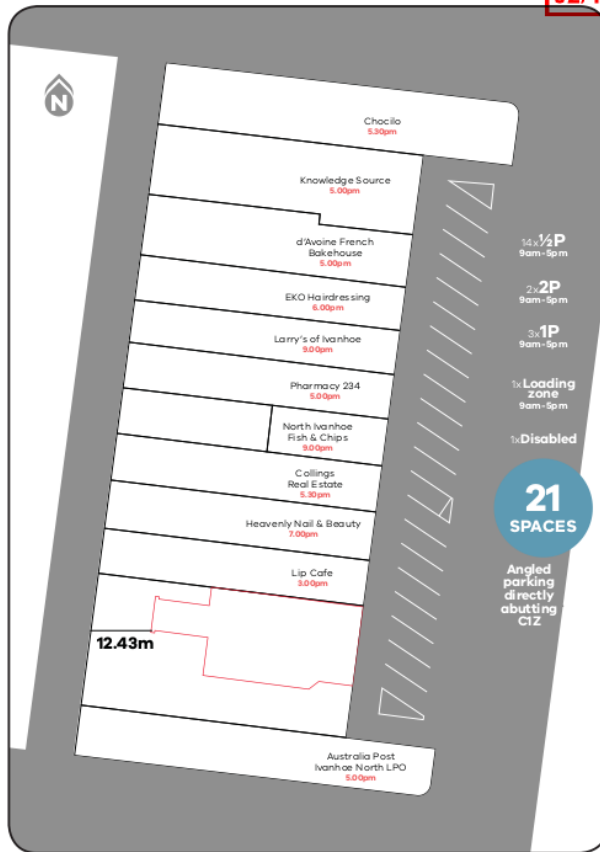
At half hour intervals, cars parked within designated bays were recorded to not how many bays were occupied and for how long.

The full assessment records are presented on the following 4 pages.

A brief overview of the assessment shows that:

on average 53 of the 63 parking spaces were available during peak times

during the bar's peak times
53 of the **63** car spaces
were available



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Friday March 22

BAY	restrictions	6.30pm	7.00pm	7.30pm	8.00pm	8.30pm	9.00pm
Waterdale Road							
1	Disabled						
2	-						
3	-	**N-IVI	**N-IVI		**M-3HK	**M-3HK	**M-3HK
4	-	**X-486					
5	-				**V-031		
6	-						
7	-		**C-8YC				
8	-	**K-939	**G-IQR				
9	Loading						
10	-	**D-871			**E-990		
11	-		**W-587				
12	-		**O-424		**V-4XG		**U-4XG
13	-	**O-424	**F-373	**D-872		**K-8DS	**K-8DS
14	-						
15	-						
16	-	**S-9HR		**K-8DS	**P-128		
17	-		**H-782	**H-782	**H-782		
18	-	**A-335		**Z-286		**A-335	
19	-			**T-805			
20	-						
21	-						
TOTAL SPACES FILLED		7	7	5	6	3	3
REMAINING SPACES AVAILABLE		14	14	16	15	18	18
Jellicoe Street							
22	-						
23	-						
24	-						
25	-	**E-020	**E-020				
26	-						
27	Permit No.53						
28	Permit No.53	**F-493	**F-493	**F-493	**F-493		**F-493
29	Permit No.53						
30	Permit No.53	**W-105	**W-105	**W-105	**W-105	**W-105	**W-105
31	Permit No.53						
32	Permit No.53						
33	Permit No.53						
TOTAL SPACES FILLED		3	3	4	4	1	2
REMAINING SPACES AVAILABLE		9	9	8	8	11	10

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Received
02/11/2021

Friday March 22 cont.

BAY	restrictions	6.30pm	7.00pm	7.30pm	8.00pm	8.30pm	9.00pm
Beatty Street							
34	-						
35	-						
36	-						
37	-						
38	-		**O-167	**O-167	**O-167	**O-167	**O-167
39	-	**I-8RK	**I-8RK	**I-8RK	**I-8RK	**I-8RK	**I-8RK
40	-						
41	-						
42	-						
43	-						
44	-						
45	-						
46	-						
47	-						
48	-						
49	-						
50	-						
51	-						
52	-	**K-966	**K-966	**K-966	**K-966	**K-966	**K-966
53	-						
54	-						
55	-	**A-195	**A-195	**A-195	**A-195	**A-195	**A-195
56	-						
57	-						
58	-						
59	-	**A-131	**A-131	**A-131	**A-131	**A-131	**A-131
60	-						
61	-						
62	-						
63	-	**R-921	**R-921	**R-921	**R-921	**R-921	**R-921
TOTAL SPACES FILLED		5	6	6	6	6	6
REMAINING SPACES AVAILABLE		25	24	24	24	24	24
<div style="border: 1px solid red; padding: 5px; margin: 10px auto; width: fit-content;"> <p style="color: red; margin: 0;">ADVERTISED PLAN Application No. P316/2020</p> <p style="color: red; margin: 0;">This copied document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning Environment Act 1987. The document must not be used for any purpose which may breach any copyright.</p> </div>							
GRAND TOTAL SPACES FILLED		15	16	13	14	10	11
GRAND TOTAL SPACES AVAILABLE		48	47	50	49	53	52

Received
02/11/2021

Saturday March 21

BAY	restrictions	6.30pm	7.00pm	7.30pm	8.00pm	8.30pm	9.00pm
Waterdale Road							
1	Disabled						
2	-						
3	-						
4	-						
5	-						
6	-	**H-782	**H-782	**H-782			
7	-						
8	-	**A-131	**A-131	**A-131	**A-131		
9	Loading						
10	-		**U-615				
11	-					**N-5EN	
12	-			**C-2MN	**C-2MN	**C-2MN	
13	-						
14	-			**K-8DS	**K-8DS	**K-8DS	**K-8DS
15	-	**O-8QC	**I-921	**U-4XG	**U-4XG		
16	-						
17	-						
18	-						
19	-						
20	-						
21	-						
TOTAL SPACES FILLED		3	4	5	4	3	1
REMAINING SPACES AVAILABLE		18	17	16	17	18	20
Jellicoe Street							
22	-	**I-2HM	**I-2HM	**I-2HM			
23	-						
24	-						
25	-						
26	-						
27	Permit No.53						
28	Permit No.53						
29	Permit No.53						
30	Permit No.53						
31	Permit No.53	**B-988	**B-988	**B-988	**B-988	**B-988	**B-988
32	Permit No.53	**N-107					
33	Permit No.53						
TOTAL SPACES FILLED		3	2	2	1	1	1
REMAINING SPACES AVAILABLE		9	10	10	11	11	11

ADVERTISED PLAN
Application No. P316/2020

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Received
02/11/2021

Saturday March 21 cont.

BAY	restrictions	6.30pm	7.00pm	7.30pm	8.00pm	8.30pm	9.00pm
Beatty Street							
34	-	**C-751	**C-751	**C-751	**C-751	**C-751	**C-751
35	-	**O-167	**O-167	**O-167	**O-167	**O-167	**O-167
36	-			**O-267			
37	-						
38	-						
39	-						
40	-						
41	-						
42	-						
43	-						
44	-						
45	-						
46	-						
47	-						
48	-						
49	-						
50	-						
51	-						
52	-						
53	-						
54	-						
55	-						
56	-	**A-195	**A-195	**A-195	**A-195	**A-195	**A-195
57	-	**J-366	**J-366	**J-366	**J-366	**J-366	**J-366
58	-						
59	-						
60	-						
61	-						
62	-						
63	-	**R-921	**R-921	**R-921	**R-921	**R-921	**R-921
TOTAL SPACES FILLED		5	5	6	5	5	5
REMAINING SPACES AVAILABLE		25	25	24	25	25	25
GRAND TOTAL SPACES FILLED		11	11	13	10	9	7
GRAND TOTAL SPACES AVAILABLE		52	52	50	53	54	56

