

1.7 FOOTPATH ENHANCEMENTS FOR OUTDOOR DINING IN PORTMAN STREET, OAKLEIGH

Responsible Director: Peter Panagakos

RECOMMENDATION

That Council:

- 1. Receives and notes the community feedback in response to the community consultation process on the Footpath Enhancements for Outdoor Dining In Portman Street, Oakleigh (Project).*
- 2. Notes the Officer's response to submissions as outlined in this report and in Attachment 1 (Consultation Report).*
- 3. Notes the results of the online survey which found that most respondents, including both traders (86% of submissions from traders) and general public (66% of submissions from local residents and visitors), did not support the schematic design proposals for the Project. Of those in favour, a higher proportion were from the general public (24% of submissions from local residents and visitors) than traders (8% of submissions from traders).*
- 4. Resolves that the Project does not proceed, and that the status quo remain in place, having regard in particular to the significant trader opposition, issues regarding loading zones, the predominance of non-hospitality businesses, and the clear message that the businesses are not at this time ready for transformative public realm change.*

INTRODUCTION

The purpose of this report is to present the feedback received from the community as part of the community consultation process undertaken for the Footpath Enhancements for Outdoor Dining In Portman Street, Oakleigh (**Project**) to Council.

A summary of the submissions received and the officer response to these submissions received as part of the community consultation process are set out in the Consultation Report (**Attachment 1**).

BACKGROUND

At its meeting on 28 March 2023, Council considered two concept options for footpath widening for outdoor dining (brick infill or granite pavement).

Council resolved as follows:

That Council:

1. *Notes that the further planning and design work has been completed for the two design options (brick infill or granite pavement) to maximise the width of pavements to facilitate outdoor dining in Portman Street between Eaton Mall and Station Street (**Project**).*
2. *Notes that updated cost estimates for the construction of the Project has resulted in a much smaller gap between the two design which were initially around a \$900k but are now closer to a \$500k difference, owing to increased drainage works that must be undertaken with the brick paving option. The estimated cost of the granite option has not altered significantly.*
3. *Endorses that the granite option (Option 2) is the preferred option to proceed to community consultation as it:*
 - a. *Is the superior outcome compared to Option 1 as it offers the best long-term treatment for the public realm; and*
 - b. *Delivers a high-quality material outcome like that in Eaton Mall and Atherton Rd and is consistent with what is envisaged for the Oakleigh Activity Centre as a whole.*
 - c. *Means that the outcome is of the highest modern standard and consideration of further improvements (and cost) in years to come to make it consistent with Eaton Mall would not have to be considered by Council.*
4. *Notes that the schematic design proposes a flush pavement outcome featuring spoon drains rather than raised kerbs and channel for enhanced pedestrian accessibility, subject to the final recommendations of the flood modelling study currently underway.*
5. *Directs officers to proceed with community consultation on Option 2 with the granite pavement material, with the outcome of the consultation to be reported to Council along with the proposed way forward on the proposal.*

In responding to point 5 of the above Council resolution, officers have completed the community consultation process on the Project. The schematic design proposes:

- Narrowed road width
- Widened footpaths in granite
- New street trees with water sensitive design infrastructure
- New street furniture; and
- Permanent loss of 14 kerbside car parking spaces and 4 loading zones (where an additional 6 vehicles can park when the loading zones are not in operation).

Key objectives of the Project include:

- To enhance the walking and cycling environment of Portman Street by improving safety, amenity and accessibility for pedestrians and cyclists and reducing the impacts of traffic; and
- To facilitate increased opportunities for permanent outdoor dining and trading.

DISCUSSION

Consultation on the Project

Consultation on the Project occurred between 4 April 2023 and 5 May 2023. The consultation involved direct notification (with a letter) to all property owners and occupiers in the Oakleigh Activity Centre area bounded by Portman Street, Atherton Road, Jones Street and Hanover Street, as well as residential properties within an approximate 400m walking catchment.

Letters (and emails or updates at meetings, where appropriate) were also sent to other key stakeholders, such as Oakleigh Traders Association and Disability Advisory Committee. Copies were also provided at Oakleigh Library and Oakleigh Service Centre for people to read and take home. A Shape Monash page was created, providing detailed information about the Project and a contact for further information.

Council officers also conducted direct conversations with traders at their premises in April 2023. This was followed by an in-person information session held at Oakleigh Chambers on 2 May 2023 which allowed for further conversations with traders and the local community.

This project generated discussion on social media. The consultation was publicised on Council's social media platforms including Twitter and Facebook at the commencement of the consultation.

Also, the local State MP included posts on his social media accounts in relation to the Project, with comments received consistent with most of the feedback received around the same time via Shape Monash.

Feedback on the Project was provided in the following ways:

- Completing a survey on Shape Monash
- Providing a submission by email
- In person at the information session
- By phone

In response to the consultation, Council received 253 survey responses, 30 information session responses and 13 email submissions. These submissions included a mix of negative feedback, positive support, and suggested changes.

A petition was received by Council at the information session. The petition stated: *'We the below signed business owners in Oakleigh do not agree to Monash Council's footpath enhancements for outdoor dining in Oakleigh'*. There were 22 signatories to the petition.

The main issues raised in submissions are discussed in this report.

A detailed report on the consultation, including officer response to issues raised in email submissions is provided in the Footpath Enhancements for Outdoor Dining In Portman Street, Oakleigh Consultation Report at **Attachment 1**.

Main issues raised in consultation on the Project.

The main issues raised in the consultation feedback are summarised in the following pages of this report, including officer comments in response to the issue raised.

Issue 1: Impact of removal of parking on customer convenience and subsequent downturn in patronage and commercial viability of businesses.

Many submissions raised concerns that removing parking, which is typically used for short stay or drop-off parking, will negatively impact the businesses on this section of Portman Street. This section of Portman Street is characterised by everyday shops such as fresh food retailers and banks, and car spaces are valued by shoppers who want to quickly stop off to pick up a couple of items. Traders consider it crucial that customers retain this convenient access to parking and are concerned that its removal will drive customers away to other destinations, resulting in a loss of trade.

It was also noted by some respondents that if parking is removed it should be replaced elsewhere, preferably with a new multi storey car park, citing a general lack of parking supply within the activity centre.

Some respondents suggested a compromise approach, removing parking and widening the pavement on the southern side of Portman St only, leaving parking and loading on the northern side. It was noted that the southern side is sunnier and more suited to outdoor dining than the shaded northern side. It was suggested that parking could be restricted to 15 minutes for passenger drop-off and quick, convenient access by shoppers.

Issue 1: Officer response

The feedback suggests there is a perception by respondents that motorists are better customers than pedestrians and cyclists. However, there is no basis to assume that businesses will be adversely affected by the possible loss of a limited number of parking spaces, but it is acknowledged that in general traders do associate a reduction or relocation in parking with a downturn in business. In recent years evidence-based urban planning recognises that improving the quality of the public realm for pedestrians and cyclists while reducing the dominance of cars leads to a positive economic environment, including higher visitation frequencies, longer dwell times and higher levels of expenditure. Investment in a high-quality public realm also has a flow-on benefit to increased property values.

In relation to the availability of parking spaces, it should be noted that businesses in this section of Portman Street do not have exclusive use of these car spaces, nor are parking restrictions and their availability aimed at their customers. Rather, they are available to and used by all visitors to the activity centre.

There is a range of other parking opportunities around the activity centre which can be used as alternatives, the closest being Oakleigh Centro car park and nearby on-street parking along Station Street and Portman Street east of Eaton Mall. Additional parking is provided at Council's Chester Street car park, Hanover Street car parks and Atkinson Street multi deck car park, which has vacant capacity.

The suggested inclusion of a limited amount of short-term parking and loading within this section of Portman Street could be considered in the final design if the Project proceeds, but this would transform the project and likely compromise it to such a degree that the real benefits of the works would never be realised, as major modifications to the proposed road width and entry/exit points to the loading zones would need to be increased to accommodate such an outcome.

Issue 2: Negative impact of removal of parking on accessibility by people who are disabled or have low mobility.

Many submitters expressed concern that people with disabilities or mobility issues will be significantly impacted by the loss of on-street parking in this section of Portman Street as they rely on its proximity to access these shops. This was considered a particular concern given the aging population of Oakleigh and the growing number of senior members of the community. Several businesses noted that elderly residents are amongst their regular customers and believe they may no longer be able to access the shops if the parking is removed as the alternative parking is too far away.

Issue 2: Officer response

It is acknowledged that as the proposed removal of parking, direct access to shops along this section of Portman Street would no longer be possible for people with a disability or low mobility. However, it is noted that visitors already face this issue as at times this parking can be fully occupied and unavailable.

There are currently no accessible parking spaces within the Project area. The closest accessible parking space is on Portman Street near the Eaton Mall crossing. Should the Project proceed, provision of additional accessible parking nearby will be investigated. What we do see is evidence of illegal parking and double parking occurring in this section of Portman Street, which has a detrimental effect on vehicle movements and flow throughout the Activity Centre.

Importantly, the proposed widened footpaths and flush pavement treatment (subject to stormwater management requirements) would significantly improve equitable access for all users along this key walking route between Oakleigh Station and Eaton Mall.

Issue 3: Potential impact of removal of loading zones on business operations

Traders did not support the removal of loading bays, noting it would have a negative impact on business operations and viability in this section of Portman Street and Eaton Mall. Several traders commented on the current high demand for these bays and expressed concern that their removal would increase pressure on alternative loading zones close by, worsening the situation.

The requirement to use alternative loading zones nearby is not considered practical by traders due to the volume and weight of goods to be delivered and may lead to OH&S risks.

Issue 3: Officer response

The proposal includes removal of 4 loading zones. Alternative loading zones are available on nearby streets, including Station Street outside the Junction Hotel, Chester Street opposite Oakleigh Market and on Portman Street near the entrance to Oakleigh Central.

It is common practice within activity centres for goods to be transferred manually by trolley from nearby loading zones when loading and parking is not available directly outside a premises. It is the responsibility of the operator to ensure this work is carried out in accordance with OH&S requirements.

It is acknowledged that removal of the loading zones within the Project area will increase demand on other loading zones nearby and officers in considering this and reflecting on the mix of businesses in this section of Portman Street, did have some empathy for this feedback. For some businesses it is impractical to have loading zones that are further away, as goods are carried to a premises as opposed to transported by trolley or other means. This does apply to a limited number of businesses in this section of Portman Street however. Officers did investigate introducing loading zones (that could also be used for short term parking) into the proposed design, but this is not done easily, and the intent of the project for increased trading and pedestrian movements with a narrower road would be lost. Whilst loading zones are available close to this section of Portman Street, and another could be introduced close to its intersection with Eaton Mall, this issue is one that at the current time, with the current mix of businesses is not resolvable if the project was to proceed.

Issue 4: Footpath widening proposals favour hospitality businesses, not the predominantly fresh food, service, and other retail businesses along this section of Portman St. These retail businesses contribute to the unique identity of 'Oakleigh Village' and may be driven out.

Many respondents noted that the diverse mix of businesses on this section of Portman Street including fresh food shops, deli, bank, hair, and beauty salons, complement the hospitality businesses focused on Eaton Mall and contribute to the activity centre's village feel. These respondents held the view that, with a couple of exceptions, these retail businesses will not benefit from the opportunity for outdoor dining or trading.

There is an underlying concern that the proposals represent an intention by Council to drive out these retail and service-based businesses and replace with hospitality businesses.

Issue 4: Officer response

The importance of the variety of businesses within this section of Portman Street to the village atmosphere of Oakleigh and the local economy is recognised by Council.

The Project does not intend to favour hospitality businesses over retailers. While not all businesses within the Project area will benefit from the increased opportunity for outdoor trading and dining, the proposed wider footpaths will create a safer and more attractive pedestrian environment with space for new trees and furniture. This will allow people to shop comfortably and socialise, leading to a likely increase in pedestrian activity (footfall) and economic turnover for all businesses along the street, both retail and hospitality (as noted under *Issue 1*).

Issue 5: Justification for footpath widening to support pedestrian access.

This issue received both negative and positive responses from submitters.

Some respondents did not accept the need to widen the existing footpaths to improve pedestrian access as they consider the existing footpath widths adequate. This view was sometimes mentioned in combination with Issue 4 (above) to reinforce there would be no benefit to businesses or the community arising from footpath widening.

Respondents who were in favour of extended footpaths considered that removal of parking and replacement with wider footpaths would make the street more attractive and comfortable to use. Respondents that identified as cyclists were also in favour of the reduced car dominance, with several suggesting a dedicated bike lane should be included in the proposals.

Issue 5: Officer response

When planning for the renewal of our activity centres Council considers the current and future needs of the whole community with the aim of improving liveability and economic vitality. This project builds on the success of the transformation of Eaton Mall and more recent upgrade of Atherton Road.

The section of Portman Street between Station Street and Eaton Mall is a key pedestrian and cyclist link between Oakleigh railway station and retail core. An upgrade to the pedestrian pavement is proposed in response to an expected future increase in residential density both within the centre and the surrounding neighbourhood.

The existing pedestrian pavement is also uneven and requires widening to better accommodate pedestrian movement and outdoor trading activities.

Accordingly, the concept proposal is focused upon providing an improved pedestrian and cyclist experience for visitors to the centre. As previously mentioned in response to Issue 1, increased levels of foot traffic will attract more trade for businesses, offsetting any negative impacts arising from the loss of a small number of car spaces required to deliver the extended footpaths. Council officers will need to continue to ensure that footpath trading areas are being used in compliance with permits that are issued, and appropriate space is allowed to ensure adequate and safe pedestrian movements.

Issue 6: Enhancement proposals that beautify the street are broadly supported, however, it is not necessary to alter the existing street layout to deliver them.

There was widespread support for the 'beautification' proposals amongst respondents both 'for' and 'against' the Project. However, some respondents held the view that these improvements, including new granite pavements, furniture, and greening could be delivered without removing the parking.

Many general public respondents in favour of the proposals identified that removing parking along with the associated traffic congestion will also contribute to a more attractive street environment by reducing noise and pollution.

Issue 6: Officer comments

It is understandable that measures to improve the physical appearance of the street were positively received by both traders and the general public, however the significant amenity benefits arising from a reduced presence of vehicles in the street received far less recognition by respondents than was expected. This may reflect a lack of emphasis on explaining the benefits of removing parking to the street's overall ambience during consultation. This has been done in this Activity centre before, not only through the rejuvenation of Eaton Mall, but the rejuvenation of the streetscape along Atherton Road, which was transformed from what it previously was, with new paving, trees and a reduction in on street carparking to accommodate outdoor trading and better pedestrian movements. Understandably as larger road with a wider reservation, there was an ability to retain some on street carparking, but the numbers were reduced from what previously existed.

Issue 7: Existing social and environmental issues experienced in Portman Street will worsen, including anti-social behaviour, presence of homeless people and feral pigeons.

Some respondents held the view that the proposed bench seats would attract more homeless people to Portman Street and be a focus for anti-social behaviour by encouraging people to loiter.

The proposed new trees were considered by some respondents to create an unwanted attraction to pigeons, exacerbating the existing pigeon problems impacting the public space at the western end of Portman Street.

Some of these respondents considered the existing social and environmental issues to be more important for Council to address than the streetscape upgrade proposals.

Issue 7: Officer response

The proposed bench seats will enhance accessibility by providing a place to rest for visitors to the activity centre.

While it is acknowledged that bench seats may be used by homeless people, it should be noted that Council actively works with homeless people and rough sleepers and has undertaken a number of actions to address this issue. Also, through existing frameworks and policies, Council works towards systemic change to improve responses to homelessness, takes action and advocates for real impact on housing affordability, and to increase the provision of social and affordable housing in the City of Monash.

Council also works in partnership with Victoria Police to address anti-social behaviour, and in recent years delivered a key public safety improvement project at the Warrigal Road underpass entrance to the activity centre, including new lighting and mural artworks. Council recognises the continuing importance of this community strengthening work amongst the wide range of services and programs that Council delivers for the community.

In relation to pigeons, it is important to note that the pigeon problem is created by people feeding the pigeons rather than the presence of trees. Additional trees will not worsen this problem.

Issue 8: Lack of consultation with traders

Some traders expressed concern that they had not been consulted on the proposals.

Issue 8: Officer response

Council has conducted an extensive community engagement on the Project, including 1:1 consultation with traders, as described in detail in the Consultation Report (**Attachment 1**). The perception that traders have not been consulted may be a result of Council not proceeding with consultation until the preliminary schematic design had been prepared. Traders may have had an expectation that Council would consult with them earlier in the planning process to inform the project vision and concept design development. This is noted and will be taken into consideration for future projects.

POLICY IMPLICATIONS

There are no policy issues arising from the recommendations contained in this report.

CONSULTATION

A detailed report on the consultation can be found in the Consultation Report (**Attachment 1**).

The consultation on the Project has now concluded.

Most survey respondents, including both traders (86% of submissions from traders) and general public (66% of submissions from local residents and visitors), did not support the Project. Of those in favour a higher proportion were from the general public (24% of submissions from local residents and visitors) than traders (8% of submissions from traders). The overall sentiment of feedback received manually at the information session and via email submissions was also mostly negative.

This outcome is unexpected given evidence-based urban planning studies which show the increased business and vitality that catering for pedestrians provides. It suggests that more research and consultation are required to support future proposals for pedestrian and cycling friendly streetscape upgrades in Portman Street.

SOCIAL IMPLICATIONS

The Project seeks to enhance social sustainability through:

- Creating a sense of community in Oakleigh Activity Centre by providing new opportunities for social activity,
- Improving community health and well-being by enhancing walking and cycling opportunities,
- Reducing the impacts of noise and air pollution along Portman Street, and
- Enhancing the tree canopy

HUMAN RIGHTS CONSIDERATIONS

There are no apparent human rights implications under the Charter of Human Rights and Responsibilities Act 2006.

GENDER EQUITY ASSESSMENT

As this Project is considered to have a direct and significant impact on the Monash community, a gender impact assessment (GIA) will be undertaken if the Project proceeds.

As the recommendation of this report is that the Project does not proceed a GIA has not been prepared.

FINANCIAL IMPLICATIONS

The construction of the Project has received \$500,000 funding in the 2023/24 annual budget.

CONCLUSION

The community consultation process undertaken for the Project has been completed.

The schematic design received very low levels of support from traders, local residents and visitors during the community engagement of the Project.

A summary of the submissions received and the officer response to these submissions received as part of the community consultation process are set out in the Consultation Report (**Attachment 1**).

ATTCHMENTS

Attachment 1 – Consultation Report



CITY OF
MONASH

Footpath Enhancements for Outdoor Dining in Portman Street, Oakleigh

CONSULTATION REPORT

Overview

This report provides the following:

- A detailed summary of the activities undertaken during the community consultation on the Footpath Enhancements For Outdoor Dining In Portman Street, Oakleigh (**Project**)
- Results of the feedback received from an online survey, information session and email submissions
- Summaries of email submissions and officer responses
- Conclusion
- Appendices – full sets of feedback responses

Consultation process

Stage 1 consultation

The consultation was held for one month from 4 April to 5 May 2023. The consultation was centred on the preliminary concept design for the Project.

Design Concept Plan and Graphics

A colour rendered design concept plan, typical section and 3D visualisations were prepared for inclusion in the consultation material shared with traders and the community.

Direct notification

Letters were sent to:

- All property owners and occupiers in the Oakleigh Activity Centre area bounded by Portman Street, Atherton Road, Jones Street and Hanover Street. A total of 653 letters were sent.
- Residential properties within an approximate 400m walking catchment, bounded by Warrigal Rd, Kangaroo Rd, Richardson St, Paddington Rd, Swindon Rd, Drummond St, Palmer St, Atkinson St, Albert Ave, Clyde St, Atherton Rd, Downing St, Burlington St, Hanover St, Haughton Rd, and Davey Avenue. (360 letters)

Letters (and emails or updates at meetings, where appropriate) were also sent to other key stakeholders, including:

- Oakleigh Traders Association
- Owners of shopping centres in the precinct (Oakleigh Market, Oakleigh Central - Vicinity)
- Government agencies and departments (e.g., Department of Transport (buses), Safe transport Victoria (taxis), Victoria Police)
- Local and Federal MPs
- Relevant community organisations (e.g., Disability Advisory Committee, Positive Aging Lifestyle program (PALS), Oakleigh Community Leadership Group)

Members of Council's Placemaking team also visited businesses in Portman Street during the consultation period to hand deliver the letter and ensure awareness.

Other notification / publicity

The consultation was publicised on Council's social media platforms including Twitter and Facebook at the commencement of the consultation.

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Copies of the flyer (letter) were available at the Oakleigh Library and Oakleigh Service Centre for people to read and take copies home.

Phone calls

There were 12 phone calls relating to the project during the consultation period, with officers providing further, more detailed, information for the community.