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 Application No. P316/2020

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Received
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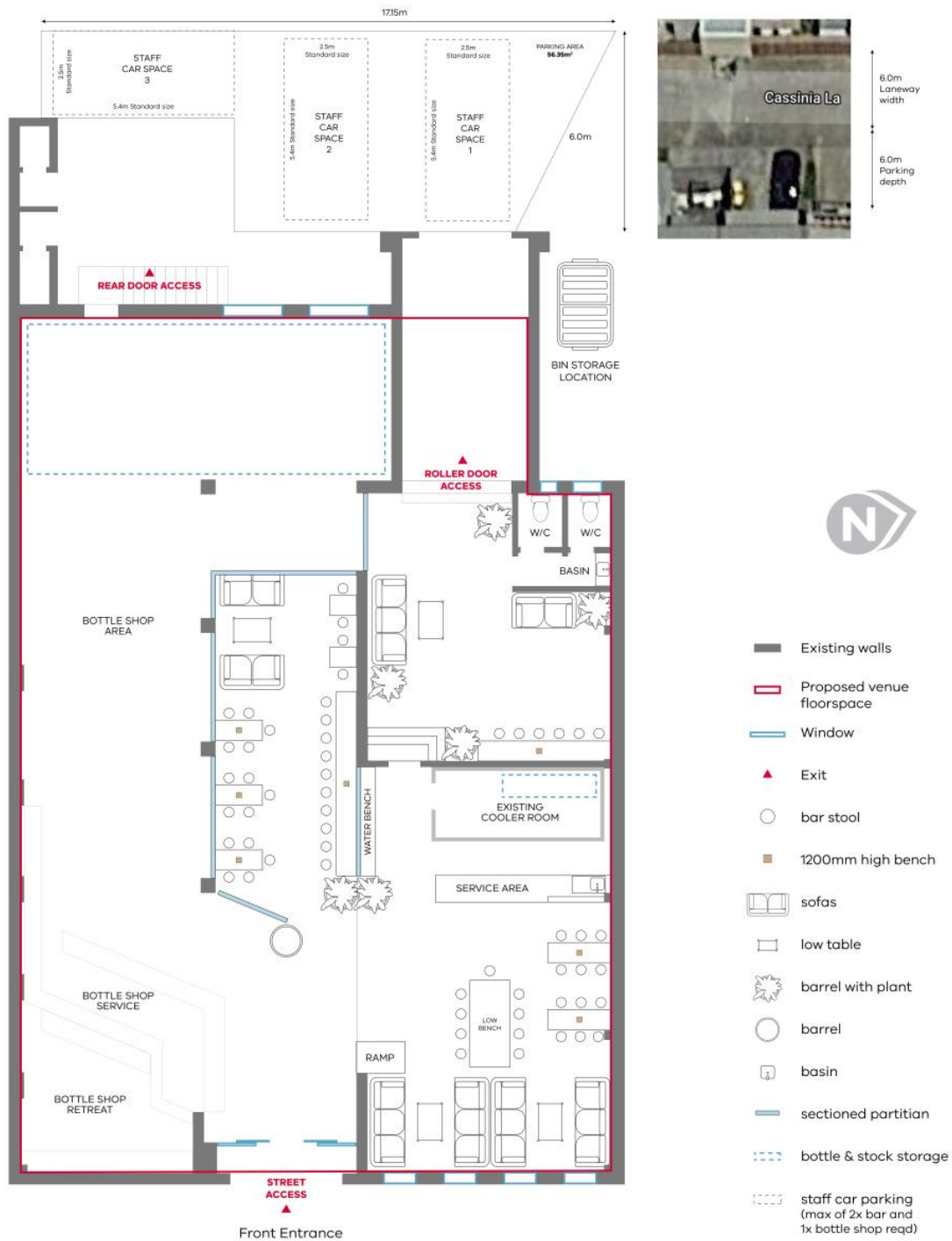


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Cassinia Lane

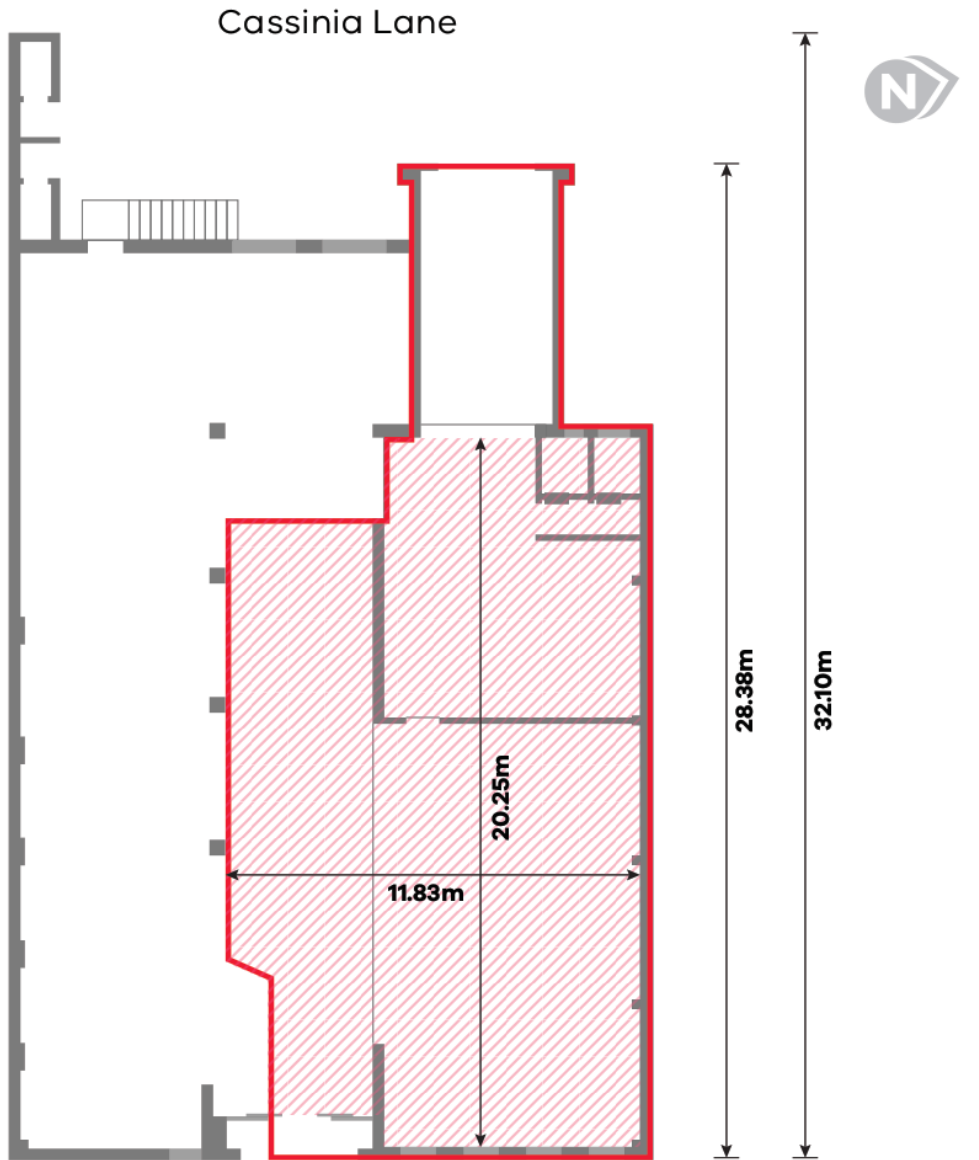


Waterdale Road

Received
02/11/2021

Additional information as required



Requirement 1: The title boundaries and dimensions



ADVERTISED PLAN
 Application No. P316/2020

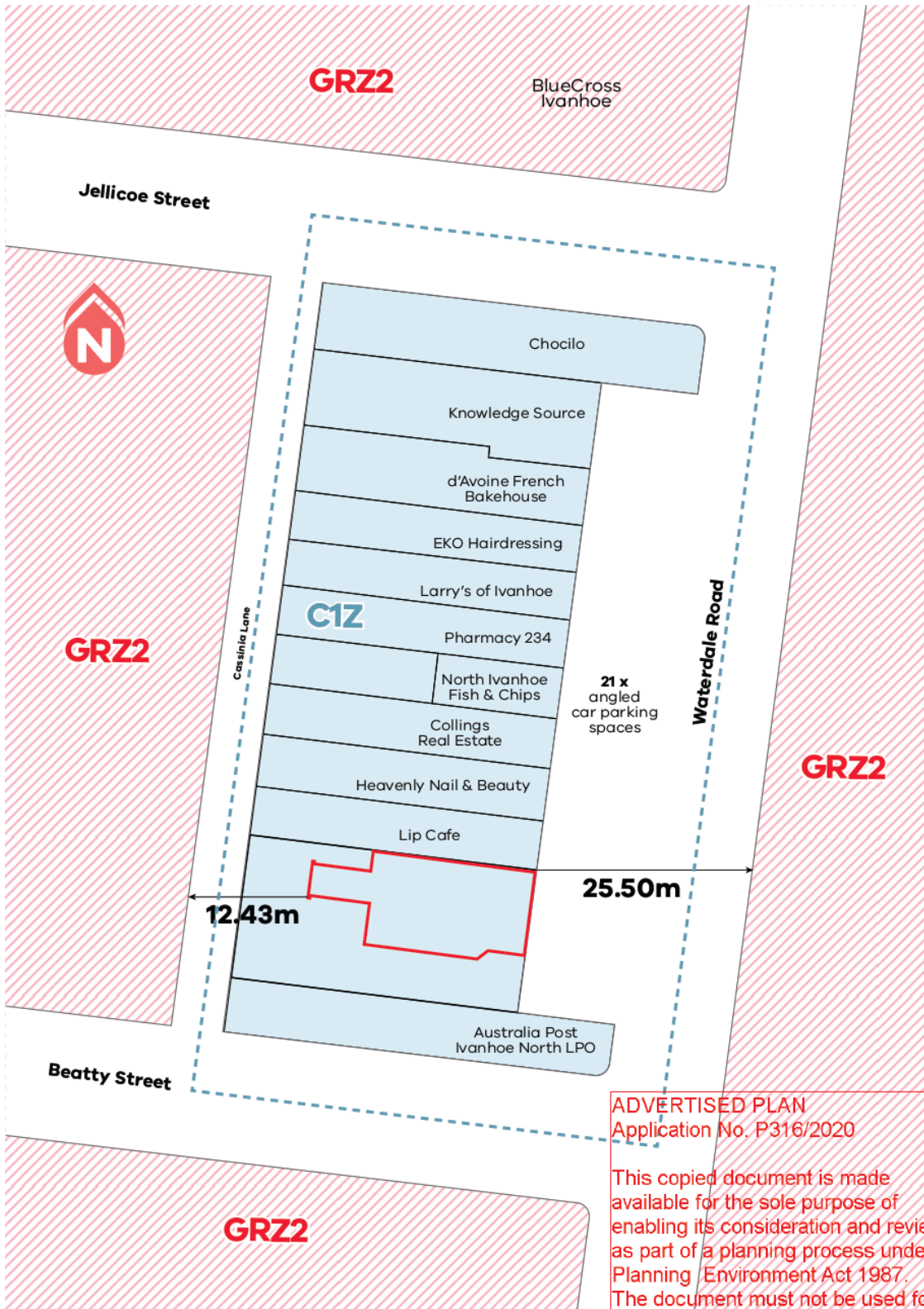
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-  Proposed licenced area
-  Proposed licenced floorspace **220.81sqm**