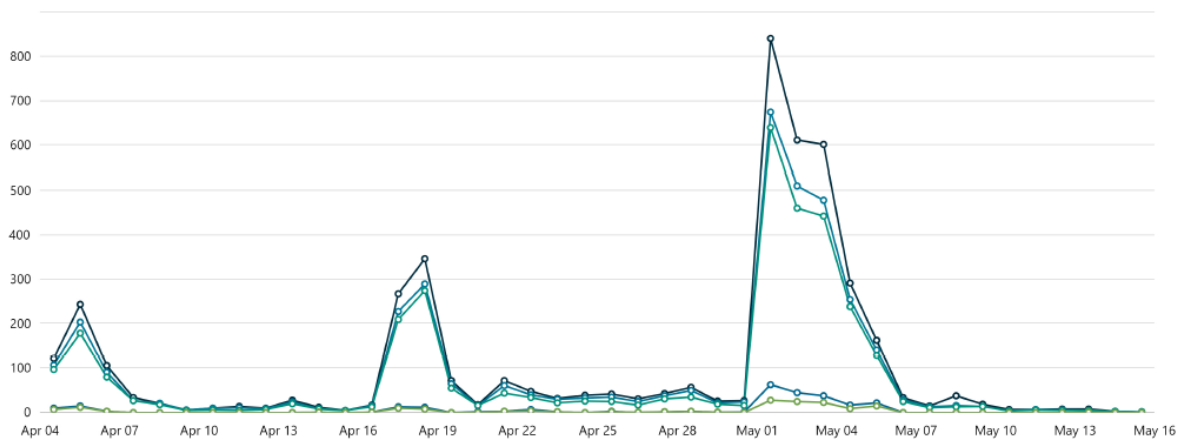
Shape Monash

This project utilised Shape Monash as the main platform for the consultation. The letters, flyers and emails included a direct link to the Shape Monash page ([Portman Street Footpath Enhancements | Shape Monash](#))

Visitation

The page had the following hits over the consultation period: 4,402 views, 3,656 visits, 2,957 unique visitors.

Website activity peaked on three main occasions: around the beginning of the consultation when Shape Monash went live, when most people received their letters in the mail, and towards the end of the consultation when feedback was due. The peak in visits in early May resulted from the State Member for



4,402 Views	3,656 Visits	2,957 Visitors	264 Contributions	264 Contributors	161 Followers
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Oakleigh, Steve Dimopoulos MP, encouraging his social media networks to provide feedback.

Figure 1 Shape Monash Visitation

Views - The number of times a Visitor visits the page on a Site.

Visits - The number of end-user sessions associated with a single Visitor.

Visitors - The number of unique public or end-users to a Site. A visitor is only counted once, even if they visited a Site several times in one day.

Contributions – The total number of responses or feedback collected through the participation tools.

Contributors – the unique number of Visitors who have left feedback or Contributions on a Site through the participation tools.

Followers – The number of Visitors who have ‘subscribed’ to a project using the ‘Follow’ button

Content of the Shape Monash page

The page included the following:

- Introductory text
- Summary of the key proposals and impacts on parking
- Before and after images of the proposals
- Plan of proposals with hot spot annotations
- Plan for enlargement or download
- Project timeline
- Feedback page, allowing people to:
 - Complete a short survey and provide feedback (prompting contact information)
 - Contact Council by phone or email
- Privacy Statement

1:1 Conversations with traders

Council officers conducted 1:1 conversation with available traders within the Project area on 21 April and 28 April to discuss their feedback and any concerns they may have with the proposals.

Information session

An in-person information session was held at the Oakleigh Chambers, 1 Atherton Road, Oakleigh from 6pm to 7.30pm, Tuesday 2 May. Fifty-eight traders and local community members attended the session.

While this session was designed more for traders in the immediate vicinity of the proposed changes, anybody was welcome to attend and provide feedback. The session was informal and allowed 1:1 conversation between traders, the local community and Council officers. Plans of the design concept proposals were displayed, and participants were able to provide feedback via Shape Monash or have their comments recorded (in writing) on a feedback form.

Opportunities for feedback

People were able to provide their feedback in the following ways:

- Completing a survey on Shape Monash
- Providing a submission by email
- In person at the information session
- By phone

Survey

The survey asked the following questions:

- What is your main connection with Portman St? Choice from:
 - trader, business owner or employee within the Project area (**Portman St trader**)
 - trader, business owner or employee elsewhere in Oakleigh (**Oakleigh trader**)
 - trader, business owner or employee elsewhere in Monash (**Monash trader**)
 - resident or visitor (**General public**)
- Residents and visitors were asked to identify where they lived. Choice from:
 - Live in Oakleigh (**Oakleigh resident**)
 - Live in the City of Monash (**Monash resident**)
 - Live outside the City of Monash (**Visitor**)

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- Respondents who identified as a trader, business owner or employee were asked: *The proposed enhancements will make Portman Street more pedestrian friendly and support outdoor trading and dining. Thinking about your business, do you have any thoughts on how the project could be delivered if Council decides to allocate money to construct it in its 2023/24 budget? (open field)*
- Respondents who identified as a resident or visitor were asked: *The proposed enhancements will make Portman Street more pedestrian friendly and support outdoor trading and dining. Do you have any thoughts on how the project could be delivered if Council decides to allocate money to construct it in its 2023/24 budget? (open field)*
- Traders, business owners or employees were invited to leave their business name and phone number if they wanted to discuss their feedback with a Council officer.
- Residents and visitors were asked their gender.

Participants were able to include their email address if they wanted a copy of their survey responses sent back to them, and to click the 'follow' button to receive project updates.

Submission responses

All submissions were acknowledged, either automatically (if done through the Shape Monash portal) or manually (if provided by email).

Feedback received

Shape Monash Survey Results

There were 264 responses to the online survey, with 253 providing feedback. Only records of responses that provided feedback have been included below.

The survey was open between 4 April 2023 and 5 May 2023. The first 4 weeks of consultation produced a very low response rate, with the final week showing a much bigger response rate.

Consultation period	Respondents
Week 1: Tue 4 April to Friday 7 April	21
Week 2: Sat 8 April to Friday 14 April (including Easter)	12
Week 3: Sat 15 April to Friday 21 April	25
Week 4: Sat 22 April to Friday 28 April	73
Week 5: Sat 29 April to Friday 5 May	122
Total	253

About the survey respondents:

Respondents were asked 'What is your main connection to Portman St?'

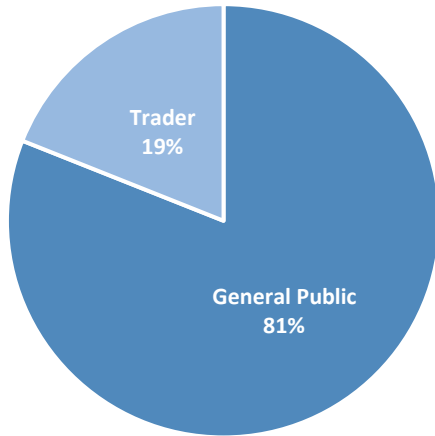


Figure 2. Three quarters of respondents were from the public and a quarter were traders.

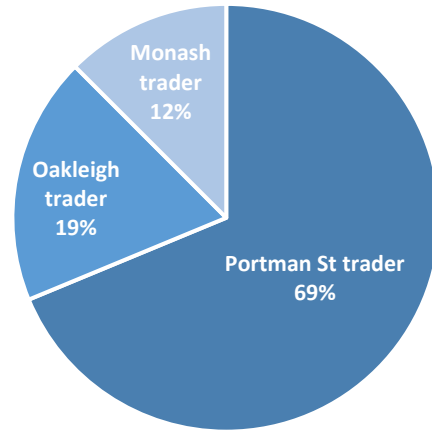


Figure 3. Almost 70% of traders were from within the Project area.

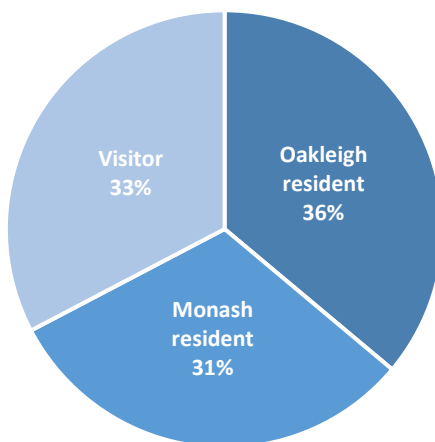


Figure 4. General public respondents were roughly equal among the categories of Oakleigh, wider Monash residents and visitors to Monash.

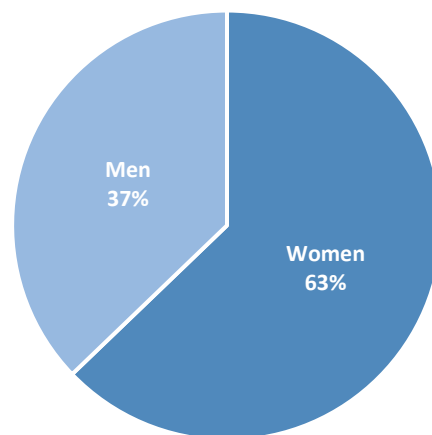


Figure 5. Almost two-thirds of general public respondents who provided their gender were women, and one-third were men.

What did people tell us?

Survey responses

The full set of responses to the online survey is included in Appendix 1 of this report. For simple analysis, the sentiment of each response was recorded as either 'Positive', 'Mixed', 'Neutral', or 'Negative'.

Overall, the sentiment is recorded for Traders and General Public as follows:

Traders' sentiment

Traders were asked:

The proposed enhancements will make Portman Street more pedestrian friendly and support outdoor trading and dining. Thinking about your business, do you have any thoughts on how the project could be delivered if Council decides to allocate money to construct it in its 2023/24 budget?

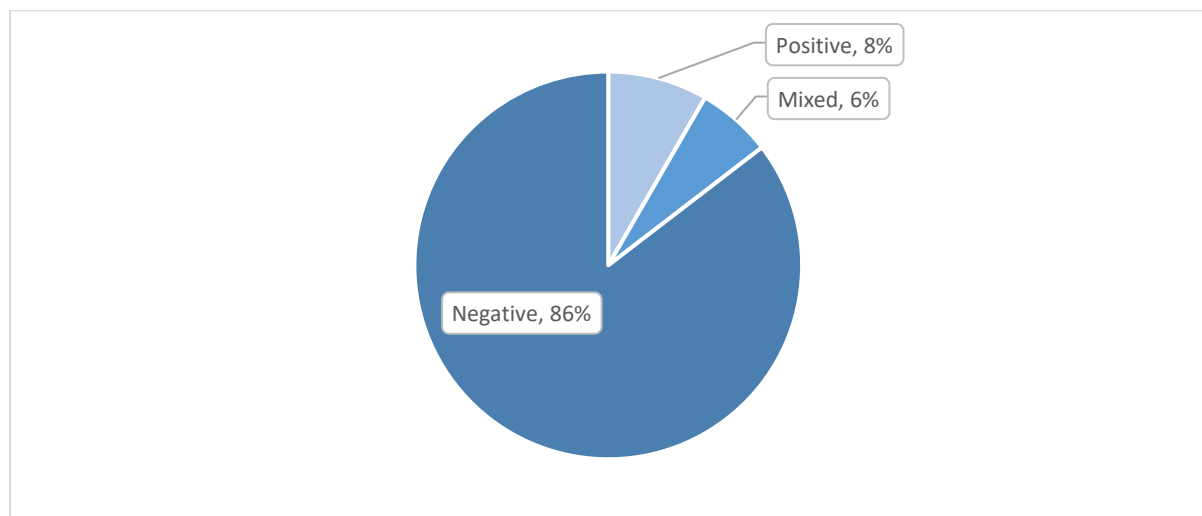


Figure 6. Most traders (86%) did not support the proposals.

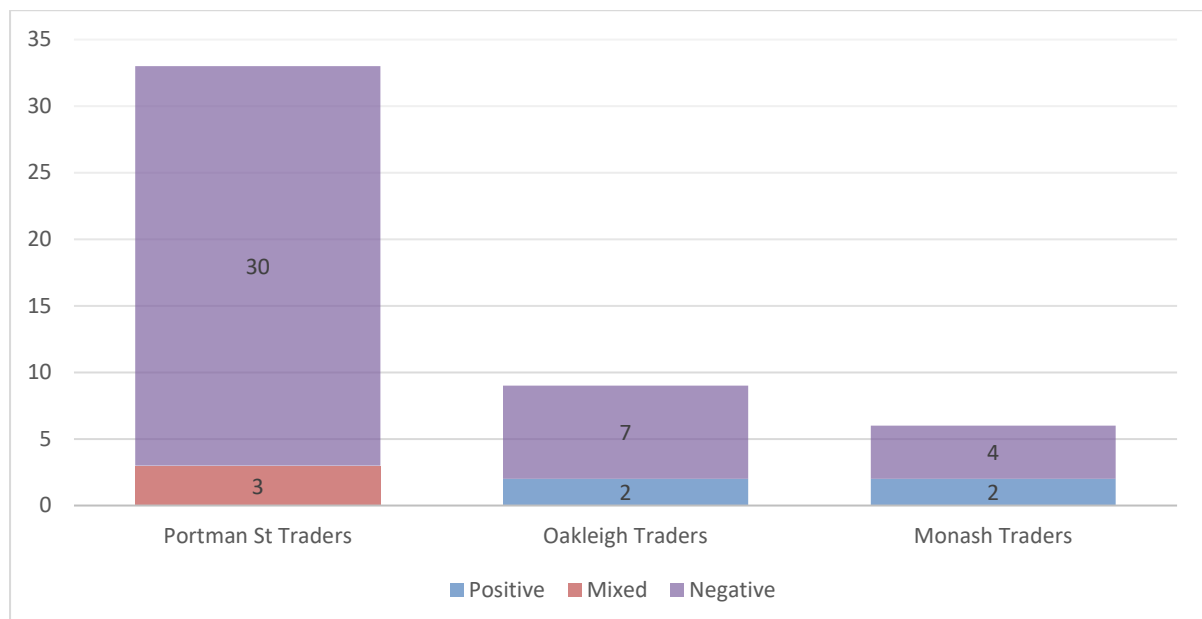


Figure 7. This chart shows the number and sentiment of responses received by type of trader. It shows that a majority of traders of all types did not support the proposals.

General Public's sentiment

Residents and visitors were asked:

The proposed enhancements will make Portman Street more pedestrian friendly and support outdoor trading and dining. Do you have any thoughts on how the project could be delivered if Council decides to allocate money to construct it in its 2023/24 budget?

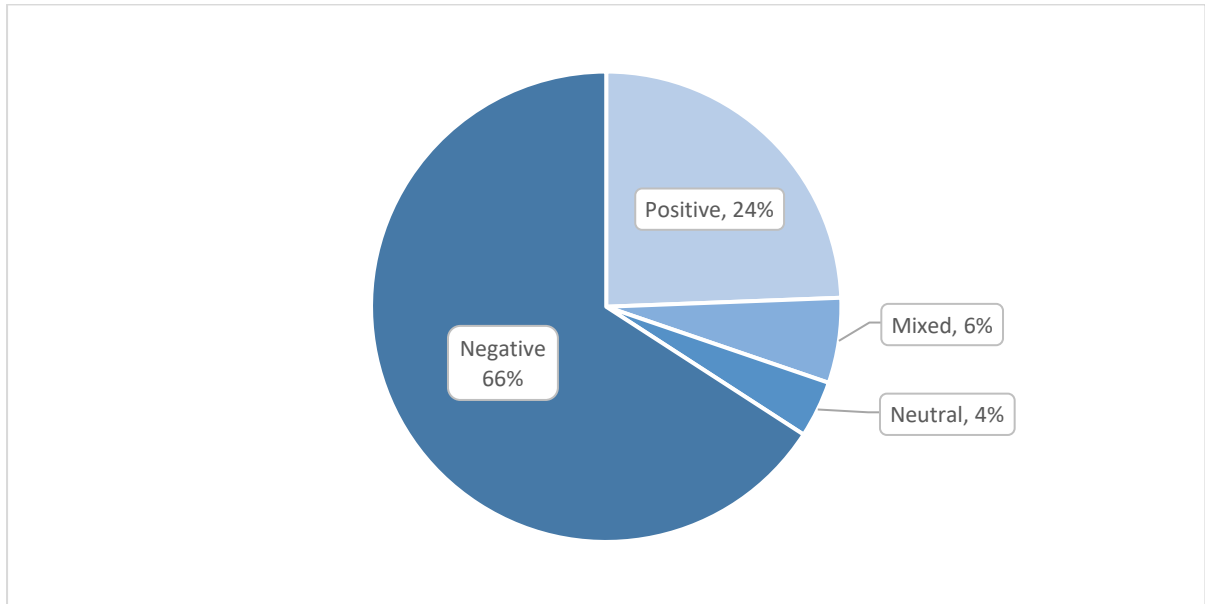


Figure 8. Two thirds of general public respondents were not in favour of the proposals, while one quarter supported the proposals.

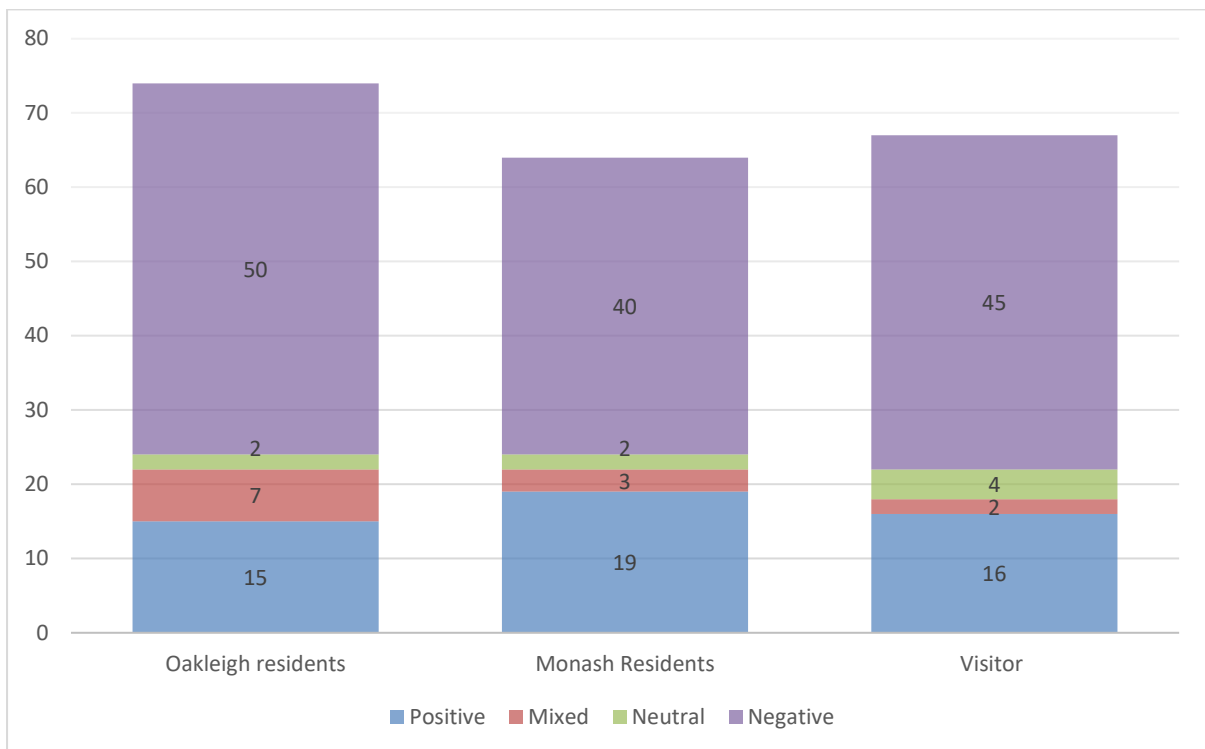


Figure 9. This chart shows the number and sentiment of responses received by type of resident/visitor. It shows that the sentiment expressed was broadly consistent across the three categories.

Gender analysis

Overall, women were more negative toward the proposal than men. Further analysis of the comments or follow-up consultation with women would help to understand the gender discrepancy in this feedback.

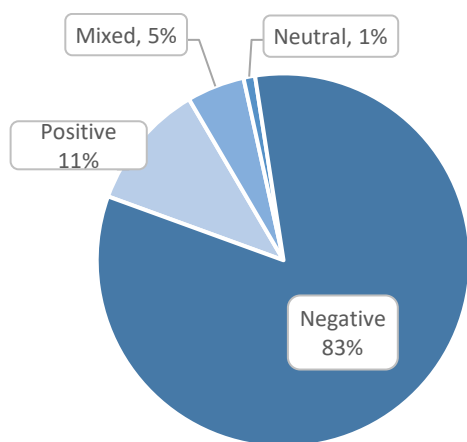


Figure 10. Women: The majority of the women who responded did not support the proposals.

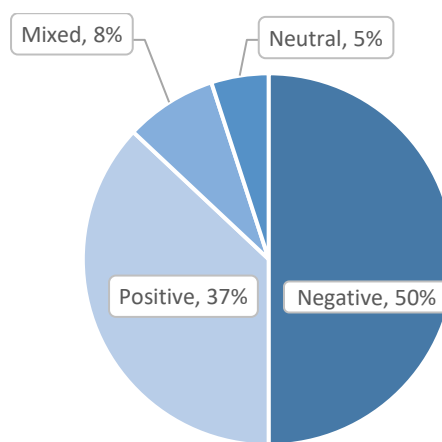


Figure 11. Men: Half of the men who responded had a negative sentiment towards the proposals.

Information Session Responses

Information session participants were able to provide feedback via the online survey or manually by filling out a feedback form.

A total of 36 participant’s comments were received manually, of which 30 were from individuals that had not previously responded to Council as follows:

- 17 identified as traders
- 9 identified as residents
- 4 did not identify their connection to Portman Street.

A summary of the feedback comments received manually at the information session is at Appendix 2. The overall sentiment of the submissions received is summarised below.

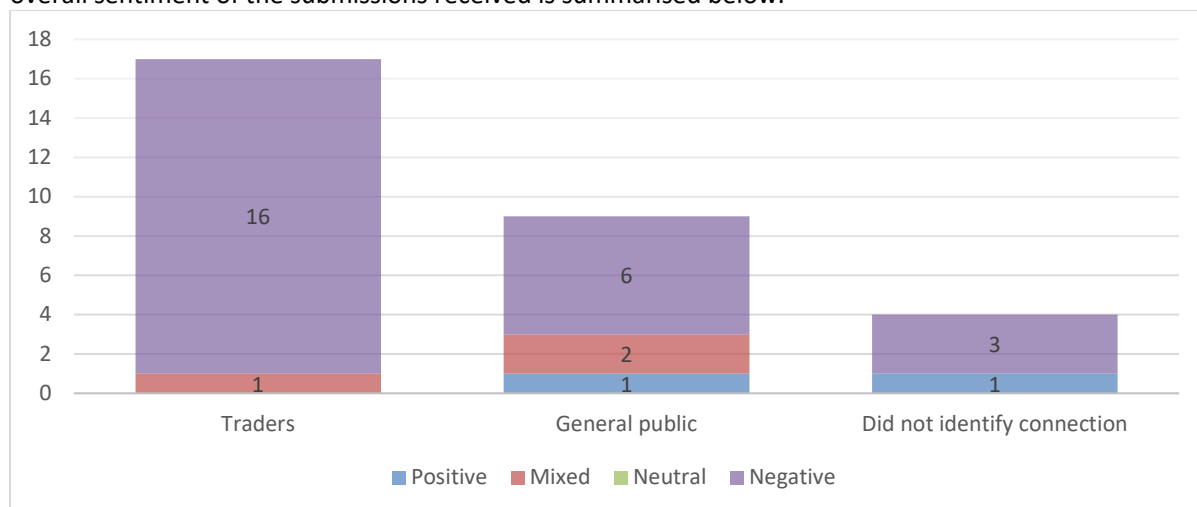


Figure 12. The overall sentiment from almost all traders and two thirds of public participants was negative.

Email Submission Responses

A total of 13 submissions were received from the following individuals:

- 7 from traders, business owners, landlords or employees*
- 2 from the general public
- 3 did not identify their main connection with Portman St
- 1 from the local State MP

**Note one submission was from a trader who had already provided feedback to Council and is not included in the chart below.*

Summaries of the submissions are provided in the next section. Individuals have been de-identified in order to protect their privacy.

NOTE: The submissions analysed in this report include two late submissions received in May 2023.

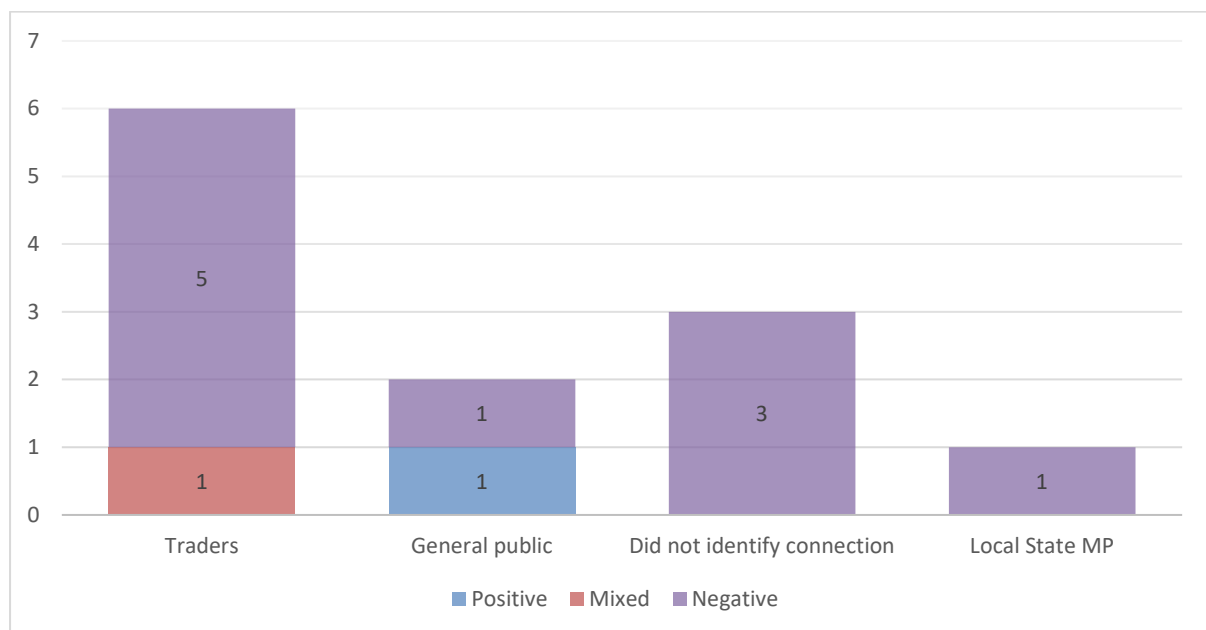


Figure 13. Summary of overall sentiment of the email submissions showing almost all were negative.

Email Submissions

The following is a summary of the issues raised (positive and negative) in each of the submissions received by email. Individual submitters have been deidentified for the purposes of this summary.

Submission no. and details	Key issues raised	Sentiment	Officer comments
SUB01a Owner within section of Portman St	<ul style="list-style-type: none"> Generally, supports the proposed improvements Requests that the tree proposed in front of their property is relocated by 5 metres further west along the street to be away from their frontage due to the following concerns: <ul style="list-style-type: none"> Leave litter may block the drainage on their canopy/awning Branches may interfere with their canopy/awning May worsen the anti-social behavioural problems they currently experiencing and want to deter 	Mixed	<p>Possible change if proposal proceeds</p> <p>The proposed tree locations are based on:</p> <ul style="list-style-type: none"> providing a regularly spaced tree canopy along the length of the street alignment with title boundaries or stairwells to maximise trading zone opportunities in front of each property <p>Possible relocation of the tree can be investigated if the project proceeds, however, the final location is subject to:</p> <ul style="list-style-type: none"> providing equitable opportunity for outdoor trading to each property frontage, and site constraints including underground services and drainage. <p>Note that it is standard practice for Council to maintain the street tree canopy at a sufficient height (1.8m approx. clearance height for a mature tree) to ensure clear sightlines. This avoids creating a concealed environment that may encourage anti-social behaviour.</p>
SUB01b Owner within section of Portman St (note: this is a separate submission from same)	<ul style="list-style-type: none"> Due to the proposed removal of the parking spaces, enquiring about eligibility for a pro-rata refund of the car park contribution made as part of a planning permit condition requirement for their building redevelopment. Concerned that: <ul style="list-style-type: none"> their tenants' operations will be impacted by the removal of the parking and loading 	See SUB01a	<p>No change proposed</p> <p>Condition 3 of the Planning Permit required the payment of a car parking cash contribution. This was a mandatory legal requirement in the Monash Planning scheme at the time of issue of the Planning Permit. The car parking contribution taken in Oakleigh facilitated the</p>

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respondent as SUB01a)	<ul style="list-style-type: none"> ○ the car park contribution fund is being used for other purposes 		construction of the Atkinson Street carpark in late 2016 /2017 and cannot be refunded.
SUB02 Trader	<ul style="list-style-type: none"> ● Loading zones are essential in a commercial environment and removing them will have a negative impact on access for renovations, trades, and deliveries ● It is not practical to relocate limited loading zones around the corner. ● Priority should be given to enhancing business activity in the area. As business development increases, it will require more loading zones, and access. 	Negative	<p>Noted</p> <p>The proposal includes removal of 4 loading zones. Alternative loading zones are available on nearby streets, including Station Street outside the Junction Hotel, Chester Street opposite Oakleigh Market and on Portman St near the entrance to Oakleigh Central.</p> <p>It is common practice within activity centres for goods to be transferred manually by trolley from nearby loading zones when loading and parking is not available directly outside a premises.</p> <p>Provision of additional loading zones or relocation of existing loading zones to better support delivery access to properties within the Project area will be investigated if the Project proceeds.</p>
SUB03 General Public	<ul style="list-style-type: none"> ● As a result of the removal of parking the respondent will no longer be able to access the shops along Portman Street due to their low mobility. ● Notes there is only one accessible parking space nearby and their low mobility prevents them from utilising alternative parking at Oakleigh Central. ● Concerned the proposal will disadvantage others within this demographic of the community. 	Negative	<p>Noted</p> <p>It is acknowledged that the removal of parking will prevent direct access to shops along this section of Portman Street by people with a disability or low mobility. However, direct access is currently not always possible, as when these parking spaces are occupied visitors need to seek alternative parking nearby.</p> <p>There are currently no accessible parking spaces within the Project area. The closest accessible parking space is on Portman St near the Eaton Mall crossing. Provision of additional accessible parking will be investigated if the Project proceeds.</p> <p>The proposed widened footpaths and removal of kerb to provide a flush pavement (subject to stormwater</p>

			management requirements) will improve equitable access for all users along the key walking route between Oakleigh Station and Eaton Mall.
SUB04 Trader within section of Portman Street	<ol style="list-style-type: none"> 1. There is a shared view amongst traders of Portman St that the proposals will negatively impact traders, residents, patrons and visitors, and disappointment in the lack of consultation. 2. Pedestrian access is adequate and does not need improvement. 3. Removal of parking, with no provision for disabled or pick-up/drop-off bays, will inconvenience residents, particularly those with low mobility and the elderly, who may seek alternative precincts with easier access. 4. The Atkinson Street public car park was built to help meet future parking demand but is too far away for the respondent's customers. New businesses were required to contribute to the funding of this car park. It is illogical for Council to now remove parking when Oakleigh Village is getting busier. 5. The existing loading zones are necessary and in high demand, particularly given the high proportion of fresh food and goods retailers in this section of Portman St. 6. Unfair on businesses to alter the loading conditions that existed when they made commercial decisions to establish their business in this location. 7. The current mix of businesses in Oakleigh Village is healthy and contribute to a unique atmosphere. The proposal promotes hospitality venues exclusively, disregarding the contribution of non-hospitality businesses to the success of the precinct. There is currently no demand for increased outdoor dining in this section of Portman St and no barriers for any new businesses wishing to enter. 8. Requests evidence that supports: <ol style="list-style-type: none"> a. the need for greater access, and b. no negative financial impact on business arising from the removal of parking and loading 9. Proposal will bring no benefit other than improved aesthetics - unlike Eaton Mall which was welcomed by all and had clear benefits in revitalising the centre. 10. Support the beautification proposals to enhance the area but not infrastructure alterations. 	Negative	<p>Issue 1 -</p> <p>Council has consulted on the preliminary concept design with businesses and the local community as detailed in this consultation report. Feedback on any negative impacts identified will be taken into consideration in the final design if the Project proceeds.</p> <p>Issue 2 -</p> <p>The section of Portman Street between Station Street and Eaton Mall is a key pedestrian link between Oakleigh Station and retail/hospitality core.</p> <p>An upgrade to the pedestrian pavement is proposed in response to an expected future increase in residential density both within the centre and the surrounding neighbourhood.</p> <p>The existing pedestrian pavement is also uneven and requires widening to better accommodate pedestrian movement and outdoor trading activities.</p> <p>Accordingly, the concept proposal is focused upon providing an improved pedestrian experience for visitors to the centre.</p> <p>Issue 3 - see response to SUB03</p> <p>Issue 4 -</p> <p>It is approximately a 6-7 minutes' walk from the Atkinson Street multi deck car park, which has vacant capacity, to</p>

		<p>the Project area. This is not an unreasonable walking distance unless you have mobility issues.</p> <p>Also, there is a range of other parking opportunities around the activity centre that are closer to the Project area than Atkinson Street car park, including the Chester Street car park, Hanover Street car parks and Oakleigh Centro car park as well as nearby on-street parking along Station Street and Portman Street east of Eaton Mall.</p> <p>It is not considered that the possible loss of a limited number of parking spaces in Portman Street will have a negative impact on businesses within the Project area or nearby.</p> <p>Issue 5 - see response to SUB02</p> <p>Issue 6 –</p> <p>When planning for the renewal of our activity centres Council considers the current and future needs of the whole community with the aim of improving liveability and economic vitality. This project builds on the success of the transformation of Eaton Mall and more recent upgrade of Atherton Road.</p> <p>It is reasonable for any business, including at its establishment, to expect that the activity centre will evolve over time. Council is committed to consulting with businesses on any planned changes so that their concerns are understood and considered as part of Council’s decision-making process.</p> <p>See also response to SUB02</p> <p>Issue 7 -</p>
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		<p>Council values the variety of businesses within the activity centre including this section of Portman Street and recognises their value to the local community, the unique identity of Oakleigh village and the local economy.</p> <p>While not all businesses within the Project area will benefit from the increased opportunity for outdoor trading and dining, the proposed amenity and accessibility improvements will make this section of Portman Street more attractive and comfortable for pedestrians, leading to a likely increase in footfall and economic activity for both retail and hospitality businesses.</p> <p>Issue 8 - Noted</p> <p>Issue 8a – The population of Oakleigh is forecast to grow by about 50% from approximately 10,000 to 15,000 by 2041. <i>source: .id (informed decisions)</i></p> <p>See also response to Issue 2</p> <p>Issue 8b - Council has not conducted a business impact study, nor reviewed overseas studies based on these initiatives. We have however seen first-hand the huge success that is Eaton Mall which was a road that was closed many years ago, as well as how enhanced outdoor dining opportunities have been embraced and used right across the State.</p> <p>Issue 9 –</p> <p>See responses to Issues 2 and 7</p> <p>Issue 10 - Noted</p>
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SUB05 Trader	<ol style="list-style-type: none"> 1. Tree planting will exacerbate the existing feral pigeon problem in the area which is a health hazard 2. Similar issues to SUB04 in relation to impacts arising from removal of parking and loading 	Negative	<p>Issue 1 No change if proposal proceeds The feral pigeon problem is created by people feeding the pigeons rather than the presence of trees. Additional trees will not exacerbate this problem, but it is an issue that needs further consideration and addressing. The matter has been referred to relevant Council departments.</p> <p>Issue 2 - See response to SUB02 and SUB04</p>
SUB06 Trader within section of Portman Street	<ul style="list-style-type: none"> • Adding to comments already made online • Suggests removing parking on south side of Portman St only and widening pavement, leaving parking, and loading on northern side. South side is sunnier and more suited to outdoor dining than shaded northern side. Parking could be changed to 15minute restriction to support quick convenient access by shoppers and passenger drop-off. 	Mixed	<p>Noted</p> <p>Possible inclusion of a limited amount of short-term parking and loading could be considered in the final design if the Project proceeds. Council is open to reviewing parking restriction times if traders are interested, and the proposal does not proceed.</p>
SUB07	<ul style="list-style-type: none"> • When a similar proposal was implemented in Victoria Street, Richmond the shops closed down. • Do not support removal of parking 	Negative	Noted
SUB08 Employee within section of Portman Street	<ol style="list-style-type: none"> 1. Customers complain of an existing lack of parking in Oakleigh and the proposal will worsen the parking situation 2. Disabled and elderly visitors will be disadvantaged by the removal of parking 	Negative	<p>Issue 1 – See response to SUB04</p> <p>Issue 2 – See response to SUB03</p>
SUB09	<ul style="list-style-type: none"> • Removal of parking will negatively impact access to the mall by the local community and the elderly, which in turn will negatively impact businesses as patronage will decline 	Negative	See responses to SUB03 and SUB04
SUB10 Trader	<ol style="list-style-type: none"> 1. Do not support removal of parking and loading zones. 2. Footpath widening for access and safety is not needed. Similar issues to SUB04 3. Respondent is female and use of existing parking during the early morning contributes to a sense of safety as it brings more people to the area. Removal of parking may lead to a higher risk of crime. 	Negative	<p>Issues 1 and 2 – See responses to SUB02 and SUB04</p> <p>Issue 3 – Noted</p> <p>The widened footpaths and improved accessibility on this key route to the Oakleigh train and bus station may increase pedestrian and cyclist activity along Portman Street during the early morning commuting period,</p>

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			which will provide passive surveillance and improved perceptions of safety.
SUB11	<ol style="list-style-type: none"> 1. Do not support removal of parking as there is not enough parking in Oakleigh 2. There are few café traders that can make use of the widened footpaths for outdoor dining. 	Negative	See responses to SUB04
SUB12 Local State MP	<p>The local State MP submitted the comments he received on his social media accounts in response to posts he made relation to the Project.</p> <p>Summary of key issues raised by MP on social media:</p> <ol style="list-style-type: none"> 1. Removal of parking puts local businesses at risk as it is valued by visitors for convenient access to the shops and by those with low mobility. 2. These are predominantly small, family run retail businesses that complement the hospitality venues. This variety is important to Oakleigh's village identity and attraction as a destination to shop and dine. The proposal will alter this dynamic. 3. Increased risk if proposals are extended to the rest of Portman Street, Chester Street or Atherton Road <p>Summary of comments received by MP in relation to the project:</p> <p>Negative sentiment:</p> <ol style="list-style-type: none"> 4. Loss of parking will negatively impact people with low mobility and the elderly 5. Loss of parking will negatively impact visitors who currently use the spaces for convenient access to shops and restaurants 6. There is already a lack of parking in Oakleigh which this proposal will exacerbate. 7. Removal of loading zones will negatively impact the operation of businesses 8. Proposals will result in closure of existing retail businesses, which give Oakleigh its character, and encourage more hospitality businesses which are not needed as the centre already has enough. 9. Addressing anti-social behaviour and the homeless in Oakleigh is a more important issue for Council <p>Positive sentiment:</p> <ol style="list-style-type: none"> 10. Proposals will improve access for pedestrians 	Negative (majority of comments)	<p>Issues 1 and 2 - See responses to SUB03 and SUB04</p> <p>Issue 3 -</p> <p>Council has no proposals to extend the treatment to the rest of Portman Street, Chester Street or Atherton Road, and works along Atherton Road which included a reduction in on-street carparking have been completed. Any future plans to change these streets would be subject to community consultation.</p> <p>Issues 4 – 8 – see SUB02, SUB03 and SUB04</p> <p>Issue 9 – Noted</p> <p>Council actively works with homeless people and rough sleepers and has undertaken a number of actions to address this issue. Council also works in partnership with Victoria Police to address anti-social behaviour, and in recent years delivered a key public safety improvement project nearby at the Warrigal Road underpass, including new lighting and mural artworks. Council recognises the continuing importance of this community strengthening work amongst the wide range of services and programs that Council delivers for the community.</p> <p>Issue 10 -Noted</p>

<p>SUB13 General public</p>	<ol style="list-style-type: none"> 1. Fully supports the proposal as it provides a better outcome for pedestrians and visitors and will encourage activity along the street which will benefit the traders, offsetting any negative impacts arising from the loss of a small number of car spaces. 2. Traders' may perceive that on street parking spaces equate to trade and not acknowledge that a better environment for visitors attracts more trade, as demonstrated by Eaton mall. 3. Questions whether the current pattern of car parking usage on Portman St is opportunistic. If so, believes there are plenty of alternate spaces available in the Centre. 4. Questions whether the first iteration of Eaton Mall attracted a negative reaction from the affected traders at the time. 	<p>Positive</p>	<p>Issues 1 and 2 –Noted</p> <p>Issues 3 – A car parking study has not been conducted to identify type of usage and length of stay.</p> <p>Issue 4 – Eaton Mall was established in two stages: the road was closed and the street pedestrianised in the 80's, followed by a significant upgrade to its current design by 2014. The trader response to the more recent upgrade was generally positive, noting that the trader profile at that time featured a mix of retail, bank, cafes and takeaway outlets rather than the predominantly hospitality businesses that we see today.</p>

Conclusion

Most survey respondents, including both traders (86% of submissions from traders) and general public (66% of submissions from local residents and visitors), did not support the schematic design proposals. Of those in favour a higher proportion were from the general public (24% of submissions from local residents and visitors) than traders (8% of submissions from traders). The overall sentiment of feedback received manually at the information session and via email submissions was also mostly negative.

This outcome is unexpected given evidence-based urban planning studies which show the increased business and vitality that catering for pedestrians provides. It suggests that more research and consultation is required to support future pedestrian and cycling friendly streetscape upgrade proposals for Portman Street.

Appendix 1

Survey Comments

The following tables include all comments received by the survey respondents. Note that comments have been de-identified to protect privacy. Also, note the officer comments provided below are cross referenced to similar issues and comments made in the 'Email Submissions' section of this report.