Received
02/11/2021

Requirement 2: Location context plan

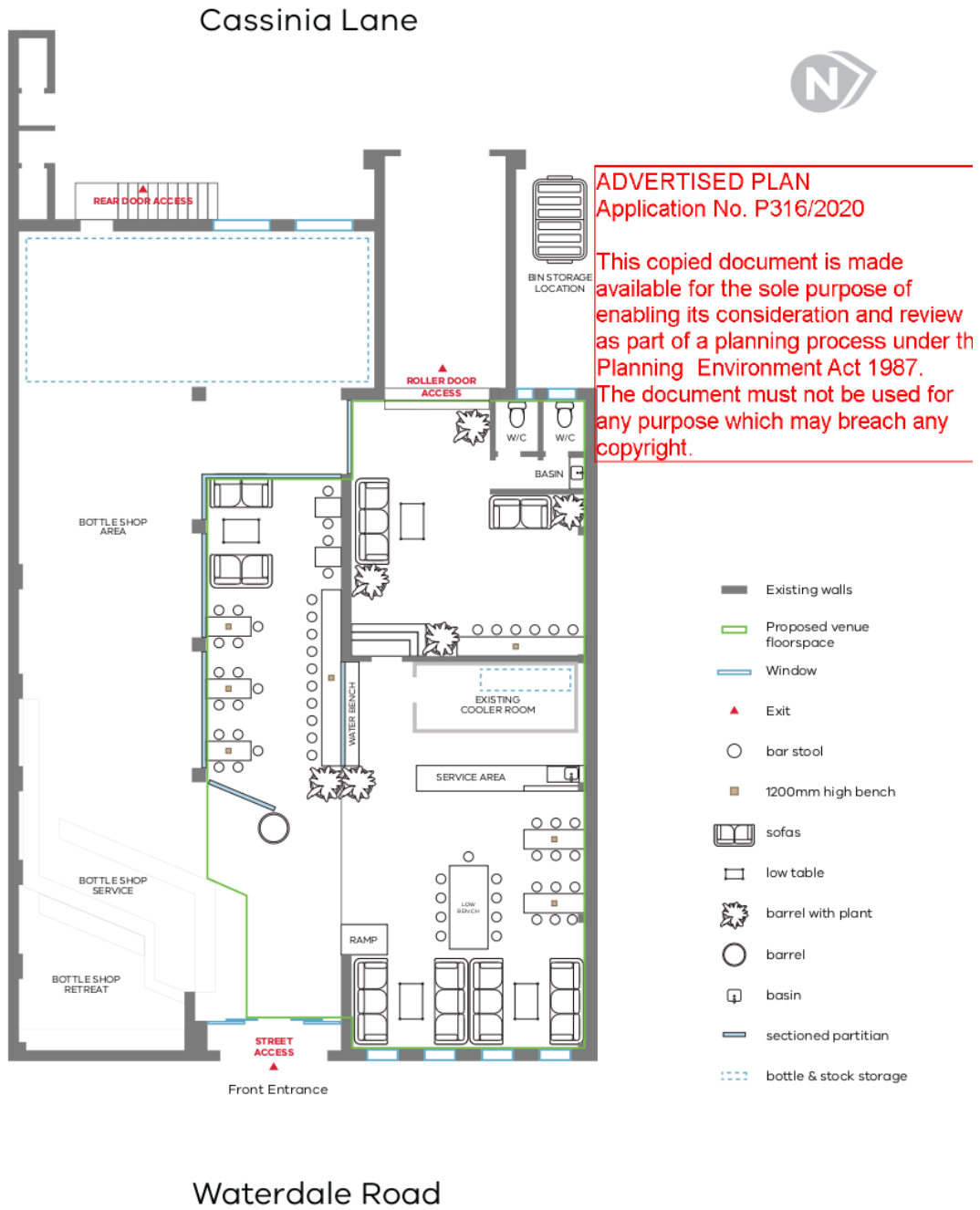


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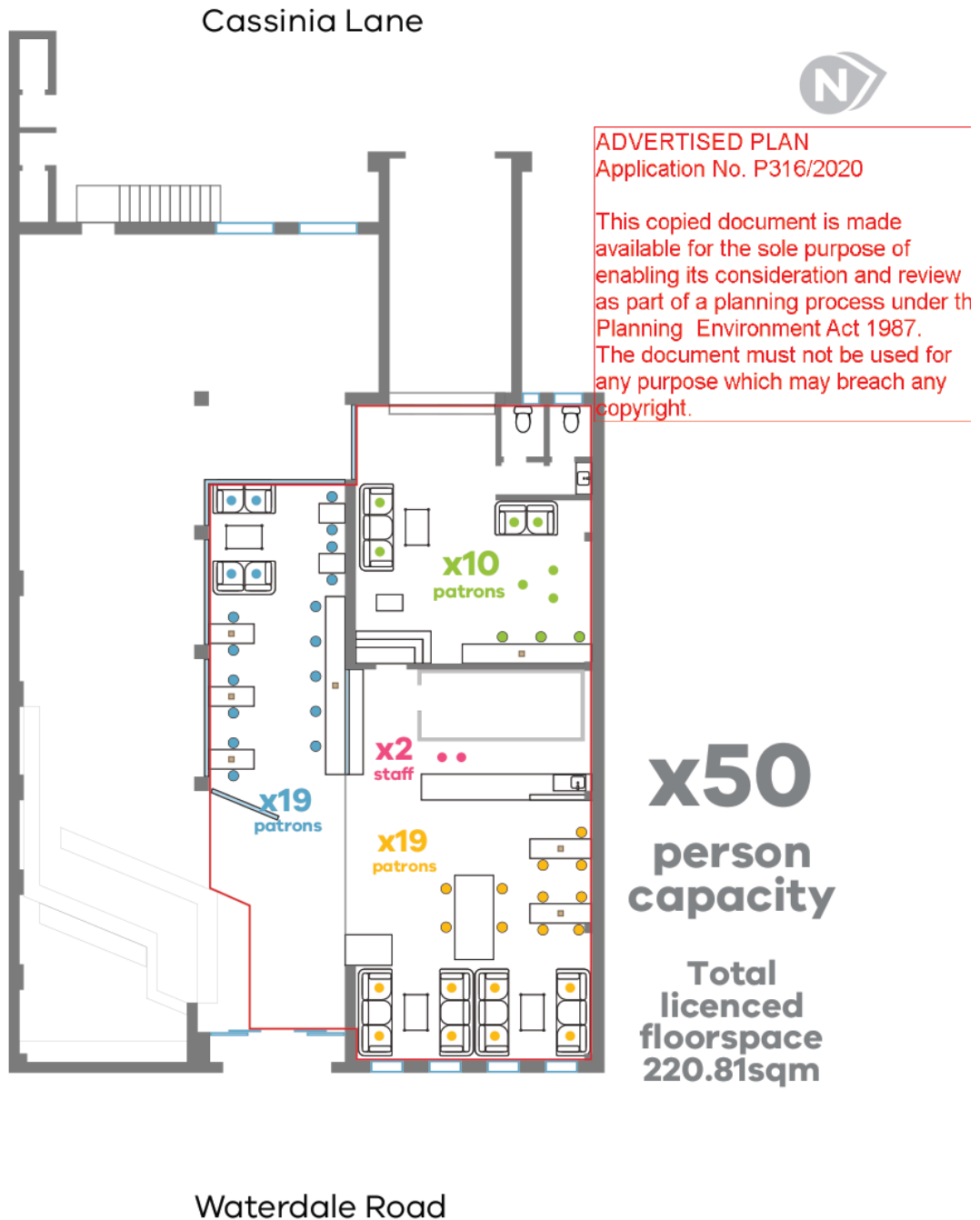
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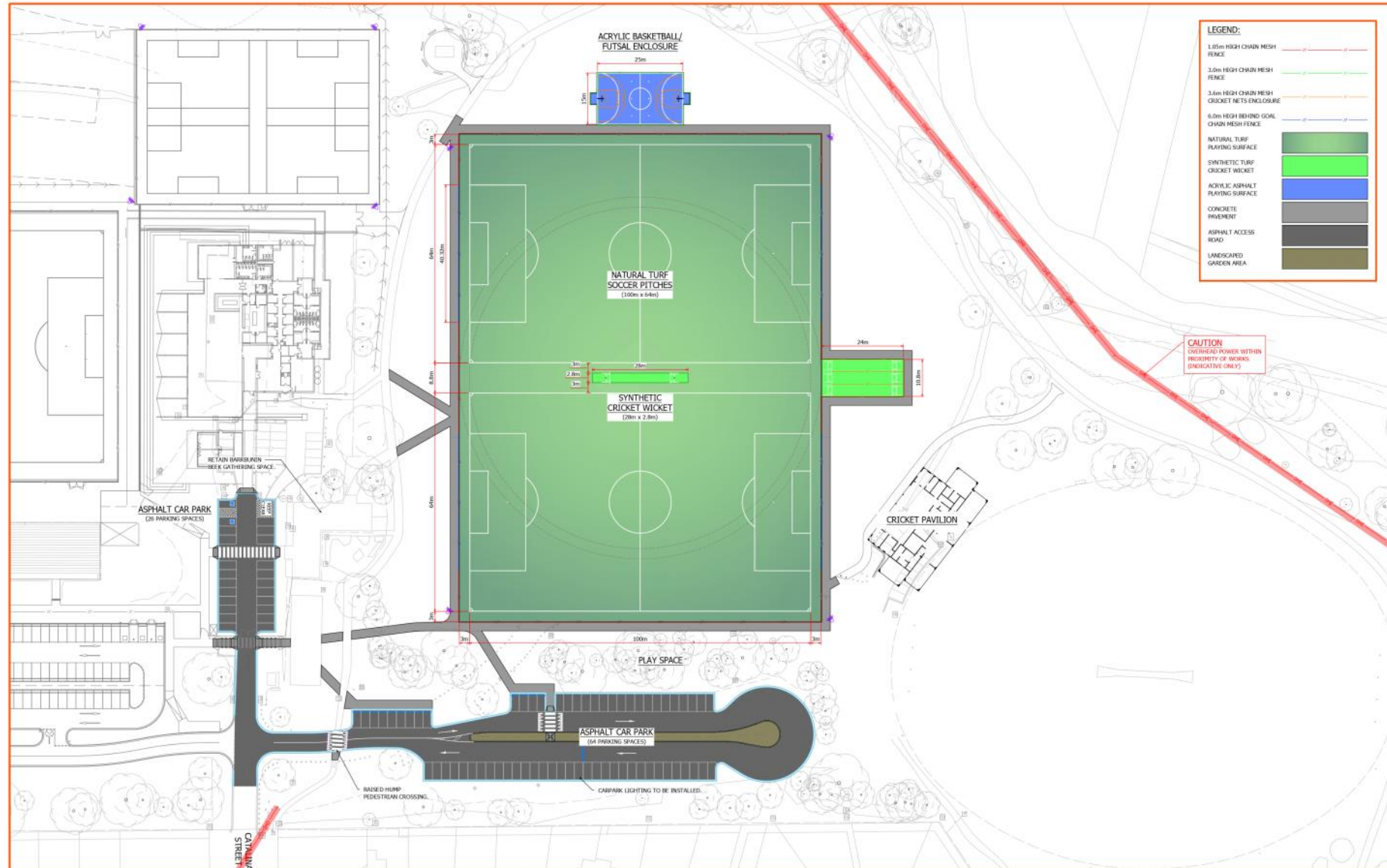
Requirement 3: Building plan and uses