Traders' Comments

No.	Traders within the Project area	Officer Comments
14.	I don't agree!	Noted
15.	I believe the removal of parking spaces will negatively impact our business. There are a lot of elderly people who find the parking easy access to our store. The removal of this, will certainly deter them from coming to our store. Also, we have courier services that deliver expensive products to our store. This will inconvenience our trading. When people are able to park in front of the store, it makes them want to visit. We are a (.....) store, and Oakleigh is not only a dining precinct.	See SUB02 and SUB03 Also addressed in 'Discussion' section of the Council report
16.	This will deter so many people from dining down the iconic Oakleigh strip. the oldies, the businesses, the regulars, the all-day diners will all be inconvenienced and suffer. This could potentially be the end of many family run businesses.	Noted Addressed in 'Discussion' section of the Council report
17.	It's not good for our job...It will impact the numbers of customers in local shops and It's creating problems not solving anything.	Noted Addressed in 'Discussion' section of the Council report
18.	I believe this plan will put businesses and jobs at risk, I am concerned that the retail shops will go quiet, and I can lose my job if it happens.	Noted Addressed in 'Discussion' section of the Council report
19.	We would like to not remove our parking; people's jobs will be affected.	Noted
20.	The proposal to remove parking on Portman Street poses a huge threat to both the businesses that lie in this street as well as the customers interests. As an employee at	See SUB02 and SUB04 Also addressed in 'Discussion' section of the Council report

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	<p>(.....), I am deeply concerned about how this will affect the business and as a result my own job. Having easy access to shops with the parking on the street is both convenient for the customer and for the shops as well. Removing such parking as well as loading zones prevents businesses from accessing their own shops and prevents customers from easily coming in and out of Oakleigh.</p> <p>The proposal must be re-evaluated to consider all those that are affected especially the employees that rely on the businesses success to ensure their living.</p>	
21.	<p>I completely disagree with this, there are a lot of business in this area, and I also work in this area, and I don't understand the Australian government didn't think that if they remove parking and how the shops get their raw materials and other stuff and in the end all the businesses start losing their business and they have to fire employees and I don't want to be fired. You say that this is developed country and full educated and what type of educated country didn't think about their people and business who pay a lot of taxes. So, in conclusion I completely disagree with this thing.</p>	Noted
22.	<p>This proposed plan will affect the way local businesses work negatively and impact jobs in the area. Very concerning about the future.</p>	Noted
23.	<p>I believe the changes that you are going to make will not help in the businesses and will have a negative impact and this may interrupt in people's job.</p>	Noted
24.	<p>The area to be "improved" does not have Traders who offer outdoor trading - (.....) just to name a few not to mention the vacant sites. All well and good to say they will be transformed but there are no new tenants on the radar. (.....) will lose directly as people stop and park and collect take aways and orders. The new Traders & Business Association has not been consulted and many traders are reporting that they have never received nor seen any information on this project. Put the plans on hold and talk to the Traders and the newly formed (and registered and compliant) Traders and Business Association and talk to them about what they Traders need to further enhance the area and make Oakleigh the number one destination for all things Greek in Melbourne. The Oakleigh Traders and Business Association are passionate about improving Oakleigh and working with Monash to create a desirable place to eat, shop stay and play.</p>	<p>See SUB04 Also addressed in 'Discussion' section of the Council report</p>

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25.	<p>Strictly oppose this project. Beautification of an area is not a recipe for increase in trading. As per Atherton road, money ill spent on making footpaths wider, removal of very old established trees has seen no benefit to businesses. Removing the trees from Atherton to now planting them Portman in a narrower street shows ill logic and very short-sighted planning. Where is the evidence of foot traffic to warrant this proposal? It's hard enough to trade with increased costs, the last thing we need is to make it even harder for people to shop in the area. Leave the parking alone, in fact we need more time in the loading zones for suppliers to get goods in. Extending footpath for the sake of handful of restaurants is unwarranted to the detriment of all other trading businesses which operate till 5 or 6pm.</p> <p>It will make the road unsafe as people will view it as an extension of the mall and cross wherever whenever. No proposal for additional parking to cover the loss in the area either.</p>	<p>See SUB02 and SUB04 Also addressed in 'Discussion' section of the Council report Existing trees were removed in Atherton Road due to their poor health and vigour.</p>
26.	<p>As a trader in Portman St, I feel that this proposal by council will have an adverse effect on our business. I would also like to make it clear that we have not been consulted regarding this project whatsoever. The impact is diverse from the removal of the parking spots and the loading bays to the loss of trade and earnings. Our business relies on the parking spots for our customers in particular our elderly customers and the loading bays to receive our deliveries. We cannot expect our suppliers/drivers to park their vehicles a block away to do deliveries. The laneway that Cr James has referred to does not accommodate truck which carry our deliveries, only small vans. The proposal also suggests that it will enhance outdoor dining though there is only one restaurant at this end of the street. How would it benefit anyone else.</p> <p>I feel that there are other ways this area can be emanated which would cost the rate payer far less than this proposal would cost. We are opposed wholeheartedly.</p>	<p>See SUB02, SUB03 and SUB04 Also addressed in 'Discussion' section of the Council report Council officers visited each business along this section of Portman Street and Council wrote to all traders as part of this consultation inviting their thoughts on the proposal.</p>
27.	<p>I would like more thorough detail from the council as to the purpose of the footpath enhancement. Has there been any complaints from residents regarding the footpath? Over the last 25 years I have not heard any complaints about the footpath but have certainly heard many people talking about more parking needed.</p> <p>It looks as though the council is encouraging more restaurants and eateries which is fantastic but there still needs to be parking for traders to receive deliveries.</p>	<p>Noted Addressed in 'Discussion' section of the Council report</p>

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	<p>It just doesn't make sense to remove the parking spaces in a stretch of Portman St. where there is no restaurants or eateries which would largely be a waste. I'm not sure how much this project is budgeted to cost but I think it could be better utilised for something else.</p>	
28.	<p>This is a badly considered proposal which will have significant negative impacts on access to the area and therefore businesses. It will make it difficult for customers and visitors to the area, as well as sending and receiving deliveries due to no loading zones.</p> <p>I would like to know:</p> <ul style="list-style-type: none"> • what are the benefits of this? • have any traffic studies/surveys been conducted? • have any impact studies/surveys been conducted? • who is asking for this? Is it businesses? Is it visitors? • have there been complaints about footpath width? If so, on what basis? • why has there been no consultation to this point with traders to see if anybody supports this? <p>To my knowledge, none of the above have been done and my final question is, if none of these have been done then what is the basis for this proposal?</p> <p>This proposal benefits nobody and only serves to take away something that is extremely important. Any removal of parking or loading zones must be stopped.</p>	<p>See SUB 02 and SUB04 Also addressed in 'Discussion' section of the Council report</p>
29.	<p>Hi, as a local employee and customer of several shops located throughout Portman Street, I find these enhancements an obstacle for many people including myself, in terms of finding temporary parking to carry out my regular shopping. Moreover, removing 14 parking slots will negatively impact many shops that require an unloading zone due to the resources and products normally acquired with third-party companies that provide deliveries by the use of trucks, for instance.</p> <p>Last but not least, the accessibility to shops will be reduced especially during important holidays, due to the significant reduction of those temporary parking slots that are located right outside the shops and the number of people that are usually making a quick stop to get some goods to share with their peers.</p>	<p>See SUB02 and SUB04 Also addressed in 'Discussion' section of the Council report</p>

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30.	<p>The proposed changes will affect me as I am disabled and already find it difficult to find parking in the area so I can do my shopping on Portman street. By removing the parking, myself and the elderly will suffer even more. Melbourne hasn't got the weather for outdoor dining. There is already enough seating for the businesses I don't think they require more.</p> <p>The parking on Portman street needs to stay as it is for the disadvantaged people like me!</p>	See SUB03
31.	There's already not enough parking in Oakleigh, and for customers going from and to shops with cakes, coffee etc! Not OKAY	Addressed in 'Discussion' section of the Council report
32.	I believe parking on Portman St. is essential and should not be removed, those spots are crucial for the smooth operation of the local businesses.	See SUB04
33.	<p>As an employee at (.....) which is on Portman St, I strongly disagree with this proposal. The businesses Portman St already have adequate seating and pedestrians are able to move around comfortably with efficient traffic lights and a one-way street. Eaton Mall provides plenty of outdoor dining space and the footpath on Portman St. has enough room for seating as well.</p> <p>It is crucial to keep parking on this street for efficient loading of stock for our business, and for customers who would like to stop for a quick takeaway meal. There is absolutely no need to take away the parking on this street - having more trees and a wide footpath will not benefit businesses or pedestrians in anyway. Even on very busy days, there is sufficient footpath space and there is already a beautiful atmosphere to the area.</p> <p>Invest the people's tax money in a way that will actually benefit the people, there is no need for this. I am merely an employee and, but I speak on behalf of everyone I know.</p>	See SUB02 and SUB04
34.	This does not support trading and dining in any way. This will damage Oakleigh and we will not be able to come back from this. Oakleigh is pedestrian friendly enough, and we already lack car spots as it is. It is beyond me how you could even consider removing more car spots.... Money should be allocated to more parking. Not less parking. Or perhaps the money can be allocated to the pigeon issue. But please don't ruin	Addressed in 'Discussion' section of the Council report

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	Oakleigh. We beg you. Nobody is asking for more outdoor dining or more footpath, but everybody is asking for more parking.	
35.	This proposed 'enhancement' will create traffic congestion along Portman street. How does removing loading zones assist the local traders? How does removing parking spots assist the elderly community who rely on close, convenient parking spaces to go about their daily duties? What purpose does an extra amount of footpath serve? How about using the funds to make MORE carparking for traders and their employees. Instead of fining us when we are physically unable to move our cars 3 -4 times a day because there is insufficient parking.	See SUB02, SUB03 and SUB04 Also addressed in 'Discussion' section of the Council report
36.	As a business owner on Portman St, I'm 100% against losing any car spaces. I have customers that come in for appointments as short as 10 min, I feel it would be a deterrent for my business if there was no street parking for my customers. The footpaths that we currently have are sufficient enough.	See SUB04
37.	Dear Council Members, I am writing to express my strong objection to the proposed removal of on-street car parking, extension of the footpath, and installation of trees. While I understand the council's desire to improve the area's appearance and make it more pedestrian-friendly, these proposed changes will have several negative consequences that need to be addressed. I have sent a detailed email to the corresponding email address outlining my objections.	See response in 'Email Submissions' section of this Consultation report. Also addressed in 'Discussion' section of the Council report
38.	(.....) We understand and support the efforts by Council to improve the area in Oakleigh. However, the proposed works will heavily impact our customer traffic to the branch, in particular the old and vulnerable, who rely on our parking outside the branch, due to mobility issues. Not only will these customers be impacted, but also our (.....) collections & deliveries, as (.....) parks directly outside of our premises, obviously for security purposes. Same	See SUB02 and SUB03 Also addressed in 'Discussion' section of the Council report

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	<p>for several other security related matters due to the nature of our business, we will be heavily negatively affected by the proposed works.</p> <p>We request that you consider the negative impact of the proposed works to us as well as to all other businesses on Portman St. before you come to any decision. Perhaps consider ways to keep the parking spots and Loading Zones but improve the area in a different way that you may think of.</p>	
39.	<p>I am the owner of (.....) and am directly impacted by this proposal. My property is currently vacant however if this proposal proceeds, I believe it would directly impact any business that would potentially lease the premises. Furthermore, it would potentially limit the number of businesses that would consider leasing the property in the future. The removal or parking spaces and loading bays will make receiving deliveries challenging and limit the ability of potential customer collecting their goods.</p>	<p>See SUB02 Also addressed in 'Discussion' section of the Council report</p>
40.	<p>I support the proposal which will make Portman Street more attractive and provide opportunities for more outdoor dining. It's a great vision and I think in the long term it will encourage more customers to visit and to spend more time in the area. I would like to see a bike path in the design - currently we have many cyclists and scooter riders on the footpath and have had many near misses with customers leaving my restaurant not being able to see speeding cyclists on the footpath until too late. The proposal will cause disruption for deliveries to businesses and also couriers collecting takeaway orders. I would like to see some loading zones remaining in Portman street if possible.</p>	<p>Noted</p> <p>The proposals aim to reduce traffic congestion in Portman Street and improve safety for cyclists and scooter riders. This will encourage riders to travel legally along the road space rather than along the footpaths.</p> <p>See SUB02 re: loading issues.</p>
41.	<p>Hello,</p> <p>I wish to express my disappointment with this proposal, on behalf of all of my tenants at the Oakleigh Market and many of the surrounding traders.</p> <p>I am the (.....) and have worked in Oakleigh for the past 34 years -this proposal is not considering the economic impact on the fresh food businesses that currently occupy Portman Street. The precinct already struggles with parking and the removal of car spots and loading zones will cause havoc with traders - not to mention OH&S concerns. I urge Council to seriously consider the financial impact on businesses before acting upon this proposal. I am happy to take part in discussion relating to making Portman Street more pedestrian friendly, but it must be understood that the nature of the</p>	<p>See SUB02 and SUB04 Also addressed in 'Discussion' section of the Council report</p>

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	<p>businesses currently occupying the street MUST be taken into account when making long term decisions</p> <p>Further consultation is imperative, and I am happy to take part in the process for the betterment of Oakleigh</p>	
42.	<p>I run (.....) Taking away the parking spots on Portman St will be extremely damaging to my business and impact the safety of the children (.....). We run (.....) the evenings and on weekends and rely heavily on (.....) being able to pull up in their cars (.....). There are also already a number of dodgy characters who loiter on Portman St. late at night - particularly at the end of the street where the benches and pigeons are, by adding extra benches throughout the street, you will be encouraging more people to loiter around our (.....), making it even more unnerving and unsafe (.....).</p>	<p>Noted</p> <p>Addressed in 'Discussion' section of the Council report</p>
43.	<p>I object to this proposal. It is already extremely difficult for businesses to receive their deliveries. This proposal will make it even harder. We cannot afford to lose any more parking spaces. We already have staff that struggle to find parking to be able to work for us. This will exacerbate that situation. There is already anti-social behaviour all day long around the benches down the Portman St. entrance to Oakleigh central. Police do nothing to curb this and neither does Monash Council! I'd like to see more officers coming down and helping the homeless and the beggars who reside in these spots. What are you doing about them? Why is no one helping these people, so they aren't begging on Portman St (in between (.....) and (.....))? Why isn't Council focused on fixing this problem? There are multiple groups that come to this area and day drink all day long. Local businesses suffer as sometimes these people fight or scare locals off. Will council address this issue?</p>	<p>See SUB02</p> <p>Also addressed in 'Discussion' section of the Council report</p>
44.	<p>To begin with, there aren't enough businesses that require the outdoor dining provisions proposed. Portman street in general is not a high foot traffic zone, so extending the footpath is not necessary. The biggest loss to the traders would be the parking and loading zones. We do not currently have enough loading zones in the area and eliminating them on Portman street would make deliveries to our businesses very difficult. Less parking also means people are less likely to stop and shop/dine, not something that we as traders want.</p>	<p>See SUB02 and SUB04</p> <p>Also addressed in 'Discussion' section of the Council report</p>

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45.	<p>I've been an Oakleigh trader on Portman street for 25 years. I've spoken to most traders on Portman street and at least 100 customers of the strip. Not one person thinks the benefit of wider pavements outweighs the negatives.</p> <p>We have issues with limited parking and limited loading zones. To take more away from Portman street is ridiculous.</p> <p>Customers use those parking spots, to get a quick coffee and quickly pick up some goods from some of the many food shops. They aren't prepared to park at the end of Portman street to walk down and get a kilo of mince for example.</p> <p>As for the loading zones, vans are already doing laps up Portman street and back down Chester street to try and find a park to deliver goods to the many businesses on Portman street.</p>	<p>See SUB02 and SUB04</p> <p>Also addressed in 'Discussion' section of the Council report</p>
46.	<p>Removal of loading bays required to properly supply businesses of portman street Oakleigh. I have one loading bay on station street, which is shared, and another shared one portman street. Often others block these spaces parking illegally. At times delivery vehicles are unable to access either loading bay, resulting in products not being delivered, the removal more loading bays on Portman St. street will mean more businesses will make use of the one in station street, potentially resulting in even more inability to deliver products to business, also as we unload quite heavy items (.....) this will also mean increase OHS issues for our staff.</p> <p>Further reduction of parking in the area without any plans for more.</p> <p>Parking is already limited, both parking bays and hours continue to be reduced. there are already issues finding parking for staff who service these businesses, especially the hotel who are not entitled to parking permits, will have even less places to park.</p>	<p>See SUB02</p> <p>Also addressed in 'Discussion' section of the Council report</p>

No.	Traders elsewhere in Oakleigh	Officer Comments
47.	<p>The (.....) opposes the Council's proposed enhancements in Portman Street which will remove critical car parking spaces.</p> <p>In our view, we have not been properly consulted as an Association, as individual traders, or as a community at large on these changes. Furthermore, we agree with many of the comments opposing the removal of these car spaces on Steve Dimopoulos' Facebook page and the raised concerns regarding the significant impact the removal of these spaces will have on traders, patrons, suppliers, and the community at large.</p>	<p>See SUB12</p> <p>Also addressed in 'Discussion' section of the Council report</p>

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	<p>There will absolutely be a long-term negative effect impacting the entire precinct.</p> <p>Oakleigh is struggling with limited car parking as it is, and the removal of more spaces will not encourage patrons to visit the precinct.</p>	
48.	Do not think it is a good idea.	Noted
49.	This will have immediate negative impact to the traders and will impact parking for customers to access traders within the direct area.	See SUB04
50.	<p>I am a local of over 20 years and frequent the Oakleigh shopping centre on average 3 days per week. This is not appropriate.</p> <p>Every person that I have spoken to also has the view that this is not fair or appropriate. There are empty businesses on Eaton Mall, and some have been not let for over 12 months, and this will only take away from those businesses that are already struggling. I actually cannot believe this concept actually has been put forward - it's ridiculous. There is no allowance for traders in that mall, delivery/drop off zones and parking. We need more parking. Allowing (.....) to use up car parking spaces is also wrong. I just hope someone comes to their senses and withdraws this completely ridiculous and inappropriate idea.</p>	<p>Noted</p> <p>Addressed in 'Discussion' section of the Council report</p>
51.	<p>These enhancements are DUMB and BIG MISTAKE. By doing this, you are fucking everything up. You're ruining something that is already great. Oakleigh has run smoothly for years, why are you going to mess it up? Businesses are going to have troubles, elderly people will have a hard time, disabled people will struggle, the whole system in place will fall apart. There are elderlies who need to use those parking spots, older people who need more assistance. A majority of people use the parking spaces. You have to be mentally retarded and a spastic to change it. I hope you use your little brains and think about this very hard because it is stupid.</p>	<p>See SUB03</p> <p>Also addressed in 'Discussion' section of the Council report</p>
52.	<p>The proposal will not significantly enhance outdoor dining capacities of existing businesses, and if anything will negatively affect those businesses due to a lack of convenient access for customers looking for a 'quick shop'. Additionally, Oakleigh attracts many elderly visitors who require extremely close parking, with many alternative parking spots being too far away. I would suggest that the council considers</p>	<p>See SUB03 and SUB04</p> <p>Also addressed in 'Discussion' section of the Council report</p>

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	other nearby streets with a greater need for outdoor dining or do not need similar ease of parking.	
53.	We need more parking in Oakleigh not less. My husband and daughter both works close by to Portman St and struggle to find parking in the best of times and now you want to reduce spaces. Where are all the trucks going to park to unload goods. Bad idea council.	See SUB02 Also addressed in 'Discussion' section of the Council report
54.	Fruit trees would be best every 2nd tree ... then an evergreen in between (For Portman St redevelopment)	Noted
55.	The proposal looks good, the station is the worst part of Oakleigh, trying to enhance the walkway will help improve the overall character. It is a shame that the pub on the corner has to be a (.....) venue to attract trouble, instead of a potential asset to the area (with decent dining options, or even live music).	Noted

No.	Traders elsewhere in Monash	Officer Comments
56.	The project isn't necessary and will affect businesses operationally. The loading bays there are crucial to businesses operations and will affect them more than any councillor understands.	See SUB02
57.	Eaton mall has enough car free zone. We definitely need the parking along Portman Street.	Noted
58.	Where is everyone going to park? The area sometimes gets gridlocked already... what do you this will happen when you close off the street? Wake up and start acting for the rate payers and business owners that make Oakleigh one of the busiest strips in Melbourne.	Addressed in 'Discussion' section of the Council report Note that Portman Street will remain open to through traffic under the schematic design proposals.
59.	This is a fantastic project and I strongly support its implementation. As someone who spends time at Oakleigh station to change from train to bus on my way to work, this would really encourage me to walk up the street and purchase food and drinks etc. It's also much better for people with accessibility issues to have more space on the footpath, and just gives a better atmosphere to this street as a pleasant place to linger and be part of the community (like an extension of the mall).	Addressed in 'Discussion' section of the Council report

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60.	<p>How will the council accommodate trucks and delivery vehicles that need ample parking space to deliver goods to traders in Portman St. We deliver to most cafes around Oakleigh in large trucks and this will impact not only our company. but many others including those that deliver bulky goods.</p>	See SUB02
61.	<p>I think this is in general a good idea. The one part that I disagree with is, what is the need to retain permanent vehicular access down Portman Street. Long term there should be a view to close all of Portman Street and activate the entire street. The road at Eaton mall even with priority pedestrian lights still forms separation between the small section entering Centro and the corner where (.....) is. In fact, ask anybody to identify Eaton Mall and they will say that it starts from the corner of (.....), further reinforcing that this cross over does in fact disconnect that section of the mall to the rest of former Eaton Street.</p> <p>Leaving the road, these disconnections make less appealing real estate and amenity, although it's a hard decision to remove vehicles at Portman Street, its benefits are contributory to the entire plan of a walkable mall. Less pollution, noise from cars, less danger, more real estate to the most important asset, pedestrians (improving trade etc) will all come without vehicles.</p> <p>I think we should really be asking what are the benefits of living these small strips of vehicles? It's constantly banked up with traffic, full of people double parking trying to get limited car spaces. It's always full, and car spaces are only available for short periods, so the convenience argument is almost null, I'd say more people know Portman street for how frustratingly long it takes to pass and being unable to find a car space. Access to traders can be provided through restricted time periods like every other closed off Mall, i.e., Bourke Street Mall.</p> <p>Do traders really think losing the dozen car spaces there would crush their business? Ask these traders why people aren't sitting on the south side of (.....) (facing Portman). It's mainly due to the number of cars driving slowly past in traffic, and all the other negatives that come along with this. Limit vehicle access or close it off, and you will get more pedestrians and more visitors. The 23 car spaces that I've counted are already being removed in this proposal, so why are we going to still keep cars going past during peak</p>	<p>Noted</p> <p>See 'Discussion' section of the Council report</p>

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	activity times. We have a multilevel car park that's half empty all the time that's not being used.	
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General Public Comments

No.	Residents of Oakleigh	Officer Comments
62.	<p>I don't agree with the enhancements. Since the pedestrian crossings were upgraded with cars triggering the lights to change to allow cars to proceed there have been many traffic jams as lights have not been triggered. More money should be spent on stopping cars trucks and bikes driving the wrong way in the one-way streets. I have seen this at least twice a week.</p> <p>Also, pedestrians wander all over the roads they think the whole of Oakleigh is a pedestrian area.</p> <p>Doing these alterations will not help anything other than take parking away from people who want to shop local.</p>	Noted
63.	<p>I have lived in the area for 30 years and use these spots at least 3 times a week. This project might be good for those outside the area but for locals this is where we park. For the elderly and disabled you need close car parks.</p>	<p>See SUB03</p> <p>Also addressed in 'Discussion' section of the Council report</p>
64.	<p>I object to the proposal. The parking should remain as should car access. Removing parking restricts access for many people, including the elderly and disabled. Wider footpaths are not needed in those areas as they are not restaurants.</p>	<p>See SUB03 and SUB04</p> <p>Also addressed in 'Discussion' section of the Council report</p>
65.	<p>It's an interestingly worded proposal, as yes it would be an enhancement in some ways if just contained to that area, but your plans are to further reduce street parking-but at the same time you are starting to reduce more and more spaces for quick visits - I use these spots to park at all the time due to convenience of proximity to the produce stores. I'm generally in and out within 20 mins on a slow day. I never use the multi- storey parks as they're not time effective, convenient, and further away. I rarely sit at a cafe to eat in Oakleigh since this pandemic, so my needs are food shopping and not sitting on a coffee for 2 hours. By removing more and more parking, as I'm aware this is only the beginning, you'll just push produce stores away from Oakleigh and quickly. How many more mediocre cafes can a suburb have? They're much of a muchness and dominated by one culture which will ultimately give way to the next one mediocre group of cafes. I've</p>	<p>See SUB04</p> <p>Also addressed in 'Discussion' section of the Council report</p> <p>The proposal removes 14 car spaces and 4 loading zones where an additional 6 cars can park when not in operation (ie.20 car spaces removed in total). Council has not resolved to look at other parts of Portman Street or the Activity centre at this time. If further changes or enhancement were to be considered Council would consult with traders and the community.</p>

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	<p>considered this proposal a few times over the weeks and I'm in agreement if you are only removing these 14 spots. Removing another 40 would be ludicrous.</p>	
66.	<p>We believe that this is a good idea. The car park that is removed is small and is always full, it's utilised, but how much volume of people are using it as people are arguing to quickly facilitate access to businesses. Realistically the car parks are used by people walking to Eaton mall mostly and are always full. So, the 14 people that use it is not enough benefit to warrant the amount of additional foot traffic and wider trading real estate being provided by the proposal.</p> <p>The proposal is a good idea and should be considered. People are always scared of changes like this in the city. Not helped by scare mongering of change by the city's own counsellors. I don't get the argument. Where's the car parking in Eaton mall? Obviously, there's people there.</p>	Noted
67.	<p>I oppose this idea being suggested by council. Not only does this impact direct parking on the street to provided much needed access to shops and businesses on this street, but it will also deter elderly and people with mobility issues from being able to access their favourite businesses comfortably.</p> <p>Furthermore, loading zones provided for a speedy and safe delivery and unloading of goods to businesses and the proposed enhancements do not cater for or consider the constraints couriers/delivery drivers will be challenged with.</p> <p>Overall the idea does not improve anything but will cause unnecessary issues and growing concerns to businesses of deterred business from customers as they will not have the ability to access businesses directly from Portman Street as they currently do.</p>	<p>See SUB02, 03 and 04 Also addressed in 'Discussion' section of the Council report</p>
68.	<p>Will the outdoor trading & dining be to the detriment of the traders? They already have to pay the council to be able to do this. What happens to the elderly being able park close to the shops? How do delivery drivers drop off their loads? Isn't it better that they're closer to the shops rather than clogging up pedestrian space with carts etc & the access is already limited. Will the new seating just allow for more beggars & groups drinking alcohol to congregate as they already do?</p>	<p>See SUB02, 03, 04, 05 and 12 Also addressed in 'Discussion' section of the Council report</p>

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	<p>Money has already been spent installing speed humps down Portman St, instead clean up the area where all the pigeons make a mess, better pedestrian safety by marking the road at the crossing a different colour so cars know exactly where they need to stop, instead of removing 14 car spaces just remove those outside of (.....),(.....) & (.....).</p>	
69.	<p>I don't think enhancements or more street furniture are needed. I certainly don't think removal of parking and loading zones will enhance the area. This is a busy, bustling retail area and much more than just an eating corridor. Yes, the restaurants add to the atmosphere but there are few suburbs that have retained local, family-owned shops and a market in the way that Oakleigh has. I implore you to save our money and shelve this proposal. Please, as an alternative look for recreational options for young people in the area. A skate park/youth theatre/music/arts space. Let's get creative.</p>	<p>Noted Addressed in 'Discussion' section of the Council report</p>
70.	<p>I'd hate to see any parking restrictions added or removal of parking. My understanding is that 14 parking spaces will be removed. Parking in this area is very difficult so I'm against the project. We need more parking not less. People won't use the dinning if there isn't parking, so it is wasting money and not meeting community needs.</p>	<p>Noted Addressed in 'Discussion' section of the Council report</p>
71.	<p>I have been a resident of Oakleigh for most of my life now and Oakleigh already is difficult to find parking, so taking away the extra parking spots it's just not acceptable in my eyes! There is plenty of safe pedestrian access in Eaton mall. The beauty about the parking on portman street and other street alike is that you can just quickly park and duck in and out of the shops with ease. The Oakleigh shopping strip is not like or can be compared to a shopping centre e.g., (.....)! I live a busy life like so many other people do so the convenience of parking at the front or nearby the shops is very important and if this were taken away, I am the type of person that would drive a little further away to another shopping strip that is more convenient. There is nothing worse than having to look for parking for a long period of time and then needing to walk for a certain distance just to go and get one thing. Oakleigh provided a range of different products and services it is not just an eatery district; people do their everyday shopping there. Aside from the points listed above, there is a big elderly population that shops at Oakleigh or that visit Oakleigh on a daily basis, what about them? Has any thought gone into that? How are they supposed to park at a distance, carry their shopping bags and hold themselves up at the same time? There is no trolley access for them as the supermarket trollers lock wheels outside of the (.....). This will mean that they will go and shop elsewhere or even if they do</p>	<p>See SUB03 and 04 Also addressed in 'Discussion' section of the Council report</p>

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	<p>shop at the supermarkets they will not then go for coffee at the local cafes as they do now. Hence damaging the small businesses in the area that we love so much. In the end this will definitely damage the small businesses that we love and frequently visit, and it would be sad to see them close down because there is drop in sales because of this proposed upgrade. Oakleigh isn't a bike kind of area; people like to drive their cars there. Please do not fix something that isn't broken and leave Oakleigh alone!!!!</p>	
72.	<p>I often 'drop' into Oakleigh quickly before school pickup and this is my go-to area for parking as I find a parking spot easily 9 times out of 10. Oakleigh car parking spots are already very limiting and to remove (albeit these 16 spots) I feel is a great loss to me and others who are customers of Oakleigh. These spots are important by other customers also use them for quick access: takeaway pick up from (.....), picking up your script from chemist warehouse, quick dinner shop for meat at (.....), ducking into the bakery or chicken shop, or grabbing your cake order from (.....). Most people using these shops require a car to bring their goods home. For the price tag of \$2m for works of this nature- I don't think will be a good return on investment for myself and others as ratepayers in Monash. We won't be able to 'quickly' duck in any more with our cars. I don't see how it will support the above traders as most of the demographic to do a proper shop in Oakleigh and need cars to ferry all their shopping. More likely I'll need to park underneath and that isn't ideal for my elderly relatives especially who can't walk too far as it is.</p> <p>These parking spots are important. They shouldn't be removed. I do support removing the current orange pavers and beautifying the ground as it is currently with the car spots as they are at the moment.</p> <p>Also I need to add that any benches (especially the ones around the entrance to the mall) have been attracting the wrong types of people who congregate in large groups, and are loud, while others take shifts and beg for money. I do not support this change as I worry it will only encourage more unfavourable people to congregate as well as just force myself and others to not shop as locally as we use to.</p>	<p>See SUB03 and 04 Also addressed in 'Discussion' section of the Council report</p>
73.	<p>While I support enhancements, I do not think it will be achieved with the removal of those car parking spaces. Many elderly residents use those spots because they cannot easily walk the distance from the larger car parks to the Portman street shops or Eaton Mall. As you know there is a large elderly population in the area, and they need to be catered for as well.</p>	<p>Noted See SUB03</p>

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74.	I believe that the removal of these car parks will have a detrimental impact on the area. Parking is already difficult, and this will exacerbate the issue. There is already the mall, with plenty of seating for dining. Local residents need a diversity of shops/businesses. Not more and more restaurants. We do not need more outdoor dining.	See SUB04 Also addressed in 'Discussion' section of the Council report
75.	It's hard to find parking as it is. Besides this will only encourage dodgy activity and unwanted gangs hanging around in this area. This area is not the spot to do what you plan to do. Look elsewhere or in the least spend your time observing what I just mentioned. Thanks.	Noted Addressed in 'Discussion' section of the Council report
76.	I don't believe that these "enhancements" will be good for residents or business. Parking will be more difficult which will not attract customers & therefore kill businesses. It's a total waste of public funds.	Noted Addressed in 'Discussion' section of the Council report
77.	I live 3 blocks away from (.....) and other shops. I use a walker to get around one of my daughters picks me up to take me shopping once a week. It is hard enough to find a parking spot closer to my house, my daughter and others have trouble parking in the back area of where I live. They would get vandalized, and broken into, and the increase in crime in our street alone has gone way crazy in the last 6 months one car stolen,8 break-ins that are just cars alone in this I'm not including house break-ins. A few nights ago, a fellow resident saw someone break into their car. An ambulance had to park five houses up and couldn't get to me because there was no parking closer. The people who have Monash tags on their cars, but they don't even live here in the local Monash area. Now they want to remove more parking spaces, notices should be up for them to show alternative parking space areas that have been built for them, not local streets.	Noted See SUB03
78.	<p>— PLEASE DO NOT PROCEED WITH THIS PROJECT —</p> <p>In my view the rationale for the project is flawed, and it should not proceed. Have representatives of the council actually been to this section of Portman St as due diligence for the proposal ?? - most of the traders in the section of Portman St between Eaton Mall and Oakleigh Station are RETAIL TRADERS (e.g.:etc), and not "dining" establishments as such.</p> <p>Removal of car park and loading zone spaces will not enhance those businesses, and the</p>	Noted Addressed in 'Discussion' section of the Council report

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	<p>concept that the project will support their “outdoor trading and dining” is simply not applicable to those businesses. In fact, removal of vehicle spaces is more likely to have a negative effect on the accessibility for customers to visit these retail businesses. Don’t do it.</p>	
79.	<p>I would be very worried that limiting the on-street parking would have a negative impact on the local businesses on Portman street that are not hospitality. Many people visit Oakleigh daily not only for its vibrant restaurants but also for its smaller retailers, butchers, hairdressers, and its homely feel. I previously lived in Carnegie and watched as almost all the small businesses that made Koornang road a great place to live and shop for all our needs were closed and taken over by hospitality, ultimately causing our family to move. I would hate to lose many of the small locally owned businesses that make Oakleigh so great, and I fear that removing the ease of parking in front of them would cause this. I don’t think there is lack of outdoor dining space or community space in and around Oakleigh central and this seems an unnecessary change that could potentially cause the loss of diversity the Oakleigh thrives off.</p>	<p>See SUB12 Also addressed in ‘Discussion’ section of the Council report</p>
80.	<p>Fully support the proposal.</p> <p>Oakleigh is a pedestrian friendly suburb. There is great public transport - trains and buses.</p> <p>Wider footpaths are fantastic for people to visit restaurants and for pedestrians.</p> <p>Any project that encourages walking, bikes are to be encouraged.</p> <p>The loss of 14 car park spaces is not significant over the long term.</p>	<p>Noted</p>
81.	<p>This is a great idea</p>	<p>Noted</p>
82.	<p>The project should build more parking in such busy area instead of taking the parking away. Most if the shops in that street require a quick pick up if their products (meat, tobacco, cakes, take away food) having limited parking will be an issue. Furthermore, it will take away from the street’s tradition, feeling, look. We are used to be in Oakleigh the way it is and the more changes it has (for better looks) the less the people</p>	<p>Noted Addressed in ‘Discussion’ section of the Council report</p>

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	<p>will want to go there. It seems to get harder and harder to park there so spend the money to create more parking easy and close rather than taking it away.</p>	
83.	<p>The plans look good, I would like to see colourful shrubs and arrangements in the pedestrian areas to make it more attractive to diners and shoppers!</p>	Noted
84.	<p>I strongly disagree with this proposal. My friends and I have elderly grandparents who enjoy their visits to the Oakleigh mall. They do not have the capability to catch public transport and taking away car parking will mean they may not be able to go to Oakleigh on their own.</p>	See SUB03
85.	<p>This is a terrible idea, please don't progress</p>	Noted
86.	<p>Portman St is already pedestrian friendly - majority of businesses on Portman already have outdoor trading and dining areas due to Eaton Mall. To be honest, this project would be more detrimental to business/traders as it will discourage patrons from attending, not to mention the majority of the businesses receive their goods/produce via the loading zones on Portman St. The changes to Atherton Road acted more as a hindrance to locals/patrons, with less on road parking as a means to create wider footpaths etc - changes to Portman St will just create more outrage and turn away people from conducting business/offering patronage to existing businesses within the Oakleigh precinct. People are already annoyed and frustrated with the changes to parking times/areas, this will just be the final nail in the coffin for some businesses within the area. Complete waste of taxpayer money/resources.</p>	<p>Noted Addressed in 'Discussion' section of the Council report</p>
87.	<p>I strongly disagree. Removing parking spaces will reduce accessibility. There is sufficient outdoor dining in the area</p>	<p>See SUB03 Also addressed in 'Discussion' section of the Council report</p>
88.	<p>Consider delivering the upgrade to the south side of Portman Street first (like a pilot project), then any issues encountered during delivery can be planned for when delivering the north side so that everyone (especially traders) can see the benefits early on and can contribute to refining the design. This is a great project and will provide a much needed rebalance of the street to provide for people (they're the ones that spend money, not</p>	<p>Noted Also addressed in part in the 'Discussion' section of the Council report</p>

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	cars), so it's important to get it right, then it can be extended to the rest of Portman Street and other streets in Oakleigh and across Monash.	
89.	Parking should not be taken away. Oakleigh is a vibrant shopping centre and works well as it is. There is no need to further remove parking like Atherton road. There are not enough cafes along that section that require additional outdoor dining. Oakleigh is busy and it is getting harder to find parking around the strips. Leave it as it is clean it up and make it look presentable.	Noted Addressed in 'Discussion' section of the Council report
90.	I think this proposal is wrong and not required. The so-called improvements that were done on Atherton Road were a waste of money and not required now you want to do similar to Portman street. I live in Oakleigh but need to drive to do my shopping. Parking is hard now on certain days. This will create chaos and parking will be a nightmare. You will drive people away from Oakleigh because it will just become too hard. Oakleigh needs cleaning up I agree why don't you spend our rates with regular cleaning up the streets.	Noted Addressed in 'Discussion' section of the Council report
91.	Seriously wanting to destroy Oakleigh you've already starters with your 'outrageous' high rises everywhere. We will start looking like Carnegie- obviously, people who don't live in the community are making these unnecessary proposal and changes. We have a mall don't need to strip more parking. It was bad enough during COVID when you converted street parking into outdoor areas. Leave us alone. You do this reduce my rates I'm not paying for all the 'proposal' you decide to throw on us!	Noted
92.	I am opposed to any plans to reduce parking in Portman St, as a long-time resident I feel the loss of parking will affect trading and traders. We cannot compete with (.....), however we have a vibrant community with many people that come to Oakleigh to enjoy dinning, the Market, and its Multicultural atmosphere. Parking has always been a headache, to reduce it even more could be detrimental.	Noted Addressed in 'Discussion' section of the Council report
93.	"Portman Street more pedestrian friendly and support outdoor trading and dining." this is short-sighted opinion and not fact. It will significantly harm retail trading. Having no parking spaces disproportionately affects the elderly and less mobile. Our community has come back to life after the hardest period known to us and this will cut us off at the knees again.	See SUB03 Also addressed in 'Discussion' section of the Council report

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94.	No, I don't but I don't think taking away the footpaths are the answer.	Noted
95.	It will make it so much harder to find parking as it's hard enough as it is ... and will deter me from coming to the precinct... also I believe it is my rate money so it should make my life easier not harder.	Noted
96.	Why take away the parking when we already have an issue. If you want people to come and visit the area, we need more parking. I can't even find parking to do my shopping without needing to do laps.	Noted Addressed in 'Discussion' section of the Council report
97.	I think eliminating parking on Portman street is contrary to community interests and will be disastrous. Parking is difficult enough as it is without removing more spots. Think of the elderly who park nearby to shop.... why do we need wider pavements? It would be different if you were proposing enhancing them (which can be done) without removing parking. The enhancement of Portman street by removing parking is just as bad as the idea of putting a level crossing right after the roundabout on Atkinson street or 2 pedestrian crossings within a short space of each other on Atherton road. Rather than what is proposed, I think there are other and better ways of putting the money back into the community.	See SUB03 and 04 Also addressed in 'Discussion' section of the Council report
98.	This is unrealistic. Oakleigh has a large population of elderly and new moms who depend on the CHOICE of close car parking to easily access stores in Portman St. These car parking space shouldn't NOT be removed. DONT FIX WHAT ISNT BROKE	See SUB03 and 04 Also addressed in 'Discussion' section of the Council report
99.	This is a ridiculous and ill-thought-out plan. This will cause even more congestion in the peripheral areas and affect trade. Simply a waste of our taxpayers' money. Focus on clearing up the homeless around the train station and surrounds and providing an environment where the numerous 'for lease' buildings rather than kill trade further. Portman street is already pedestrian friendly so the reasoning for your plans makes no sense. Outdoor dining is good in theory for somewhere where the weather is less temperamental. Such expenditures could be better spent elsewhere.	Noted Addressed in 'Discussion' section of the Council report