Received
02/11/2021

Requirement 4: Proposed venue capacity



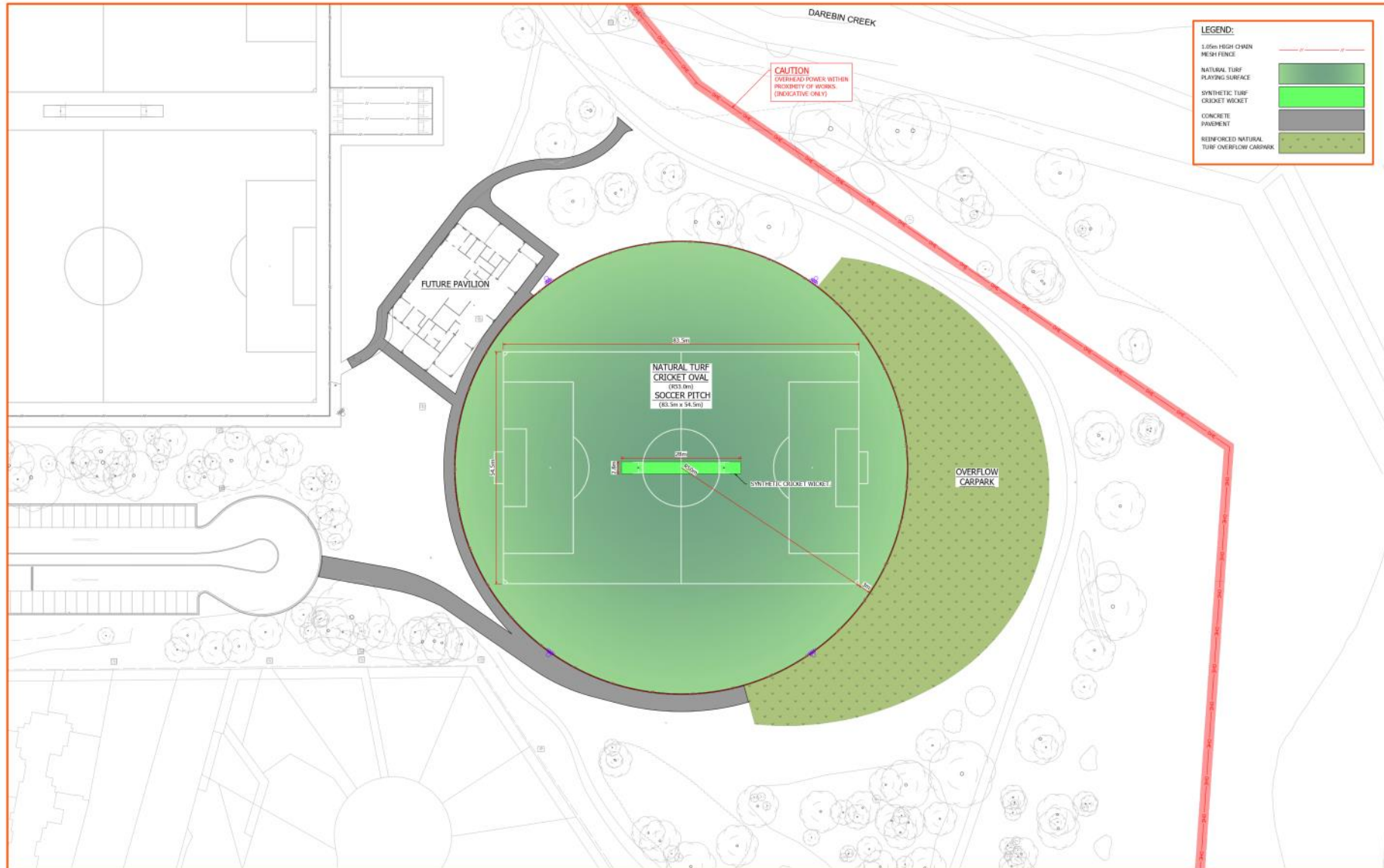


SPORTENG™ PROJECT: OLYMPIC PARK REDEVELOPMENT



PROJECT NO: 10356-00 | SKETCH TITLE: STAGE 3 SCHEMATIC PLAN | SKETCH NO: SE_10356_SKT_034 | REV: A | DATE: 18/06/20 | DRAWN BY: PJE | SCALE: 1:500 @ A1