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100.	Enough of spending our rates on pulling up and redoing footpaths!! The local traders that we support need to keep the parking spots in place and 'us' as local shoppers need to be able to park in the area.	Noted Addressed in 'Discussion' section of the Council report
101.	LEAVE OAKLEIGH ALONE!!!!!!!!!!	Noted
102.	Oakleigh is my go-to for bakery, butcher, fish monger etc. this proposal will not only ruin Oakleigh and the shops that have occupied the area for many decades but will make it very difficult for the elderly like my grandparents to stop at the front of their local shop to purchase groceries and food. They are old and cannot walk long distances carrying their bags. This is a very bad idea and I do not believe it will benefit Oakleigh in anyway. Please do not proceed with this idea. You will be ruining the street and the poor businesses.	See SUB03 Also addressed in 'Discussion' section of the Council report
103.	It is an excellent idea. You cannot get any parking down Portman Street anyway and if you do go down the street, it is just a nightmare! It will be safer as well! Do not be intimidated by the greed of (.....) they are worried about losing money which is simply not true. My whole family, including elderly members, already pretty much walk everywhere in Oakleigh so this makes sense. Well done on great planning.	Noted
104.	Parking is required on Portman street for the elderly I am against building a footpath on Portman Street.	See SUB03
105.	This will hinder residents' and visitor's ability to drop by and pick up groceries, and this includes Greek groceries from independent stores. It is already difficult to find parking and most people have to park at the station during peak times (outside of Mon-Fri 9-5). Removing the parking will not assist, unless additional and free parking will be provided elsewhere (still close by). There is also an elderly Greek community who would be disadvantaged by removing the car parking. Many elderly Greek people are brought to Oakleigh by relatives as they are fragile and not able to walk long distances or catch public transport. These outings to Eaton mall have large mental health impacts on this group. For many, a coffee or lunch at the local restaurants provides a comfort of being in Greece again.	See SUB03 and 04 Also addressed in 'Discussion' section of the Council report
106.	Do not remove the parking this will be hard for the elderly and community who shop groceries daily.	See SUB03

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107.	<p>Parking is really hard to do my local groceries and go to pharmacy each week. Whether this is during the week or weekends. It's fantastic we have a lot of food traffic...but I don't have any issues walking on the footpaths...it's parking! Parking at (.....) carpark is only 2 hours. Sometimes it's not efficient to park at this carpark if you need to run out quickly to grab take away.</p>	<p>See SUB04 Also addressed in 'Discussion' section of the Council report</p>
108.	<p>I have seen it on High St, Northcote. Absolute bottleneck and chaos. Reducing parking spots does not make it better! It makes the drivers and pedestrians very frustrated and causes road rage. People park anywhere else and take the problems elsewhere. It's fine as it is. I oppose the plans</p>	Noted
109.	<p>I like the proposal except for the grey granite. The new pathways elsewhere i.e., Atherton road used this paving, and it was stained and covered with gum within a week. I think the brick hides the stains and looks neater. The old brick paths looked better than the new granite pavers. The surface is important and needs to look neat.</p>	Noted
110.	<p>The shopping centre works very well as it is and there is no need to destroy its existing layout. The proposed removal of car parks and loading zones undermines public and traders' accessibility. If I wanted to go to a shopping mall, I would go to (.....). Oakleigh current remains a point of difference and unfortunately it appears that the council lacks the imagination to appreciate the qualities that have (up until now) allowed Oakleigh to flourish. It would be more appropriate to plant your row of trees or develop your pedestrian walkways in one of the many parks located within the city of Monash.</p>	<p>See SUB02 and 04 Also addressed in 'Discussion' section of the Council report</p>
111.	<p>I am very concerned about the car spaces that will be taken away and not replaced nearby. I rely on shopping in Portman St when I need something in a hurry. I do not want to drive underground to park because it's a long way to walk to Portman St and I also know how important it is to support the small businesses there. I suffer from a leg injury and completely rely on accessibility and convenience. The elderly do not want to park underground or far away. Residents of Oakleigh have been complaining for years about there not being enough convenient parking and you are now taking more away!</p>	<p>Noted See SUB03 Also addressed in 'Discussion' section of the Council report</p>

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	<p>Also shoppers from other areas other than Oakleigh avoid our suburb because they complain about the lack of parking.</p> <p>Why hasn't Council designated more car spaces near the corner of Station and Portman St. The open space opposite the hotel should be converted into car spots rather than it be a derelict area used by alcoholics, dirty pigeons and rubbish.</p> <p>The existing car spaces next to the Oakleigh station should become double or triple story car spaces with an elevator. It's not safe enough at night and should become a safer option.</p> <p>Please let logic prevail and the thought of the small business in that strip in Portman St going broke is devastating because shoppers will be taken away from there without the car spaces.</p> <p>By all means beautify Portman St. because it does definitely need a face lift as it is very old and neglected. Our rates should be going towards:</p> <p>More trees, heritage street lights, brighter night lights for safety, CCTV cameras, cleanliness daily, making sure the retailers have clean and freshly painted facades, street furniture and bollards for safety.</p> <p>Please Maintain the existing parking spots and perhaps reducing the time from 1 hour to 30 minutes will bring in more shoppers supporting the small and vital business in Portman St that have created the uniqueness of Oakleigh.</p>	
112.	<p>As a resident of Oakleigh, I completely oppose the Portman St upgrade!!! You are claiming you would like the area to be more pedestrian friendly and support outdoor trading, how? By removing carparks so that people fight in the current carparks and streets as is the case now. There is nowhere to park on busy days and nights. You have put that many time restrictions in place that it is no longer worthwhile meeting people in Oakleigh for fear of getting a parking fine.</p> <p>I oppose the removal of street parking as you are making it impossible for people with mobility issues, our elderly and as us residents to park in the area. My elderly mother cannot walk long distances, why are you now diving her out of the area? Are you wanting to remove the elderly? You do realise that their mobility is slower than most which means that due to time restrictions they cannot do a full shop in the area. Who are you favouring these upgrades to? Only the younger generation that are able to walk around freely. Do you care about anyone else? Are you conscious of the fact that you are making our lives hard!!! You cannot do grocery shopping and also enjoy lunch at a cafe due to street and</p>	<p>Noted</p> <p>See SUB03</p> <p>Also addressed in 'Discussion' section of the Council report</p>

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	<p>car park time restrictions. Why are you driving people out of the area? Why are you making it harder and harder for our elderly to visit the precinct to do regular shopping and enjoy the cafes and atmosphere? Parking is already an issue with time restrictions and lack of spots available, let alone removing more parking. The surrounding streets all have time limits, I cannot lug around grocery shopping to a cafe which means that I am having to rush any grocery shopping back to my car, either move my car to be able to catch up with someone at a cafe. You are completely destroying the area in your quest to rid cars of the area. That will never happen, cars are here to stay. If you don't allow people to enough time to shop in the area, they will go elsewhere as I am forced to do. Business will slowly die off because of council stupidity and then what? What have you achieved other than to alienate the locals that support the area. You only need to look at the garbage footpath expansion on Atherton Rd to know it will be a disaster. Atherton Rd upgrades are rubbish!! Complete waste of ratepayers' money. I detest you wasting our money and I do not support this upgrade.</p>	
113.	The proposed design looks great, more inviting with greater room to walk along the street.	Noted
114.	I'm open to the idea of enhancing the area. I'm concerned at the anti-social behaviour in the area near the station and Oakleigh central. There're only one or two restaurants currently in the area proposed so not sure how outdoor dining will occur along the strip when most shop fronts don't need it. The area definitely requires updating and improved streetscape but removing all parking spaces seems like overkill.	Noted See SUB04 and 12 Also addressed in 'Discussion' section of the Council report
115.	My concern is that there will be no parking in Portman Street which means less parking in Oakleigh which is already a known problem for visitors and residents living in Oakleigh area. Also, with the current restrictions in Oakleigh shopping centre hours and other parking areas around Oakleigh, less parking is always an issue for elderly people and other visitors to the area. Removing parking in Portman Street in particular is a concern since Eaton Mall is ALREADY a pedestrian area for outside dining and pedestrian walking. So, we don't need any more outdoor seating or dining area created in Portman Street. This enhancement would be wastage in having more pedestrian walking/seating area especially with Melbourne's weather which is usually unstable and frequently raining where there would be no car parking close to the shops, restaurants and even shopping centre other entrances. If more seating is required for pedestrians, the council should consider having some public	Noted Addressed in part in 'Discussion' section of the Council report

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	<p>seating in</p> <ol style="list-style-type: none"> 1) Eaton mall rather than ALL currently required for restaurants usage or 2) even in the shopping centre itself or 3) around the different Oakleigh shopping centre entrances. 	
116.	<p>I strongly oppose this project proceeding. It will completely destroy the street, the business trade and not to mention create an inconvenience for all people visiting the area.</p> <p>This is not necessary, a waste of tax payer and rate payer money. I would like to see this reinvested in creating a safer environment rather than changing an already well-established infrastructure.</p>	<p>Noted Addressed in 'Discussion' section of the Council report</p>
117.	<p>I think better consultation with the traders in the first instance would make more sense. The vast majority of traders in the area where the changes are proposed do not require outdoor trade and dining for their businesses. This means the changes are inappropriate for the majority of the existing businesses and in fact hampering their trade. I do not support this proposal and prefer to see the area beautified without the deletion of existing parking.</p>	<p>Noted See SUB04 Also addressed in 'Discussion' section of the Council report</p>
118.	<p>This is a great idea and will have many benefits. These include creating a better and greener gateway from the station, hopefully removing congestion and double parking that provide a hazard in busy times.</p> <p>It would be great if this idea could be extended beyond the entrance to (.....) and even on one side for the rest of the street. The reduction in parks may decrease traffic flow and bottlenecks that typify Portman Street.</p> <p>Hopefully the pigeon feeders will also be removed etc.</p> <p>Something similar also needs to happen in Huntingdale shops as the traffic bottlenecks are horrific.</p>	<p>Noted Addressed in part in the 'Discussion' section of the Council report</p>
119.	<p>The type of paver being used should be re-assessed. The ones that were installed on Atherton Road a few years ago have deteriorated in the short time they have been in use and already look worse than the red bricks they replaced. They don't seem to clean up very well either. The light grey has been a poor choice.</p>	<p>Noted</p>

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120.	<p>This design would be considerably more pedestrian and cycle friendly. I would a lot more inclined to ride my bike up Portman St with the new design. I am quite reticent at the moment with not much space between moving cars and parked cars. I would be quite happy for this design to be implemented all the way up to Hanover St. As for delivery, I am sure the traders will have a lot to say about that, but for residents and shoppers these disruptions will not be insurmountable.</p>	Noted
121.	<p>Leave it the way it is and ████████ you ████████ destroying Oakleigh bit by bit. you first started with the smoking now you want to push cars out of Oakleigh. ████████, I don't pay rates for you to spend it on bullshit.</p>	Noted
122.	<p>I am concerned narrowing the road will reduce safety for cyclists. Some motorists already expect cyclists to use the marked parts of the lane, rather than sharing the lane.</p> <p>To address this risk, shared lane markings should be added to the design. The speed humps could also provide a gap to allow cyclists to avoid the bump while riding in the centre of the lane.</p>	<p>Noted</p> <p>It is anticipated that removal of parking and loading will alleviate traffic congestion and improve conditions for cycling. The addition of shared lane markings will be considered if the Project proceeds.</p>
123.	<p>I support the project as an incremental development towards a more people-centred town centre and transport hub, ultimately with a greater level of full pedestrianisation. Adding outdoor dining is great for those businesses and the precinct, but please ensure that there's a net improvement to pedestrian comfort, and we're not just replacing cars for tables and providing a substandard space for walkers to navigate.</p> <p>The existing zebra crossing of Portman Street at the roundabout really needs to be raised as a wombat crossing as a bare-minimum intervention to address driver behaviour here (it's not clear if this is included in the design). The road should also be further narrowed, and the crossing widened beyond what's in the design. If there is no conspicuous road treatment at the entrance of Portman Street that indicates the required driver behaviour, we will get the same aggressive driving on Portman Street itself, and it won't be successful as a pedestrian and dining space.</p> <p>Consider adding additional raised zebra crossings at the road humps to support pedestrian movements between locations within the precinct (e.g.,)</p>	<p>Noted</p> <p>The design proposal is for flush pavements for the length of Portman St from the western zebra crossing to Eaton Mall (subject to stormwater management requirements). The flush pavements will reinforce the street as a pedestrian centred environment.</p>
124.	<p>The current establishments at that end of the street aren't really a huge draw card and it's sacrificing the majority of parking for not much obvious value.</p>	Noted

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125.	I like the look overall but losing more parking spots is a concern, And also how are suppliers meant to provide their goods to traders? We don't need more seats in that area, we have plenty of chairs in Eaton Mall. Leave as is. There are no outdoor eateries in that part except (.....) which already consumes a lot of space and the (.....). Their patronage doesn't warrant more outdoor spaces. Would like to understand which businesses would do more outdoor trading? Will the council be charging them for this opportunity?	See SUB 02 and 04
126.	I love the idea of more outdoor seating - and wider footpaths. I worry about reduced parking - especially with 2-hour parking limit at supermarket - would be better to have that as 3-hour parking. It will put pressure on all parking areas. But love ideas of more bench seating etc.	Noted
127.	It would be great if more amenities are provided along the streets, including bike hoops, drinking fountain with dog bowls, bins, and on-street dining furniture. If additional seating is added, movable planters with garden bed would be great to soften the current busy streetscape. Various kerb types or pavement may be introduced to differentiate the vehicular and pedestrian roads.	Noted
128.	I think enhancing the strip will look fantastic and create a welcoming feel to the station entry to Oakleigh. The loss of carparks in that strip has the potential to reduce business for some traders- many people love the convenience of being able to pull over for 5-10 mins and run in and out of one or two shops e.g., the butcher. My observations whenever visiting the area is that those carparks have quite a high turnover. Would it be feasible to retain e.g., parking (maybe limit to 30 mins?) and loading zones on one side, and develop the other?	Noted See SUB04 and 06
129.	reduce the number of cars travelling through Chester St. A high percentage of these cars turn into Station St and turn back up Portman St. Maybe trial this on weekends.	Noted
130.	This is a great idea and definitely could be implemented in other areas of Oakleigh or Monash.	Noted
131.	This is a great idea. Opening up the area to the station and improving the flow is something I completely support.	Noted

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132.	Overall, this is a fantastic improvement, and I would like to see this rolled out more actively across the Monash City Council. Removing vehicular traffic and focusing on pedestrian traffic is much better for the community - especially as I find the current setup very hostile towards pedestrians and cyclists. I would also like to add that dedicated cycling infrastructure would be a great way to connect the bicycle path beside the train line into the Oakleigh shopping precinct.	Noted
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No.	Residents of Monash	Officer Comments
133.	I think it's a great plan and I would like to see it implemented as soon as possible as well as introducing more protected bike lanes that go into this area.	Noted
134.	I don't want Portman street car park reduced at all. Because me and my family use these parking so we can do our local shopping. Also, my elderly parents need these parking and disabled spots to also do their shopping, by removing these car spaces you will be disadvantaging most of the elderly people in the surrounding areas that's have paid their rates to you for the last 40 odd years. What about you help people that have made this place what it is.	See SUB03
135.	Don't remove the car parks.	Noted
136.	This so called "enhancement" will destroy Portman St and its local small businesses. Removing the parking spaces will destroy easy access for our elderly and disabled community! The footpath outside the Greek shops and market doesn't need more benches, we want our parking. We will remember this at next councils' elections, all of you that support this destruction will be voted out!! I object to this proposal; this proposal must be stopped. Leave Portman St and its loading zones and parking as is.	See SUB03 and 04
137.	I object to this proposal. There is enough footpath, space, and entertainment area available for all to enjoy. Parking for the elderly is of paramount importance. This so-called enhancement should not proceed. It is unfair and destroys accessibility for the disabled and elderly.	See SUB03 and 04

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	It is an attack on our Greek community. Should I put I live in Oakleigh? I live in the city of Monash and will not be voting for these counsellors ever again!	
138.	If this is delivered, it needs to actually support outdoor trade and dining. Given council's response to extending outdoor dining earlier in the pandemic, I'm very sceptical.	Noted
139.	I disagree with the development as the butchers, fish shops bakeries and delis on this street compete primarily by access, if you can't park at the front of the shop, a customer will take their business to a place with direct parking access. Not many people are willing to take a fully prepared lamb on the spit for a walk around the block (easter being the exception to the rule of course).	See SUB04 Also addressed in 'Discussion' section of the Council report
140.	The current footpaths in Portman street are ample enough space for pedestrians. By allocating more space I can only see that the only people that will be benefiting from this are the homeless that have flocked into Oakleigh and have made the street home. As a visitor to Oakleigh on a daily basis we already struggle for parking closer to the shops on Portman street and having elderly parents myself who are always in Oakleigh watching them having to park further away because of the removal of needed car spaces is not acceptable. Update the current footpath yes but do not remove parking spots.	See SUB03 and 04
141.	It's great you are adding some trees in the street, but I think you need to use this chance to add more trees and also some garden spaces (vegetation) along the street. We need less concrete where possible. Where you do have concrete, I hope you are using recycled concrete materials. Likewise for the street furniture - use recycled materials. I.e., seats from recycled plastic (.....) This will help: 1. The look of the area looks nicer 2. More trees will provide shade along the street 3. More trees and vegetation can help cool the area 4. This help Monash become a more "Sustainable City"	Noted

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142.	<p>This Proposal will have significant negative impacts on the local community, small family businesses and the local traders. It will prevent shoppers from accessing the street shops, suppliers and deliveries will become harder for the vans/trucks/drivers, with removing 14 spaces and only 6 (loading).</p> <p>Council is trying to compare this project and shopping area to (.....) - however this is ridiculous. You cannot compare Oakleigh shopping precinct to (.....) - they have COMPLETELY different target audiences and retail mixes/offerings. The people who go to (.....) shop for (.....)- not specifically for (.....) and (.....), for example! Removing Car parks that are accessible for the ageing community, or people with disabilities or those who want a quick stop to pick up some fresh produce/meat/fish/deli won't have the convenience of on-street carparks. Parking at Oakleigh is terrible at the best of times, even with (.....) and the multi-level near Atherton Rd but too far to walk for the ageing population and those with disabilities. I'm definitely not convinced this project is to enhance the area. Council should focus on cleaning up the area across from the pub and make it safer and 'cleaner' for the community. I am a long-time resident (& ratepayer) who has lived in the city of Monash for almost 30 years. This project needs proper consideration as most businesses in this part of Portman St are not dining and don't need outdoor trading, they are regular retail or retail food shops.</p> <p>Please re-think and re-assess a better disposal of council budget, or as mentioned clean up the area and remove the 'issues' in the street!</p>	<p>See SUB02, 03 and 04 Also addressed in 'Discussion' section of the Council report</p>
143.	<p>While it's a nice plan I do not support it for the main reason of removing the street parking, which is already a big issue.</p> <p>A few reasons why I think that strip of parking should not be removed:</p> <ul style="list-style-type: none"> - the long serving businesses in this pocket require at least 15 minutes of parking - (.....). It's already quite difficult 'popping by' Oakleigh to do this. - significant patron are the elderly and taking away the parking is problematic as many of them have medical issues or reduced mobility. Please note there have been long term loyal Greek clientele to the businesses in this section of Portman St. - I think the council has underestimated the proportion of clientele that is not local - a lot of people all over Melbourne meet in Oakleigh, out of convenience and the late-night trading restaurants. A solution is needed for parking. Melbourne public transport simply isn't enough - parking close to restaurants is required for the safety of women. Noting once again the late-night trade. 	<p>See SUB03 and 10 Also addressed in 'Discussion' section of the Council report</p>

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	For context I am 33 and have visited Oakleigh for decades, however, have only been a Monash council resident for 5 years.	
144.	It should not proceed. It will make the road narrow and will cause problems. It will cause issue for delivery drivers to stores located on that Street, causes inconvenience to elderly and/or disabled visitors who have to park at considerable distance to visit stores. There is outdoor dining available at Eaton Mall and not required along Portman Street.	See SUB02, 03 and 04
145.	DO NOT AGREE WITH YOUR PLANS AS MY MOTHER IS AN ELDERLY WOMAN FOR EASY ACCESS TO SHOPS. NEED TO TAKE THAT ONBOARD, THANK YOU.	See SUB03
146.	I would struggle to pick up cakes or heavier items if I cannot park on Portman Street. This will deter me travelling within Oakleigh to do my shopping.	Noted
147.	There are ample outdoor dining opportunities in the Eaton mall. Taking car parks and loading zones is short sighted by the council. If business want outdoor dining, then set up in the mall. Think of the negative impact to the majority of businesses. People being unable to park duck in grab a few things then go.	See SUB04 Also addressed in 'Discussion' section of the Council report
148.	Don't do it. Have you considered the elderly or people with disabilities. To try and find parking to pop into a store will make it impossible. I'm sure counsellors don't live in Oakleigh, nor do they shop there.	See SUB03 and 04
149.	The negative impacts to the businesses on Portman street outdo the limited positives. There are not enough food/restaurant retailers on that strip to benefit from restricting car park spaces for footpath widening. Those car spaces are critical to the majority of the retail business being butchers, small goods, food market, etc. they're also critical for attracting people to visit Oakleigh for the quick one or two items. If you need to park at the faraway car parks the luxury of being able to duck to Oakleigh for one or two items at your feet and in 5 mins is gone.	See SUB04 Also addressed in 'Discussion' section of the Council report