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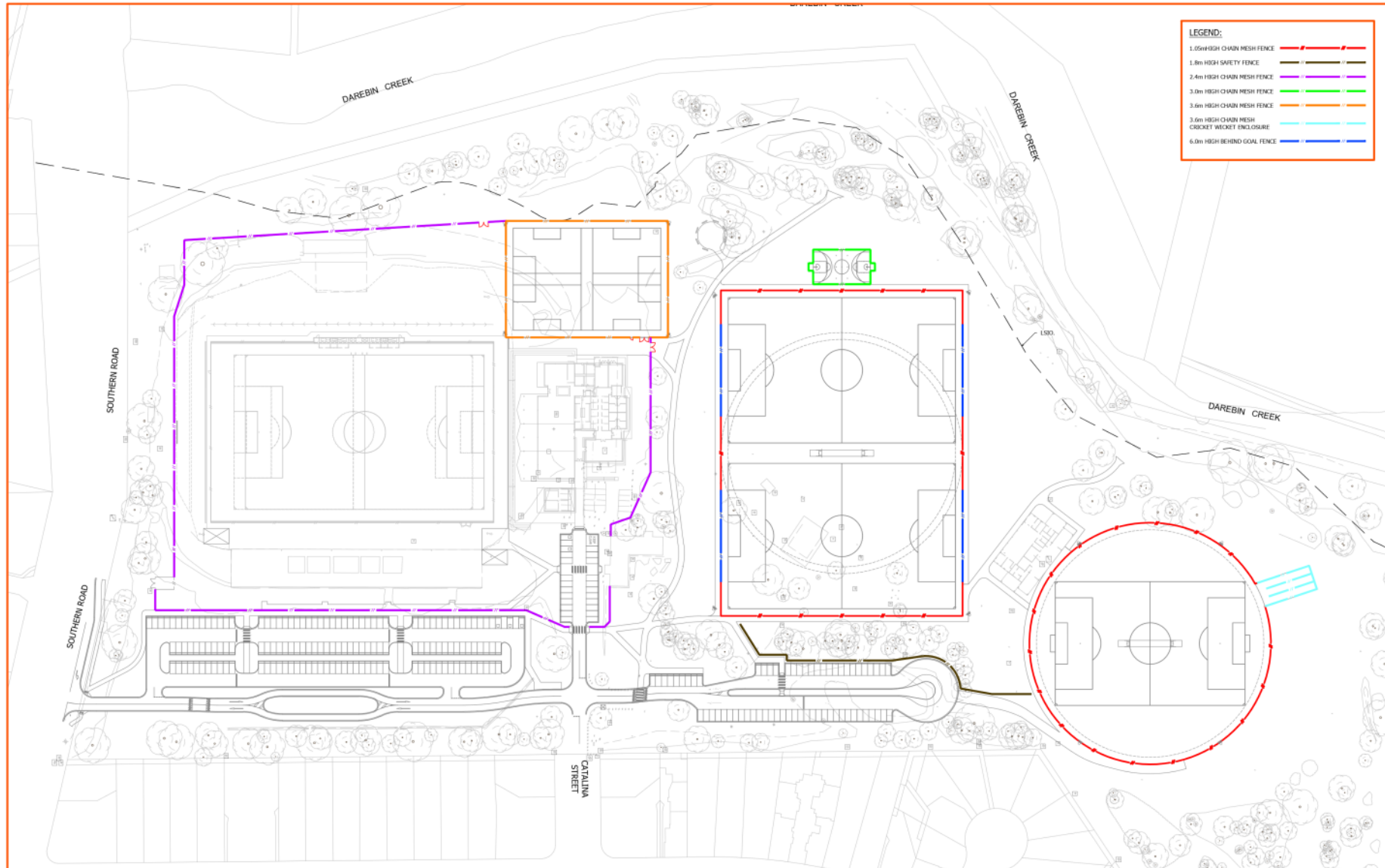
SPORTENG™ PROJECT: OLYMPIC PARK REDEVELOPMENT



PROJECT NO: 10356-00 | SKETCH TITLE: STAGE 4 SCHEMATIC PLAN

SKETCH NO: SE_10356_SKT_035 | REV: A | DATE: 18/06/20 | DRAWN BY: PJE | SCALE: 1:400 @ A1

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PROJECT NO: 10356-00 SKETCH TITLE: FENCE PLAN

SKETCH NO: SKT-025

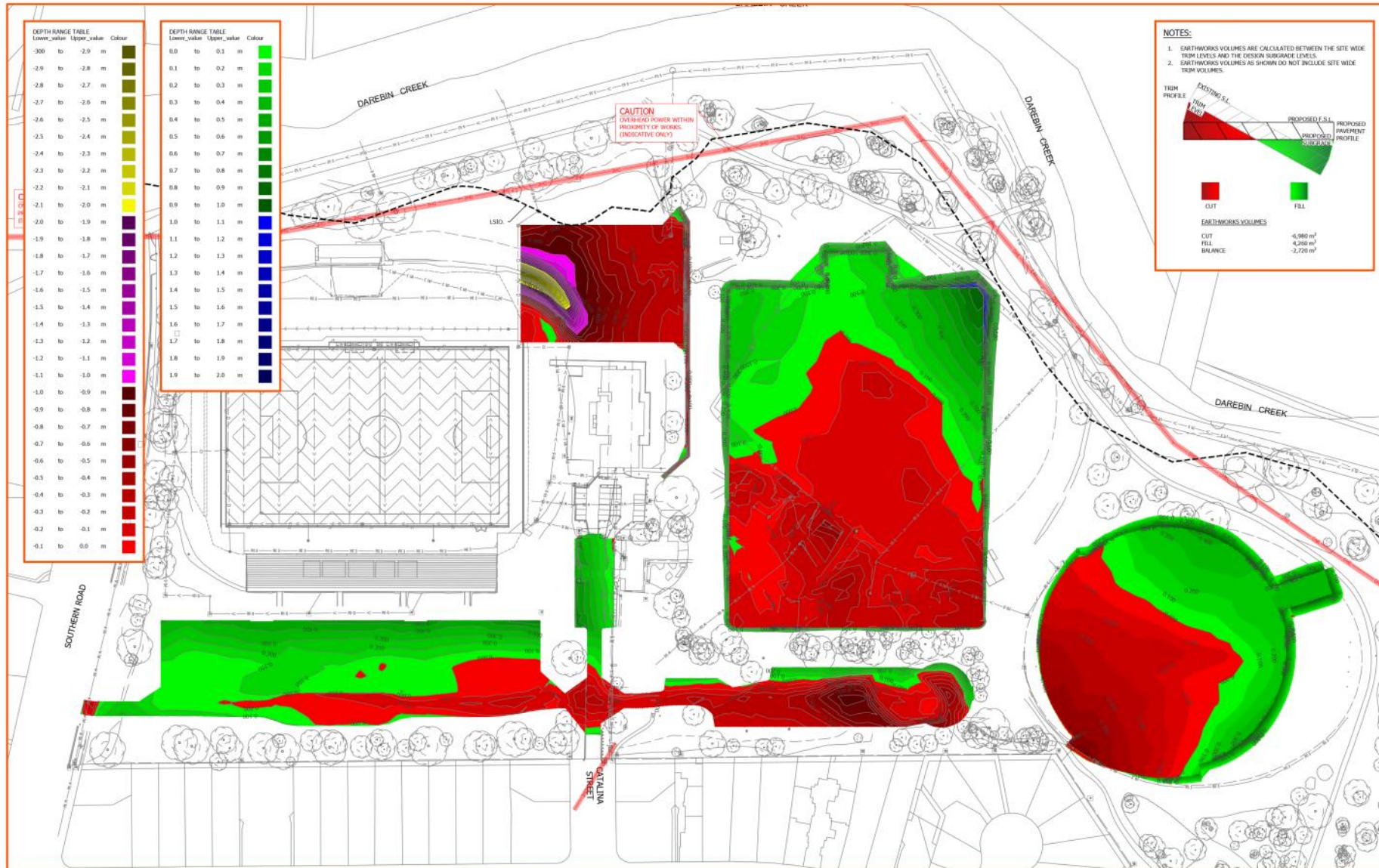
REV: A

DATE: 18/09/19

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SCALE: 1:750 @ A1

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SPORTENG™ PROJECT: OLYMPIC PARK REDEVELOPMENT

PROJECT NO: 10356-00 | SKETCH TITLE: BULK EARTHWORKS LAYOUT PLAN

SKETCH NO: SKT-031

REV: A

DATE: 03/10/19

DRAWN BY: PJE

SCALE: 1:750 @ A1

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Banyule
CITY COUNCIL

Complaints Management Policy and Guidelines

Name of agency	Banyule City Council
Title and version number	Complaint Handling Policy and Guidelines
Record number	CDI6738(v5)
Effective date	30 April 2021
Responsible Officer	Customer Experience and Continuous Improvement
Date of Charter of Human Rights review	2 November 2020
Date of approval	1 March 2021
Review date	Every two years or more frequently if there are changes to legislation or internal processes which impact on the policy and guidelines.
Relevant legislation	<i>Local Government Act 2020</i> <i>Charter of Human Rights and Responsibilities Act 2006</i> <i>Freedom of Information Act 1982</i> <i>Independent Broad-based Anti-Corruption Commission Act 2011</i> <i>Privacy and Data Protection Act 2014</i> <i>Public Interest Disclosure Act 2012</i>
Related policies	CD5508 Banyule Service Promise CDI6435 Privacy Policy CD5975 Information Privacy Guidelines CDI5753 Staff Code of Conduct CDI5487 Protected Disclosures Procedures CDI3059 Human Rights Guidelines for Staff CDI4841 Bullying and Harassment Policy Councillor and Staff Interaction Protocols

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Introduction

Banyule Council provides an extensive range of services to the community. We value our customers and are committed to providing a high standard of service, ensuring consistency in service delivery in line with our Customer Service Charter: the Banyule Service Promise.

If our service falls short, or we make a mistake, we encourage customers to contact us directly so we can resolve the issue promptly. We are committed to complaint handling and creating a culture that encourages feedback and complaints. We wish to learn from complaints and improve our services as a result of the feedback we receive.

The aim of this policy is to provide Council's customers with a fair, consistent and structured process for handling complaints if they are dissatisfied with a service, action or decision of Council.

We are committed, at all levels of the organisation, to efficiently, impartially and courteously resolve complaints.

Emphasis will be placed on resolving complaints as quickly as possible. However, where complaints cannot be settled quickly or easily, we will ensure that they are dealt with according to this policy.

This policy is based on the Victorian Ombudsman's Complaints: Good Practice Guide for Public Sector Agencies (September 2016) and 'Revisiting councils and complaints' report (October 2019) and is in line with sections 106 and 107 of the Local Government Act 2020.

Objectives

This policy aims to:

- put in place an open and transparent complaint handling system
- ensure staff handle complaints consistently, respectfully and objectively
- set our timeframes for resolving complaints
- clarify the roles and responsibilities of agency staff
- establish how staff record and analyse complaint data to identify where we can improve our services.

Guiding principles

This policy is based on seven principles.

1. **Commitment**

We are committed to resolving complaints and have a culture that recognises an individual's right to complain. We value complaints and recognise them as being part of our business of serving our communities and improving service delivery.

2. **Accessibility**

People with a range of needs can easily complain and staff actively assist them to navigate the complaints process.

3. **Transparency**

We make it clear how to complain, where to complain and how the complaint will be handled. The steps taken to respond to a complaint are recorded and will stand up to scrutiny.

4. **Objectivity and fairness**

Complaints are dealt with courteously, impartially, within established timeframes and are assessed on merit.

5. **Privacy**

Complaint information is handled according to privacy laws and other relevant legislation. We provide clear information about how we handle personal information. Complaint data is de-identified if reported on more widely.

6. **Accountability**

We are accountable internally and externally for our decision making and complaint handling performance. We provide explanations and reasons for decisions, and ensure that our decisions are subject to appropriate review processes.

7. **Continuous improvement**

We analyse complaint data and trends to find ways to improve how we operate and how we deliver our services. We then implement changes to improve our overall customer experience.

Scope

This policy applies to all Banyule City Council staff. It also applies to third party contractors carrying out services on the Banyule City Council's behalf.

Allegation of corrupt staff or contractor conduct, internal staff grievances, Code of Conduct complaints and public interest disclosures are dealt with through separate mechanisms.

This policy does not cover complaints against Councillors or the Chief Executive Officer. These complaints are covered by the Councillor Code of Conduct.

This policy does not apply to complaints that are required to be handled according to law. For example, as a public body subject to the *Public Interest Disclosure Act 2012*, where a complaint involves allegations of corrupt conduct, it will be handled in accordance with the *Public Interest Disclosure Act 2012*.

Complaints about contractors

We recognise that we retain a level of responsibility for services carried out by contractors on our behalf.

Where a complaint is made in relation to a service carried out by one of our contractors, the complaint will go to the **investigation stage** and be assigned to a Manager or delegated Officer to examine the complaint and liaise with both the customer and the contractor.

All outcome letters written by contractors in relation to complaints will include the **name and contact details** of a Council Officer staff member to whom the customer may escalate their complaint if they are not satisfied with the outcome the contractor has provided.

If a customer is not satisfied with the outcome of the complaint, they can ask the Council for an **internal review** and ultimately if it still unresolved they can escalate the matter for **external review** as outlined in this policy.

Complaints about allegations of corrupt conduct

Where a complaint involves allegations of corrupt conduct, it will be handled in accordance with the Public Interest Disclosure Act 2012.

We encourage and facilitate people making disclosures of improper conduct by public officers and public bodies, including the Council as a public body, its staff, employees and Councillors.

We will take all reasonable steps to protect people, who make such disclosures, from any detrimental action in reprisal for making the disclosure. We will also afford natural justice to the person or body who is the subject of the disclosure.

For more information please refer to our website:

www.banyule.vic.gov.au/About-us/Policies-plans-strategies/Policies-documents-for-inspection/Public-interest-disclosure

Human Rights

The Complaint Management Policy and Guidelines has been assessed against the Victorian Human Right Charter 2006 and practical steps have been taken to ensure the Policy does not unreasonably limit or restrict any human rights. The Policy provides the framework for how people can raise complaints with Council and have them responded to and resolved. It is considered that the Policy supports the principles contained within the Charter.

Definitions

The following key terms are used in this policy:

Complaint is an expression of dissatisfaction in relation to:

- the quality of an action taken, decision made or service provided by a member of Council staff or a contractor engaged by the Council; or
- the delay or failure by a member of Council staff or a contractor engaged by the Council in taking an action, making a decision or providing a service; or
- a policy or decision made by a Council or a member of Council staff or a contractor

Refer Appendix 3 for Examples of Complaints

Request for Service is contact with Council to:

- seek assistance
- access a new service
- seek advice
- inform/make a report about something for which the council has responsibility.

The following are examples of requests for service:

- an insurance claim
- a request for information or explanation of policies or procedures
- reports of damaged or faulty infrastructure (i.e. potholes)
- reports of hazards (e.g. fallen trees)
- a dispute concerning neighbours

Customer is any individual or business who provides feedback to Council.

Contractor is a third party who carries out services on behalf of Council.

Frontline Resolution refers to process of resolving a complaint at the first point of contact with the customer.

Roles and Responsibilities

Our roles and responsibilities when managing complaints include:

Internal Responsibilities

Frontline Staff and Council Officers

- Receives the complaint and where possible resolves it at the point of contact, within the scope of their role.
- Complies with this policy.
- Ensures complaints are recorded in the Customer Request Management System (CRM).
- Escalates complaints according to the **Complaints Procedure workflow** (refer Appendix I).

Managers and their Delegated Officers

- Responsible for triaging service related complaints which require investigation to the appropriate Council Officer.
- Complies with the policy.

Managers

- Investigates the matter and contacts the customer where a complaint is about staff or policies they manage or where the issue is in relation to service delivery and has been escalated to them because it cannot be resolved by frontline staff or Council Officers.
- Responsible for service improvement.
- Ensures staff understand this policy.

Manager Customer Experience and Business Improvement (CX and BI)

- Receives complaints where an internal review has been requested.
- Allocates the internal review of the complaint to the responsible Director.

Directors

- Investigates the matter and contacts the complainant where a complaint is about staff they manage.
- Reviews the actions/ results from previous investigations where an internal review has been requested.
- Oversees the internal review process to conclusion or refers to external channels where internal resolution is not possible.
- Complies with this policy.
- Responsible for service improvement.

Chief Executive Officer

- Encourages an environment where complaints are handled seriously and comprehensively.
- Ensures that an effective complaint management system is in place for all employees.
- Ensures appropriate resources are available and used to effectively manage complaints.
- Ensures compliance with this policy.

Contractors

- Complies with this policy.
- Ensures they and their employees understand this policy.
- Adheres to confidentiality and privacy requirements.
- Manages any referred complaints in accordance with this policy and guidelines.
- Notifies Council's contract manager if they receive a complaint directly.

Councillors

- Forward a complaint to the Chief Executive Officer who will record the complaint in Council's Customer Request Management system. (A Councillor cannot direct or influence the complaint handling process and the complaint will be investigated as outlined in this policy.)