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150.	Please leave the carparks in Portman street. My grandparents wouldn't be able to access the shops and I know it would deter them from their community and isolate them.	See SUB03
151.	This must be stopped; MUST MUST MUST be stopped! I believe this is a horrible, horrible idea and will not work well. Leave Portman street and surrounding streets as they are.	Noted
152.	I do not agree with this proposal at all. I am a 75-year-old woman that drives to Oakleigh to do my shopping with my daughter. We always park on Portman St as I have had two hip replacements and can't walk far. I visit the local traders like (.....). If you take away this parking, you will make it harder for me to shop in Oakleigh and support the small businesses I have supported since 1985. Please don't do this, it makes no sense. Think of the small businesses that this affect. They rely on local traffic being able to park for a short time. We want our car parking on Portman St to stay as is! I strongly object to it being taken away!	See SUB03
153.	Yes, this ill-conceived proposal will send businesses to the wall, no doubt about it. Our delivery drivers specifically come at certain times of the day in order to be able to park and unload. Our customers come early in the morning to grab a quick coffee or their cake because they know they can conveniently park close by. They will stop coming. They will go elsewhere. People are already happy with the area; the proof is plain to see. We are already pedestrian friendly; Eaton Mall serves that purpose. Your proposal serves no purpose, no benefit, no overall improvement. Only loss. Loss of valuable infrastructure that local business owners and patrons rely upon. It's ironic that you bring up Chapel Street, Bridge Road, and Acland street. Once popular, thriving areas that have been decimated by local council decisions. Your proposal is not courageous. Courageous is consulting the community and local businesses and working together with them in providing what they need and ask for. Courage would have been you attending last night's community consultation and facing the people who you are elected to represent and answering their questions and concerns. This has not occurred, and the level of contempt for the people who have created something in Oakleigh and who know it best is evident in the condescending nature of this whole debacle and the tone in your post. Any beautification and enhancement of what is	Noted See SUB02 and 04 Also addressed in 'Discussion' section of the Council report

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	<p>existing will be welcomed by all. What we have now simply works, and hence why Oakleigh continues to thrive. This proposal brings no benefit to the community or businesses and will be a total waste of valuable ratepayer money and resources. The local community is rightfully outraged, and the majority do not support this. You have a responsibility to listen to the people and act in their best interests. This must be stopped.</p>	
154.	<p>This project is not an enhancement, instead will inconvenience the elderly, drive people away from Oakleigh and impact local businesses. This concept has been a complete failure on Bridge Rd and Acland St. Why replicates a disaster? Atherton mall works and is plenty of pedestrian access. You have already disrupted parking with time restrictions. Maybe it's time you start looking at REAL ways to enhance the municipality and utilise taxpayers' funds in areas that need it.</p>	<p>See SUB03 Also addressed in 'Discussion' section of the Council report</p>
155.	<p>No. Decreasing Portman St. parking and opportunity for vehicles to stop for elderly/disabled passengers or children to access the pharmacies/banks/cafes/shops is not appropriate. The parking options available for people accessing Eaton mall or Portman St. shops and Oakleigh market are already limited. Centro parking is too far for anyone with a mobility issue, or for those managing children and groceries.</p> <p>Pedestrian access for those accessing Oakleigh from the train station or bus tops is adequate. It is unnecessary and inappropriate to decrease parking and suitable options for safely stopping to access facilities.</p> <p>The stench of urine from the seating/outdoor area opposite the pub is likely to deter pedestrians more than any bumps in the paving or time required to wait and give way to other people.</p> <p>We can all continue to share the existing facilities and focus spending funds on areas of true need - such as caring for those whose circumstances lead them to need to sleep rough or beg in Oakleigh! (In the location of your proposed works.) Unless you're including appropriate shelter and bedding, toilets, and showers for these Oakleigh</p>	<p>See SUB03, 04 and 12 Also addressed in 'Discussion' section of the Council report</p>

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	residents - then this project is a waste of time and resources. (The main thing being improved is aesthetics - and in the current reality this cannot be considered a priority!)	
156.	Eaton Mall already fills requirements of outdoor dining. Oakleigh is a retail hub as well as hospitality. Sufficient parking already poses a problem to visitors. I do not agree with the proposal to reduce parking further.	See SUB04 Also addressed in 'Discussion' section of the Council report
157.	I don't think the is a good idea. There is already ample outdoor dining space in Eaton mall and the removal of street parking spaces would only discourage me from visiting the strip to do my shopping.	Noted
158.	You will need to reconsider the horrendous impact on removing parking adjacent to this shopping complex. I take my frail elderly father shopping weekly and he needs access to his local haunts. He sits and has a coffee and connection with others once a week at (.....). The only social contact he has due to his disability and age. Removing this access is simply horrifyingly to think. He lives in South Oakleigh under Monash council, so this is his local community. Your plan holds no value and could be delivered in various alternative ways that do not remove immediate access to these shops.	See SUB03
159.	Parking in Oakleigh is already hard as it is taking away parking on Portman will bring Oakleigh down even more, Oakleigh has been a place full of live with people everywhere, since the cigarette ban Oakleigh has died down and now it'll be impossible if finding parking, it's unfair on everyone who's grown up here to see all these rules and regulations change our home.	Noted Addressed in part in the 'Discussion' section of the Council report
160.	I disagree with these proposed changes as it will make other areas of Oakleigh more congested by loading zone users. This area of Oakleigh mainly has traders who supply fresh meats and fish who I do Not believe would benefit from having loading zones removed to increase footpaths. I take my mother to Oakleigh early morning on Saturday and use Portman at as a pick up drop off point as she is older and has osteoarthritis in both knees. By removing this parking, we would need to find other shopping strips for her butcher/fish/deli items.	See SUB02 and 03

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161.	Leave it as it is. Perhaps invest in a safer environment for patrons walking back to their cars. More lights in the streets. Cameras. Security foot patrol or police presence. Do not waste our money on stupidity.	Noted See SUB10
162.	As a frequent shopper in Oakleigh, including attending the hairdresser the removal of on street parking will discourage me from shopping or dining there in future. It is highly detrimental to the shops there.	See SUB04 Also addressed in 'Discussion' section of the Council report
163.	It is already pedestrian friendly. Cars are needed for the elderly to either park close by the shops that they have been going to for years. They cannot walk too far. Leave Portman St. alone! It has life and busyness, if you remove the car parking and access it will become boring and lifeless. Enough outdoor dining at Eaton Mall. Dining precinct will be diluted, not enhanced.	See SUB03 and 04 Also addressed in 'Discussion' section of the Council report
164.	It just doesn't make sense sadly. There already are pedestrian friendly footpaths so taking away all parking is not inclusive to disabled and elderly people who need to park nearby. It will prevent visitors from stopping by and going elsewhere.	See SUB03 and 04 Also addressed in 'Discussion' section of the Council report
165.	Do not remove parking. It is already difficult to find parking, those spots are very convenient for when you need to quickly get something from the beautiful shops in Oakleigh.	Noted Addressed in 'Discussion' section of the Council report
166.	We need the parking. Not more outdoor seating. Melbourne weather doesn't really permit this type of outdoor life style. Parking in the street specially for the Jess mobile people who can't walk long distances to get to desired store.	Noted See SUB03
167.	We need more parking on the streets that are close to businesses for the elderly, for families with young children, for busy, hurried people and people with disabilities to have quick, easy, and close proximity parking to access businesses and services! By removing on street parking, you are causing a disadvantage to so many people and the beauty and ease of Portman street will be sacrificed! The planning proposal is totally misguided! I for one will then be shopping and using services available elsewhere with nearby street parking and so will so many of my friends and family! Don't destroy the ease and convenience of available parking on Portman street!	See SUB03 and 04

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168.	<p>I think it is a very bad idea it's hard enough to support these shops already and find parking. I like to pull up and visit yeh gosh shop or chemist quickly as I have a young family.</p>	<p>Noted See SUB04</p>
169.	<p>I hope it is not delivered as it will deter people from going to restaurants/cafes in Oakleigh as it will mean parking will be made even more difficult than it already is. It will kill businesses and I don't see how it enhances the area at all.</p>	<p>Noted Addressed in 'Discussion' section of the Council report</p>
170.	<p>Is it really for pedestrians or the council to take more from the traders?? The traffic it will create around Oakleigh would be ridiculous</p>	<p>Noted</p>
171.	<p>No chance it will make it even more congested it's bad enough the parking is a nightmare. Spend the money elsewhere.</p>	<p>Noted Addressed in 'Discussion' section of the Council report</p>
172.	<p>No, I suggest it's left how it is!</p>	<p>Noted</p>
173.	<p>Are you going to have more parking. a lot of people visit Oakleigh that don't live in Monash. If the traders loose parking people won't go to Oakleigh, then the business will close down, and Monash will lose revenue.</p>	<p>Noted Addressed in 'Discussion' section of the Council report</p>
174.	<p>The design diagrams provided, and commentary make sense to me and look great. The redevelopments of the mall and Atherton Rd have been done well so that gives me confidence re the proposals. My only concern would be in making outdoor seating in an east/west road how it will work in winter. Sitting outside cafes in Atherton Rd on the north side of the street can be chilly.</p>	<p>Noted</p>
175.	<p>Q: The proposed enhancements will make Portman Street more pedestrian friendly and support outdoor trading and dining. Do you have any thoughts on how the project could be delivered if Council decides to allocate money to construct it in its 2023/24 budget?</p> <p>I have been a resident of the City of Monash since 1988 and visit Eaton Mall and the Oakleigh shops at least four times a week. I know Eaton Mall and the surrounding</p>	<p>Noted See SUB03 Also addressed in 'Discussion' section of the Council report</p>

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	<p>streets very well. This project is a waste of tax payers funds, which I can hardly call enhancements.</p> <p>Many of the shops on Portman St from Eaton Mall to Atkinson St are run down, unkept and have not flourished. An extended footpath will not service the public if there is nothing worth going to. A disruption like this will put the good businesses currently there under unnecessary financial hardship. You would be better helping struggling businesses in Oakleigh and supporting them.</p> <p>You need to understand your demographic. There are people, including many elderly people that drive or are driven and park on Portman St to do their shopping on the strip and have direct access to the (.....). You're going to cause traffic mayhem with people stopping to get dropped off the (.....) entrance on Portman.</p> <p>Also, forcing them to park on Chester St, Atherton Rd, Atkinson St, or (.....) is far from ideal. Where are people going to park with the Council already limiting parking on Drummond St, were the churches, library, footy oval, and meeting halls for two hours 8m to 8pm everyday, which has made it extremely hard for the community to gather together. Please spend the money on revitalising and supporting the businesses in Oakleigh. Learn from the Acland St example and see what a disaster that was. Spend money to bring the community together.</p>	
176.	This redesign is great, and I hope it happens however it would be much better if it was pedestrianized.	Noted
177.	This project can be delivered through existing funding given to infrastructure projects and should be delivered promptly to enhance the area.	Noted
178.	As someone with chronic pain and resulting mobility issues (I have a disabled parking sticker) who shops in Oakleigh a lot it is already a nightmare trying to find parking on Portman St. Taking away any of the small amount of parking available will drastically alter my ability to shop locally.	See SUB03
179.	Have some green spaces with native trees and native bushes - to ensure that it's not just a tree in a sea of concrete and there are some understory plants. Have some signs up to educate the public re native trees/plants that are native to the Oakleigh area.	Noted

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180.	<p>Yes, please replace the parking spaces with other things. There are too many cars in Oakleigh which discourages me to visit, I go elsewhere many times instead because there are too many cars making noise, taking up space, holding up buses and making it more dangerous to walk across the road. Even better, pedestrianize the street. I fully support this project and making it go further, please do the same for other streets in the centre too. There is far too much car parking already, a lot of it isn't used.</p>	<p>Noted Addressed in 'Discussion' section of the Council report</p>
181.	<p>I support the proposed enhancements, though I would be very careful in appropriate choice of tree. I strongly suggest something like a crepe myrtle or ginkgo to add colour and joy to the area through the changing seasons and encourage people to spend more time there.</p>	<p>Noted</p>
182.	<p>I support this plan but would suggest that vehicle traffic on the road should be restricted to trades/services for those businesses located on the street as well as essential (waste collection, infrastructure repair, public transport vehicles like buses) and emergency services. This would effectively permit the street to be fully pedestrianised like the adjacent Eaton Mall, creating a truly unique and pedestrian-friendly precinct. An additional benefit would be a reduction in the unfortunately common hoon driving that regularly occurs in the area putting the public at risk. With all this being said, I would fully expect the businesses and traders that will greatly benefit from this plan to make a financial contribution to the development, as it should not solely be upon the individual ratepayer to support the development of the precinct.</p>	<p>Noted</p>
183.	<p>My partner and I like to ride bicycles rather than drive and given the ample parking in Oakleigh this is a fantastic change.</p> <p>Two improvements I would like to see Accessible/Disabled parking spots located close to Eaton Mall. More bicycle racks. Even if they're singles rather than triples.</p>	<p>Noted See SUB03 Note, the proposal includes additional bike racks.</p>
184.	<p>Less cat traffic, wider foot paths, bike tracks and green spaces.</p>	<p>Noted</p>

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185.	With our wonderful Melbourne weather NOT, we don't need any more outdoor dining areas, I shop in the small shops and market in Portman St and being able to quickly park and buy what I need especially when it's raining which is often in Melbourne.	Noted See SUB04
186.	Excellent proposal, crucial that there are frequent public transport options to the street.	
187.	The ability to park on Portman Street is important for visiting the traders who have businesses on that street. It makes it a lot easier to park, duck in and shop/dine. Removing this parking will push more cars into the carpark on Atkinson Street which already overflows. Also, Melbourne is only suited to outdoor dining for a handful of months each year. We have more colder months than warmer months so outdoor dining will not be utilised year-round. The traders with stores on Portman Street have sufficient room currently.	Noted See SUB04
188.	This project will decrease traffic as seen in other councils Nicholson street and chapel street as examples. Oakleigh caters to aging population why would you remove car parking making it harder for the elderly to shop and access their community.	Noted See SUB03
189.	This is a welcomed extension to Eaton Mall and the pedestrianisation of Oakleigh. I visit this location at least weekly.	Noted
190.	It all looks great. Removing car parks should be done more often.	Noted
191.	This sounds good, but the small square between the station and Portman street also needs to look at as it is dingy and unappealing.	Noted
192.	Fully supportive of outdoor dining areas. Would like to see council provide a Web based catalogue of shops/restaurants in the Oakleigh precinct with number of outdoor tables and how many are covered.	Noted
193.	I'd like to see you bite the bullet and pave the entire width to footpath height, make Portman street a 20km/hr pedestrianised shared zone Can't see myself sitting at a table alongside Portman street with the current traffic, not	The proposal includes removing the kerb and installing flush pavements across the full width of the street (subject to stormwater management requirements).

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	without substantial improvements, too many trucks, buses, 4WDs and loud hotted up cars going around the block each weekend.	Traffic impacts on ambience is addressed in 'Discussion' section of the Council report.
194.	I don't see an issue with the design provided that the underpass entry and exit remain open 24/7 so as to avoid Portman St. if it's built up etc.	Noted. The underpass is privately owned and managed by Vicinity.
195.	I like the idea overall but would like to see more conversation here about replacement car parking, especially for disabled spaces, please. If 14 spaces are going to be removed, where can additional spaces be found for more disabled husband who needs close access to the mall, please? Otherwise, I think it's a great plan.	See SUB03
196.	Safety around the other side of the Oakleigh station needs to be addressed as well. Shopping and more family friendly structures to be created on both sides of the Oakleigh station and not just on one side.	Noted. Council is currently undertaking feasibility studies that address opportunities for public realm improvements to the Oakleigh Station precinct (both north and south sides).
197.	seems very good for the Oakleigh shopping street.	Noted
198.	While I think increasing the outdoor dining options and pedestrian friendliness of Portman street will be a net positive, the proposed area of Portman street for these changes has arguably more retail than hospitality and I worry that these shop owners will be driven from their long-term holdings by the increased rent this may lead to. There is certainly an issue of high turnover of businesses other than the larger, predominantly Greek institutions that dominate Eaton mall and I worry that we may lose some treasured local businesses e.g., (.....) only to see these spaces become high turnover restaurants that don't contribute to the atmosphere of Oakleigh. Meanwhile at the other end of Portman street there are far more dining options, including places like (.....), who invested heavily in high quality outdoor seating during covid, only to be forced by council to remove it last year.	See SUB04 Also addressed in 'Discussion' section of the Council report
199.	Please make this area non-smoking.	Noted
200.	Why reduce the lane width? Why make a good two-way street into one way - and occupy the road for chairs & tables? I do not agree to such change unless the council has a solid reason and has taken and published the survey results of the street traders and particularly residents nearby using the street.	Note that Portman Street is currently one way. Addressed in 'Discussion' section of the Council report

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201.	It should also include protected bike lanes. Possibly a part of the footpath could be designated for bikes, and narrow car lanes too to allow for more space for pedestrians and bikes and slow down drivers. Small bollards or barriers should be placed on the outer (left) side of the bike lane if the bike lane is a part of the footpath in order to separate riders from pedestrians.	Noted The narrow street width does not allow for a dedicated bike lane and footpath widening on both sides of the street. See also 'Discussion' section of the Council report.
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No.	Visitors	Officer Comments
202.	This project is unwanted and unnecessary. Council proclaims to want to make the area more pedestrian friendly and support outdoor trading/dining, yet want to remove access? How is this even logical? Have you considered the demographic of the population who rely on vehicular access? How are traders meant to receive goods if you remove the loading bays? What is the rationale for outdoor dining esp. in Melbourne's climate? The impact on visitors and traders you purport to support will be huge. Divert your funds to projects that deliver better value and drop this ridiculous concept.	See SUB02, 03 and 04 Also addressed in 'Discussion' section of the Council report
203.	The planned footpath enhancements will make it much harder for elderly and disabled people to find parking in the close vicinity of the shops they need to routinely access on Portman street. The planned footpath enhancements should not proceed.	See SUB03
204.	I visit from outside Oakleigh, so I always drive there. Parking is already quite tricky, but this proposal will make it more difficult. I don't spend hours on the footpaths. I drive, park, go to the restaurants, cafes, shops, then drive home. If I can't get a carpark, I'd go to another suburb and stop visiting Oakleigh. It's a pity as Oakleigh is well known for amazing Greek food and is a destination.	Noted Addressed in 'Discussion' section of the Council report
205.	Yes- I disagree wholeheartedly with this and think councils need to look after business and consult them prior to coming up with stupid ideas.	Noted Addressed in 'Discussion' section of the Council report
206.	In my opinion I think the project you are proposing will not only harm the businesses but would have a tremendous impact on the consumer who relies on the street parking, which many like to pop in quickly on their way to work and get their takeaway coffee and meal.	See SUB04 Also addressed in 'Discussion' section of the Council report

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	<p>It's absurd that the idea your proposing is harming the very business who make Oakleigh the suburb that stands out from the others. I believe that if you went to every business along Portman St. /Eaton Mall and asked for them to cast a vote, they'll all oppose on this project.</p>	
207.	<p>I do not agree with the proposal, Oakleigh needs more parking closer to the shops not less. My father in-laws can't walk far. He likes to park right out the front of the store he's visiting as he cannot carry heavy bags. Let's not make Oakleigh like the city of Melbourne. That is an abomination! Support the stores and the people not theoretically "good ideas" that fail critical thought!</p>	<p>See SUB03 Also addressed in 'Discussion' section of the Council report</p>
208.	<p>I love this idea. I think Oakleigh needs to keep up with what is happening in the region to stay relevant and vibrant. (.....) is growing and changing, and Oakleigh needs to keep up. The Portman St footpath is too narrow (especially on Saturdays) and expanding it is a good idea. The parking is always very difficult along here anyway....</p> <p>Most people I see entering these shops are from foot traffic and not parking on Portman St.</p>	<p>Noted</p>
209.	<p>By undertaking the removal of parking on Portman Street you will be removing easy access and mobility for those more elderly visiting Oakleigh to access their regular shopping destinations. Furthermore, you will be suppressing business to the several small businesses on this street, where less people will visit with less parking and ease of parking. Going to surrounding carparks complicates (takes time) the quick in and out to the traders the current parking affords shoppers. I do not think you will be attracting more people to the area but taking people away by undertaking this project. The mall offers the convenience of seating and pedestrian attraction.</p>	<p>See SUB03 and 04 Also addressed in 'Discussion' section of the Council report</p>
210.	<p>Do not proceed, this will kill the fantastic area that has been created where people can come, be happy with their families and friends. This proposal is only here to service the very opposite, single, and childless. The elderly does not ride bikes and will be forced to park further away and work further which they cannot do.</p>	<p>Noted See SUB03</p>
211.	<p>I think enhancing pedestrian access will support outdoor trading and dining in the area.</p>	<p>Noted</p>