External Responsibilities**Ombudsman**

- Reviews and investigates Council's complaint handling process and determining whether appropriate steps have been taken to resolve the complaint.

Victorian Equal Opportunity and Human Rights Commission

- Provides an impartial, fast, flexible, and free dispute resolution process to help people resolve discrimination complaints and complaints of sexual harassment, and racial and religious vilification.

It is the responsibility of all councillors, employees and contractors involved in handling a complaint to appropriately prioritise its resolution in accordance with this policy.

How to make a complaint

Website	www.banyule.vic.gov.au/Contact-us/Make-a-complaint
Telephone	(03) 9490 4222
Internet Relay	TTY (Hearing Impaired): Phone 133 677 and ask for (03) 9490 4222 Speak and Listen: Phone 1300 555 727 and ask for (03) 9490 4222
In person	<ul style="list-style-type: none"> • Greensborough Customer Service Centre 1 Flintoff Street, Greensborough • Ivanhoe Customer Service Centre 275 Upper Heidelberg Road, Ivanhoe
Mail	Complaint Submission Reply Paid 90907 GREENSBOROUGH VIC 3088

Please provide us with as much information as possible so we can effectively address your feedback or concern. The person receiving or managing your complaint will provide you with any help you need to make your complaint, including if necessary, providing an interpreter.

Accessibility

Anyone who has been affected by a decision or action (including a failure to make a decision or take action) can make a complaint.

Anonymity

We also accept and respond to anonymous complaints if we have received enough information to do so. Where possible, at the point of initial contact, Council can inform customers who wish to remain anonymous, that should additional information be required to action the complaint, the absence of contact information may mean that action is not able to be taken.

Complaint handling procedure

Overview

Council takes a four-tiered approach to handling complaints:

1. Frontline resolution: frontline staff receive the complaint and resolve it immediately, if possible.
2. Investigation: if frontline staff cannot resolve the complaint, they will refer it to the most appropriate Council Officer for investigation.
3. Internal review: if the customer is not satisfied with the outcome of the investigation, they can request an internal review.
4. Access to external review: if the customer is not satisfied with the process or outcome of the internal review, they are informed of any external avenues where they can pursue their complaint.

Refer Appendix I for the internal Complaint Procedure Diagram.

1. Front line resolution

- Frontline staff will receive the complaint and record it. We will acknowledge a complainant by mail or email within ten working days or by phone in one working day.
- We will try to resolve the matter immediately where possible. If necessary, we will clarify the complaint and the outcome the customer is seeking.
- Where possible, we will inform the customer of the name and department of the staff member who is handling their complaint and advise them of a timeframe for progressing and/or completing the enquiry where relevant.
- If the Council is not the right organisation to respond to the complaint, frontline staff will advise the customer of an organisation that may be able to help.

2. Investigation

- When a complaint cannot be resolved by front line staff, the complaint will be recorded in the Customer Request Management System.
- If the complaint is in relation to **staff or contractor conduct** it will go directly to the appropriate manager.
- If the complaint is in relation to a **policy** or the quality or timeliness of **service delivery**, it will go to the relevant Manager or their delegate who will be responsible for ensuring it is directed to the most appropriate Council Officer.
- The Officer handling the complaint will contact the customer to **acknowledge** the complaint and provide a timeframe for progressing and/or completing the enquiry where relevant.
- Banyule City Council will aim to resolve all complaints within 28 days.

- If it takes longer than 28 days to resolve a complaint, the Officer handling the complaint will contact the customer prior to this time and provide an explanation and revised timeframe.
- Complaints that are not resolved within 28 days may be escalated if necessary to ensure that a resolution is expedited.
- The Officer responsible for handling the complaint will write to the customer to advise them of the outcome. The **outcome correspondence** will contain reasons for the decision made and the contact information for the responsible Council Officer.
- The Officer handling the complaint may contact the customer to discuss the outcome of their complaint prior to sending the outcome letter.
- If the customer is not satisfied with the response or the way in which their feedback or complaint has been handled, they can ask for their complaint to be referred for an internal review.

3. Internal Review

If the customer is dissatisfied with the process or outcome of the frontline resolution or investigation, they can request an internal review via the Manager Customer Experience and Business Improvement (CX and BI). The Manager CX and BI will assign the complaint to the Director of the responsible area and the Director will carry out the internal review. The internal review will be independent of:

- the person who took the action; and
- the person who made the decision; and
- the person who provided the service

The Director will undertake a review of the complaint and gather information and expert advice where necessary.

An **outcome letter** signed by the Director responsible for the internal review will be provided to the complainant at the conclusion of every internal review.

The outcome letter will advise the complainant of any avenues of **external review available** in relation to the matter, such as the Victorian Ombudsman.

4. External Review

If a customer is not satisfied with Council's final response, they can contact the Ombudsman's Office and/or other external agencies to request an independent review. The Ombudsman's Office can be contacted by:

Phoning: 9613 6222 Toll Free: 1800 806 314 (regional only)
 TTY (for people with hearing or speech impairment) on 133 677 or 1300 555 727
 Interpreter service via telephone: 131 450 or on-site: 1300 655 082
[Email: ombudvic@ombudsman.vic.gov.au](mailto:ombudvic@ombudsman.vic.gov.au)

Writing to:
 Ombudsman Victoria
 Level 2, 570 Bourke Street
 Melbourne Victoria 3000

Outcomes

Council's arrangements for enabling people to make complaints are customer-focused, visible, accessible, and valued and supported by management.

Complaints are responded to promptly and handled objectively, fairly and confidentially, with outcomes and opportunities for review explained to the customer.

Council has clear accountabilities for complaint handling and complaints are used to improve Council's performance.

Remedies

Where we have found that we have made an error, we will take steps to redress the situation and we will offer a genuine apology to the customer.

Privacy

When gathering information to respond to a complaint, we will only:

- use it to deal with the complaint or to address systemic issues arising from the complaint
- disclose it in a de-identified format when disclosing data to the public
- share it with staff on a 'need-to-know' basis.

Recording Complaints and Requests for Service

All complaints requiring investigation or internal review are recorded in Council's Customer Request Management system (CRM).

We analyse our complaint data and regular reports to the management team.

We record the following information for each complaint:

- the complainant's details (where complainant has not elected to be anonymous)
- how the complaint was received
- a description of the complaint
- the complainant's desired outcome (if known)
- the Council Officer/ Manager responsible for handling the complaint
- any action taken, including contact with the customer, response times and the outcome
- when the complaint was finalised
- relevant demographic information that could help improve services (where relevant).

Any queries regarding the recording of complaints should be directed to **Manager Customer Experience and Business Improvement**.

Reporting on Performance

Our Customer Request Management system (CRM) is used to identify areas where improvements can be made in service delivery.

Regular reporting to management ensures monitoring of service delivery over time.

Unreasonable Complainant Conduct

Most customers act reasonably and responsibly in their dealings with Council. However, in a small number of cases some customers, despite our best efforts to help them, behave in ways that are inappropriate and unacceptable.

When a customer behaves in this way, we consider their conduct to be unreasonable.

Unreasonable behaviour is that which because of its nature raises substantial health, safety, resource or equity issues for our organisation, our staff, other services users, and/or the complainant themselves.

Categories of Unreasonable Complainant Conduct

Unreasonable conduct can be grouped into five categories:

1. unreasonable persistence
2. unreasonable demands
3. unreasonable lack of cooperation
4. unreasonable arguments
5. unreasonable behaviour.

Dealing with unreasonable behaviour is based on the understanding that:

- Every customer deserves to be treated with respect.
- Every customer, regardless of how much time and effort is taken up in responding to their complaint, should have their complaint properly and appropriately dealt with.
- A customer whose conduct is unreasonable may still have a legitimate complaint.
- The substance of a complaint dictates the level of resources allocated to it, not the customer's wishes, demands or behaviour.

Managing Unreasonable Complainant Conduct

In managing unreasonable behaviour we try to ensure that:

- The customer's expectations are clear and realistic, something which can be determined when contact is made after receiving a complaint.
- We maintain firm and clear communication, either in writing and/or verbally.
- A customer understands what Council can do in relation to their complaint.
- We provide clear reasons for our decisions. We avoid unnecessary delays.
- We provide clear guidance and procedures for staff to deal with complaints.

Discretion to refuse a complaint

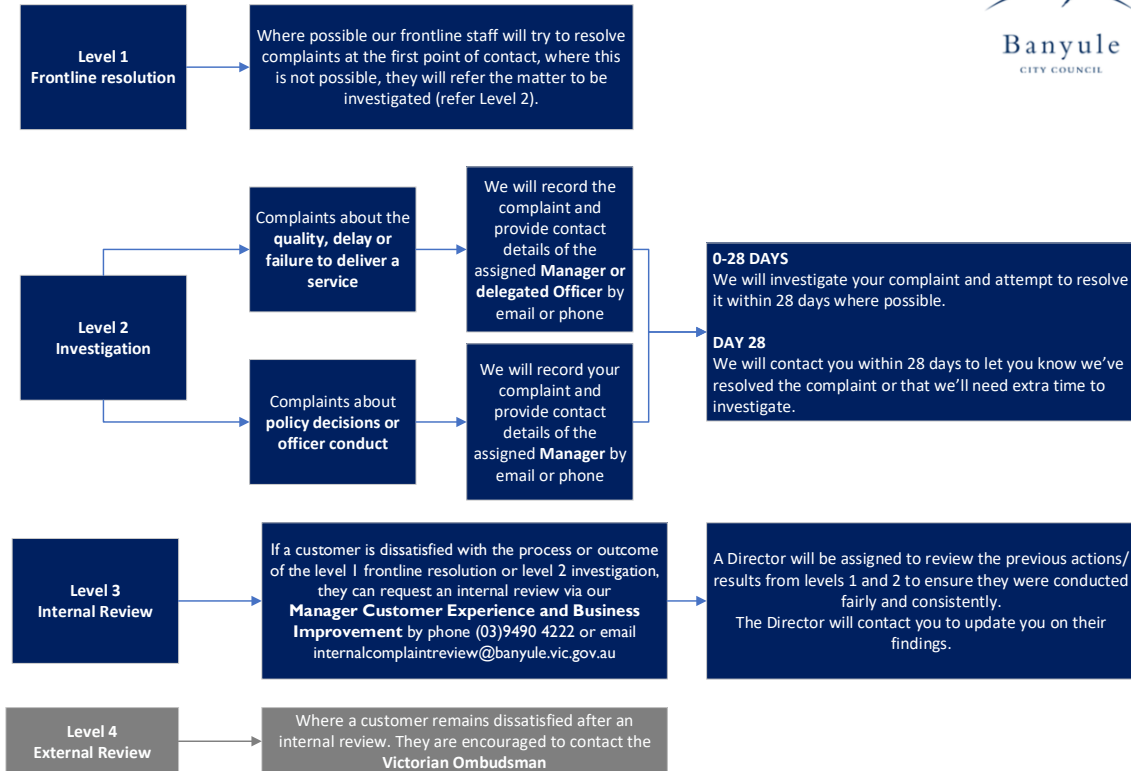
Council have discretion to refuse to deal with a complaint which is otherwise subject to statutory review. It is the responsibility of the Council Officer dealing with this type of complaint to explain the following to the customer:

- the relevant statutory rule(s)
- the contact details for the Office/ Department undertaking the relevant review

Appendix I: Complaints Procedure Diagram



COMPLAINT PROCEDURE



Appendix 2: Complaints and Resolution (External Body)

External Body		Contact details
Infringements Court	The Infringements Court is part of the Magistrates' Court, which deals with processing and enforcing infringement notices and penalties, such as speed camera and parking fines.	Ground Floor 277 William Street MELBOURNE VIC 3001 9200 8222
Magistrates Court	If you receive an infringement notice, you can exercise your right to take your infringement matter to the Magistrates' Court to be determined at a formal hearing.	Civic Compliance Victoria Ground Floor 277 William Street MELBOURNE VIC 3001
Local Government Victoria	Complaints about councils which cannot be resolved by negotiating with the Council itself, and which are not within other jurisdictions, can be directed, in writing, to Local Government Victoria.	1 Spring Street MELBOURNE VIC 3000 03 9208 3333: switchboard 1300 366 356: Victorian Government Contact Centre Email: local.government@delwp.vic.gov.au
Local Government Inspectorate	The Local Government Inspectorate is responsible for investigating allegations of offences under the <i>Local Government Act 2020</i> (Act).	GPO Box 2392 MELBOURNE VIC 3001 Complaints hotline: 1800 469 359 8am–5pm weekdays Email: inspectorate@lgi.vic.gov.au
Victorian Ombudsman	The Ombudsman can help when your complaint is about an administrative action taken by a council employee, but not those of a Councillor acting in the role of a Councillor or a council acting as a decision making body.	Ombudsman Victoria Level 2 570 Bourke Street MELBOURNE VIC 3000 or DX: 210174 MELBOURNE Phone: 9613 6222 Toll Free: 1800 806 314 (regional only) TTY: 133 677 or 1300 555 727 Phone interpreter service: 131 450 On-site interpreter: 1300 655 082 Email: ombudvic@ombudsman.vic.gov.au
Victorian Civil and Administrative Tribunal (VCAT)	VCAT deals with a range of disputes between people and government in areas of: <ul style="list-style-type: none"> - planning and environment - land valuation - many other government decisions 	55 King Street MELBOURNE VIC 3000 GPO Box 5408 CC, MELBOURNE VIC 3001 Phone: 03 9628 9777 Email: vcat-admin@justice.vic.gov.au
Victorian Equal Opportunity and Human Rights Commission (VEOHRC)	Provides an impartial, fast, flexible, and free dispute resolution process to help people resolve discrimination complaints and complaints of sexual harassment, and racial and religious vilification.	Level 3, 204 Lygon Street CARLTON VIC 3053 Phone: 1300 292 153 Email: information@veohrc.vic.gov.au TTY: 1300 289 621 Interpreters: 1300 152 494

Appendix 3 Complaint Examples

Complaint	Within Council's Complaints Policy remit?	Action required at frontline level 1
Customer rings to advise that their bin has not been emptied.	Yes	The Customer Services Officer enters a request for service in the CRM for the bin to be collected within the next 72 hours and advises the customer. No further action is required.
Customer emails Council to query a utility bill.	No	The Customer is emailed the appropriate contact details for this issue. There is no requirement to record this as a complaint.
Customer visits a service centre to complain about interest charged on their overdue rates account.	Yes	<p>The Customer Services Officer explains the reason the interest has been applied. The customer is not satisfied with this response and asks to speak to someone in the Rate Department.</p> <p>The Customer Service Officer contacts the Rates Department and a Rates Officer attends to the counter to handle the complaint. If Rates Officer is unable to provide a resolution to this complaint, they input the issue into the CRM and it is escalated for investigation. A written response is provided within 28 days of receipt of the complaint.</p>
A customer calls to dispute a parking fine.	No	This is an example of a complaint that is covered by other legislative processes (the Infringements Act 2006) and not subject to Council's Complaint Handling Framework. The customer will be referred to the Infringement Review process.
A customer calls to complain about the way they were treated by a Customer Service Officer at the Service Centre.	Yes	<p>The Customer is transferred to the Officer's line Manager. The customer is happy with the response and the complaint is resolved.</p> <p>The de-identified complaint information should be entered into the CRM and closed out by the Manager. Information about the complaint will be used to inform staff management, training and development.</p>

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Complaint	Within Council's Complaints Policy remit?	Action required at frontline level 1
Customer attending a festival held by Council complains about the quality of the entertainment	Yes	Council officers from Leisure, Recreation and Cultural Services thank the participant for their feedback and advise they will take this into consideration when they next arrange an event. The customer is happy with this response. Given this complaint does not represent a broader or systemic issue with Council's services, it is not recorded as a complaint.
A customer calls Council to express dissatisfaction with Ivanhoe Aquatic Centre programs	Yes	The Customer Service Officer enters the complaint into the CRM. A Leisure Services Officer responds to the customer. If the customer is satisfied with their response, the complaint CRM is closed out. If not, it is escalated for investigation and a written response is provided within 28 days of receipt of the complaint.
A councillor contacts Council to lodge a report on behalf of a customer in relation to planning proposal.	No	This is not a complaint but a request for service. The Governance team enter this into the CRM for action by the appropriate Officer.
A councillor contacts Council to lodge a complaint in relation to a footpath defect after notifying Council of the issue 2 months ago and not receiving an update.	Yes	The complaint is entered into the CRM by the Governance Team. The issue is assigned to an appropriate Officer to investigate and a written response is provided within 28 days of receipt of the complaint.
A customer emails a complaint alleging corrupt activity or action by a member of staff.	No	The customer should be responded to in accordance with the Procedure for handling disclosures under the Public Interest Disclosure Act 2012.
A customer calls the Central Maternal Child Health (MCH) Booking Line to complain that their appointment has been rescheduled twice.	Yes	The complaint is investigated and resolved by the frontline MCH Officer and no further action is required.
A parent calls Council to complain about the kindergarten placement their child was given, stating that it was not their first preference. They want their situation addressed by a Manager.	Yes	An Early Childhood Services Officer responds to the customer. If the customer is satisfied with their response there is no further action. If not, it is entered into the CRM and investigation and a written response is provided within 28 days of receipt of the complaint.