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212.	We visit Oakleigh regularly with our young family. The street parking is so incredibly important for accessibility not only for our young children our elderly parents too. Can we provide the allocated money towards the homeless that currently reside at Oakleigh precinct? Provide them with emergency housing/shelter.	See SUB03 and 12 Also addressed in 'Discussion' section of the Council report
213.	Consultation with community and business people on the scope and planned progress of works is essential. I believe the proposal will enhance the ambiance and flow of the area and will in fact attract more people.	Noted
214.	Whilst it may be more pedestrian friendly it most certainly isn't providing improved accessibility to the shops. The objective should be providing accessibility to the shops. To carry bags of shopping 500m down to a car park is not ideal for the elderly, or parents with young children/prams and not ideal for business. Not sure why outdoor dining and trading is listed as an improvement. It is freezing cold for 9 months of the year in Melbourne. We simply don't have the weather to enjoy this type of lifestyle. It's a waste of time and tax payer money. It is not critical and unless you've failed to articulate the value of this, there simply isn't any.	Noted See SUB03 Also addressed in part in the 'Discussion' section of the Council report
215.	Terrible idea. Council should reconsider. It will harm the businesses and the already thriving local community. Please redirect rate payer money elsewhere.	Noted Addressed in 'Discussion' section of the Council report
216.	This is a false claim as Oakleigh Visitors and suppliers need quick access to these family businesses. Council should NOT Proceed with that.	Noted Addressed in 'Discussion' section of the Council report
217.	One of the pleasures of visiting Oakleigh to shop is to enjoy the Eaton Mall and surrounds. By expanding this outdoor location, this will further enhance the experience, as it can be quite busy and overwhelming in its current state.	Noted
218.	I live in Gippsland and have friends that reside in Oakleigh, so when we visit our friends, we often frequent Eaton Mall for its cosmopolitan atmosphere and fabulous assortment of cafes and bars. We know Portman Street and believe that, whilst the enhancement would involve the removal of 14 car spaces and 4 loading zone spaces between Eaton Mall and Station Street, this would not adversely affect traffic, but the proposed enhancement will definitely make Portman Street more pedestrian friendly and support outdoor trading	Noted

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	and dining. It's WIN/WIN for all. Go for it	
219.	<p>The current design is helpful with parking vehicles both including loading zone, I feel there isn't enough parking for size of the shopping district and drives customers away due to frustration. Councils need to take into consideration the traffic and time it takes for customers to get to this location and perhaps if you want to take away parking, include new parking proposals.</p> <p>This would be a better option for returning customers. Especially myself who drives nearly an hour in traffic to visit this district to then be faced with parking restrictions, my choice would then be to find another area closer with better parking.</p>	<p>Noted</p> <p>Addressed in 'Discussion' section of the Council report</p>
220.	<p>What a great idea! I visit Oakleigh quite regularly and it can be quite dangerous walking around in amongst cars! Pedestrian friendly please. Have a look at other places around Melbourne flourishing with pedestrian friendly zones! Fitzroy and Brunswick!</p>	<p>Noted</p>
221.	<p>In full ASAP please and thankyou</p>	<p>Noted</p>
222.	<p>We urge you not go through with these so-called enhancements. It is actually doing the opposite to support trading; you will ruin the livelihoods of these businesses that surround portman St. which most have spent a very long-time building. You will make it harder for customers to access these businesses and especially for the people unable to walk a long way to get to them. The access with cars is crucial for this bustling hub to thrive. By going through with this will ruin everything. Please reconsider this project, it has not been well thought out.</p>	<p>See SUB03 and 04</p> <p>Also addressed in 'Discussion' section of the Council report</p>
223.	<p>I'm against this proposal. This will be another negative impact in Oakleigh central. Portman St. and Eaton Mall. Removing the car spots will affect businesses by losing the loading zones making it very difficult to receive stock etc. Customers who use the car spots who need to do a quick stop over to purchase whatever they need from Portman St, the older people who cannot walk long distance, people with disability who also need close access etc the list can go on and on. I myself when in a rush if I cannot find parking on Portman St. I will leave and not stop to purchase what I need. You will notice I commented above "This will be another negative impact in Oakleigh central" when Monash council stopped the smoking down Eaton Mall this has taken a huge effect on all the business including Kings Way in Glen Waverley. I'd HATE to see Oakleigh being affected any further.</p>	<p>See SUB02, 03 and 04</p> <p>Also addressed in 'Discussion' section of the Council report</p>

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	<p>Oakleigh community have built a beautiful culture and its sad to see the council causing this negative impact! I'm a local real estate agent and also in promoting I have seen the great growth over the years and also the negative impact as mentioned above once again I'd hate to see Monash council make another negative impact!</p>	
224.	<p>I support Council's resolve to continue reallocating space currently given away to car infrastructure in Oakleigh. The inclusion of much needed bicycle parking is nice to see, as well as the provision of more street trees and benches. Shade and places to rest improve the amenity of walking focussed streets, particularly for people with limited mobility.</p> <p>I am concerned that the current design doesn't address the very narrow footpath between the Oakleigh Junction Hotel and the roundabout. I had hoped that this project could be used to fix this issue which limits visibility of pedestrians for cars entering the roundabout from Station Street.</p> <p>I would encourage Council to consider continuing this kind of work to create a wider network of low-traffic streets in Oakleigh which would improve pedestrian amenity across the entire precinct.</p>	<p>Noted.</p> <p>Council is currently undertaking feasibility studies that consider public realm improvements to the Oakleigh Station precinct (both north and south sides).</p>
225.	<p>This absolutely needs to happen. Oakleigh is poised to become a major attraction centre in the south east. The more trees and open space, the better. The only thing I'd say is to note that the orientation of this particular street means it's shadier, colder, and therefore less naturally inviting than the sunnier Eaton mall.</p>	<p>Noted</p>
226.	<p>While making Portman Street more pedestrian-friendly and supporting outdoor trading and dining may seem like a positive step, there are potential drawbacks to consider. One concern is the impact on vehicular traffic and parking in the area. Restricting vehicular access and removing parking spaces may discourage visitors who rely on cars to access the area. This could result in decreased revenue for businesses in the area, particularly those that rely on visitors from outside the immediate vicinity.</p> <p>Another concern is the potential cost of the project. While creating a more pedestrian-friendly environment and supporting outdoor dining and trading can be beneficial for the community, it is important to consider whether the cost of the project is justified. There may be other projects or initiatives that could provide greater benefits for the community at a lower cost.</p>	<p>Noted</p> <p>Addressed in 'Discussion' section of the Council report</p>

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	<p>In addition, the proposed enhancements may not be universally welcomed by local residents or businesses. Some residents may be concerned about noise and disturbance from increased outdoor activity, while some businesses may not want to invest in outdoor furniture or trading stalls. It is important to consider the opinions and concerns of all stakeholders before proceeding with the project.</p> <p>In conclusion, while the proposed enhancements to Portman Street may have some benefits, it is important to consider potential drawbacks such as the impact on vehicular traffic and parking, the cost of the project, and the concerns of local residents and businesses. A thorough analysis and consultation process should be conducted before deciding whether to allocate funds for the project in the 2023/24 budget.</p> <p>DON'T DO IT</p>	
227.	Reduce speed limit to 30 mph.	Council has received a grant to undertake a 30km/h speed limit pre-trial study on Chester Street and its surrounding streets in 2023/24. The purpose of this study is to collect data so that officers can be more informed in considering the lower speed limit. The process will include further consideration by Council as well as community consultation if the grant study shows merit in pursuing the proposal.
228.	<p>It shouldn't be done. There is enough space for outdoor dining and pedestrians. Having elderly parents still living in the community parking is already a huge issue, this will only make parking worse. They need the ability to park close to shops, they do their grocery shop in Oakleigh and use the butchers, fishmongers along Portman St. No thought has gone to how this will affect the traders and their customers. People don't go to Oakleigh just for coffee and to eat- people live there and need to be able to access shops, and park easily.</p> <p>I have grown up in the community and have watched the changes being made over the last 4 decades. Parking already puts me off visiting the area, this will only make people avoid Oakleigh.</p>	See SUB03 and 04 Also addressed in 'Discussion' section of the Council report

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229.	I think the project is going to be a major hinderance to traders in the affected area. Especially the shops / traders that rely on quick pickups, it will make Oakleigh a lot less convenient!	See SUB04
230.	I am a regular traveller to Melbourne and always make my way to Oakleigh from the city by car. If this project goes ahead, please include car parks on Portman street. It is already hard enough to find car parks now with parks on Portman street. Imagine what it would be like without parks. Your consideration on this would be appreciated :)	Noted Addressed in 'Discussion' section of the Council report
231.	I do not agree with this project. Even though I live outside of Oakleigh it is extremely important to me and I visit every week because of my Greek heritage and have dinner at one of the restaurants supporting the local traders. What I really appreciate is the ability to be able to park easily then walk the close distance to where I want to go. In sacrificing the ability of those from and outside of Oakleigh to travel there easily and park there by putting in bigger footpath's when the current ones are fine feels like a waste of money as well as a way of making it more difficult to visit the wonderful precinct.	See SUB04 Also addressed in 'Discussion' section of the Council report
232.	By doing the proposed above idea will make parking and accessibility to Oakleigh near impossible. It will make it harder for our elderly to be able to complete their shopping and impact significantly on the businesses on Portman street. Therefore, not making an improvement that will see people take their business elsewhere.	See SUB03 and 04 Also addressed in 'Discussion' section of the Council report
233.	Create more parking spaces Keep the existing parking arrangements on the street as they are.	Noted Addressed in 'Discussion' section of the Council report
234.	It is more important to keep theses parking spots than to remove. They are used for those popping in and out of the area. Centro is longer term and at capacity already. My elderly parents use these spots to park as it's easy for them to access the traders. To remove them is ludicrous.	See SUB03 and 04 Also addressed in 'Discussion' section of the Council report
235.	People don't really go to sit along there in the first place. I reckon leave it the way it is. It's not going to be convenient if this project is followed through. If someone needs to pick up a large delivery from a shop that includes boxes of sweets large cake etc. It's going to be difficult lugging it to a car park far away.	Noted Addressed in 'Discussion' section of the Council report

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236.	Place more parking along Portman street.	Noted
237.	These enhancements will hinder Oakleigh trading, not improve them. Their clientele is reliant on consumers of goods (grocery shopping, retail, event planning and dining) to assume that removing street parking will improve this is a naive thought as most of the clientele drive in and do not take public transport. This includes families, elderly, and children. I for one do not ever catch public transport into Oakleigh to do my grocery shopping as I couldn't possibly carry all my shopping bags on public transport. The commute would be ridiculously hard especially with my children. Please reconsider your plans as I am not alone in these thoughts.	See SUB04 Also addressed in 'Discussion' section of the Council report
238.	I don't agree with this plan. Reduced parking is a death sentence to small businesses. It puts people off visiting the precinct. Port Phillip council absolutely killed Acland Street St Kilda with its 'pedestrian friendly' plan.	See SUB04 Also addressed in 'Discussion' section of the Council report
239.	Please don't remove parking so close to all these amazing businesses. My elderly grandparents and family would find it very hard to support these businesses that they love, not to mention trying to park close by to shops with 2 young children myself.	See SUB04 Also addressed in 'Discussion' section of the Council report
240.	I do NOT agree, people need to make quick stops to shop or pick up things, all you will do is make a hazard and destroy businesses.	See SUB04 Also addressed in 'Discussion' section of the Council report
241.	It's already hard since they extended the 1-hour parking to 8pm on all nights. It's hard to find parking now close by. Or you have to leave your dinner plans to move the car after an hour. We already feel the restrictions make it seem like the council doesn't want anyone to come to Oakleigh. If you remove all the car spots, it totally would impact businesses. There isn't that many restaurants on Portman St to warrant such a change.	See SUB04 Also addressed in 'Discussion' section of the Council report
242.	This does the complete opposite of support trading and business. Parking is already a nightmare, and this will only have negative impacts on local business. The people making these decisions behind their desks actually have no connection to the people who visit Oakleigh or the businesses who trade. Another bad move by council.	See SUB04 Also addressed in 'Discussion' section of the Council report
243.	It isn't required, it will make it inconvenient. My parents live and shop in Oakleigh and rely on close parking.	See SUB03 and 04

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	<p>Where is everyone going to park? Blocks away? This is so silly.</p>	<p>Also addressed in 'Discussion' section of the Council report</p>
244.	<p>If car parks are removed, it will make it extremely difficult for myself and elderly to get to our destination. Please don't remove it!</p>	<p>See SUB03 and 04 Also addressed in 'Discussion' section of the Council report</p>
245.	<p>Council needs to consider that Portman street provides easy access to shops on strip for quick shops and also easy access for elderly community to access shops it's not just dining. This is what makes it so appealing to drive down and shop. Don't turn it into (.....) where you are driving around for hours and can't find a park! Also, traffic will end up parking in surrounding residential streets that are narrow & cause distribution for local residents. Don't lose the charm!</p>	<p>See SUB03 and 04 Also addressed in 'Discussion' section of the Council report</p>
246.	<p>Removing parking will deter patrons from coming to Oakleigh. I would probably not come if there was no street parking on Portman St. This move does not support trading and will only damage business.</p>	<p>See SUB04 Also addressed in 'Discussion' section of the Council report</p>
247.	<p>The area is already pedestrian friendly. Accessible Parking is what is lacking in the area. Accessibility far outweighs outdoor dining which there is an abundance of. I have no issues dining in the area but can never find a parking spot. I would like to continue supporting my favourite Oakleigh / Eaton mall businesses, however changing the current landscape will make that impossible.</p>	<p>See SUB03 and 04 Also addressed in 'Discussion' section of the Council report</p>
248.	<p>NOT AT ALL THOUGHT THROUGH PROPERLY! I visit here all the time and as a woman I want to be able to park closely and not have to walk far for safety reasons!!! What are you thinking!!!</p>	<p>See SUB10</p>
249.	<p>By removing the parking, this makes it increasingly difficult to access the local cafes and restaurants. Local parking makes short visits easier. By removing the parking would make me reconsider my visit.</p>	<p>See SUB04 Also addressed in 'Discussion' section of the Council report</p>
250.	<p>Planned works will limit accessibility of elderly as they will not find parking near preferred shops. Isolation of the elderly will occur and as a consequence effect traders. Removing parking will not invite more people to the area but limit access and deter patrons from attending. Extremely concerned of this approach and plan.</p>	<p>See SUB03 and 04 Also addressed in 'Discussion' section of the Council report</p>

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251.	The fact that you want to throw money at making people 's lives harder to find parking just speaks for how truly detached from the Oakleigh area this council really is. this council wants to destroy a beautiful thriving area. Just like they did Chapel Street and Acland Street. Now coming after our beloved Oakleigh it's absolutely outrageous. Nothing about this makes sense as hard as I try.	See SUB04 Also addressed in 'Discussion' section of the Council report
252.	Better parklands and more safety barriers for children or motor vehicles.	Noted
253.	I disagree. Parking in Oakleigh is already hard to come by. This will deter patrons going to Oakleigh to trade or dine because it will be too inconvenient to park.	See SUB04 Also addressed in 'Discussion' section of the Council report
254.	What a ridiculous concept that is being proposed, it will absolutely kill business in the area- it should not happen.	See SUB04 Also addressed in 'Discussion' section of the Council report
255.	Well, I come to Oakleigh from Greensborough, and I sometimes struggle to find parking. If you get rid of the parking it will make it harder for people.	Noted Addressed in 'Discussion' section of the Council report
256.	The proposal will ruin Oakleigh. It heavily relies on parking and your proposal will make it nearly impossible to stop in the one stop shop location. So many businesses along Portman street will be affected. What about the community, there is a large senior community that won't be able to walk so far trying to get to their locals. Why change something that's not broken.	See SUB03 and 04 Also addressed in 'Discussion' section of the Council report
257.	Please don't get rid of the parking. We use Oakleigh a lot for our shopping and elderly community such as parents and relatives will need to park far away IF they can find a car spot to go to local delis and cake shops etc. This will destroy Oakleigh.	See SUB03 and 04 Also addressed in 'Discussion' section of the Council report
258.	Changing the parking and making Portman St. more pedestrian friendly may not necessarily be a good thing. Many of the community visiting the precinct are elderly. My parents included. It is not reasonable to expect them to shop and park far. It's unfair and if this is to go ahead, there will be a decline in people coming to do their shopping or simply having a coffee or something to eat. Considering that the precinct is predominantly Greek, this will affect many many people who have worked hard and tirelessly to make Oakleigh what it is today. Please reconsider this proposal.	See SUB03 and 04 Also addressed in 'Discussion' section of the Council report

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259.	<p>As a frequent visitor to the area, and patron to the restaurants and shops the last thing Oakleigh needs is less parking.</p> <p>Other areas around Melbourne which have removed parking have seen a detrimental effect on the retail and trade Business in the area.</p> <p>I would come to Oakleigh less if parking were to be reduced.</p>	<p>Noted</p> <p>Addressed in 'Discussion' section of the Council report</p>
260.	<p>For the zebra crossings make a continuous footpath that matches the design of Pedestrian areas.</p>	<p>Noted</p> <p>The design proposal is for flush pavements for the length of Portman St from the western zebra crossing to Eaton Mall (subject to stormwater management requirements). The flush pavements will reinforce the pedestrian centred environment.</p>
261.	<p>I support the reduction of street space dedicated to cars. The area is well connected with PT & has ample car parking areas without the need to take up street space. The Eaton Mall is extremely successful & the more of Oakleigh that's like that the better.</p>	<p>Noted</p>
262.	<p>As fast as possible please!</p>	<p>Noted</p>
263.	<p>I think it's wonderful you are planning to make it more appealing and pedestrian friendly with trees, wider footpaths etc. I'm far more likely to visit and spend \$ in that section than currently as so many cars are unpleasant. It's clear more people walk a pedestrian friendly street and car parking out front is far less important to trade than shops assume.</p>	<p>Noted</p>
264.	<p>I look forward to these improvements to design streets for people instead of cars. It will create a more liveable community, increased foot traffic for local traders and encourage people outside of Monash to visit.</p>	<p>Noted</p>
265.	<p>This project should ensure to deliver ample bike parking. As someone who regularly rides from Murrumbeena to Oakleigh, this change will be very beneficial as it is currently very dangerous to ride along Portman Street.</p>	<p>Noted</p> <p>The proposal includes additional bike parking along Portman Street.</p>
266.	<p>It's a good idea. I live in Murrumbeena near Hughesdale station but the Oakleigh Central is my local shops, I do Pilates in Oakleigh and I often walk or cycle through the area. This would make the area around the station safer and more inviting. Great idea!</p>	<p>Noted</p>

Appendix 2

Information Session Comments

The following tables summarise comments received by information session participants. Also, note the officer comments provided below are cross referenced to similar issues and comments made in the 'Email Submissions' section of this report.

No.	Trader's Comments	Officer Comments
267.	Request parking on one side of the street and more lighting and propose spaces that could be used for both cars and outdoor dining at various times of the day. Additional street furniture would increase loitering. Concerns about shop signages due to the wider footpath.	Noted Addressed in part in the 'Discussion' section of the Council report
268.	Removal of parking has been implemented in Atherton and that resulted a detrimental effect to the precinct area—businesses and customers rely on these parking areas as they do deliveries often. Customers also need (loading) parking spaces closer to the trading shops as they are buying (.....) from shop. Additionally, the removal of car parking area will affect the disabled and older people as they will need to walk further to get to places. Do not see the benefit of this footpath widening.	See SUB02, 03 and 04 Also addressed in 'Discussion' section of the Council report
269.	Agree that enhancement may be required, but net loss on the existing parking space will affect the way of business operates and potentially destroy the character of Oakleigh. Customers prefer to move in and out quickly for the convenience. Businesses also require loading bays to load/unload the stock deliveries, and this will cause problems. Footpath is wide enough—this can accommodate outdoor dining without removing parking.	See SUB02 and 04 Also addressed in 'Discussion' section of the Council report
270.	It will destroy businesses—customers want to park nearby to stores when buying fresh produce so they will go elsewhere. No smoking policy has already halved businesses in Eaton Mall.	See SUB04 Also addressed in 'Discussion' section of the Council report
271.	Removal of parking would deter customers to coming to the shops, affect the elderly people who need nearby parking, and make it difficult for businesses to do delivery.	See SUB02, 03 and 04 Also addressed in 'Discussion' section of the Council report
272.	Concerns: Lack of parking space, loading zone access, elderly and physically impaired, destroying local culture, over commercialization.	See SUB02, 03 and 04 Also addressed in 'Discussion' section of the Council report

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<p>273.</p>	<p>Against the proposal, as removal of parking would:</p> <ul style="list-style-type: none"> • destroy businesses due to lack of loading zone for delivery, • discriminate against the disabled and aging community, • cause congestion due to double parking, • Destroy Oakleigh's culture, variety, and choice. Creating a wider footpath to create outdoor seating will not work as current and future potential restaurants will not have loading zones nearby. 	<p>See SUB02, 03 and 04 Also addressed in 'Discussion' section of the Council report</p>
<p>274.</p>	<p>Oppose the proposal, as the loss of parking would:</p> <ul style="list-style-type: none"> • cause me to lose access to my business while I care for my child with ease, • delivery affected, • cause the elderly to be forced to shop elsewhere. <p>Want to know the:</p> <ul style="list-style-type: none"> • sequence of events that lead to the development of the proposal, • the amount of rate payer's money used with the development of the proposal, • the cost analysis and why this proposal has not been presented to the businesses impacted, • the basis of this proposal—can beautify the street without losing parking by planting trees, getting rid of litter, drugs and alcohol users who linger in the street. 	<p>See SUB02, 03, 04 and 'Discussion' section of the Council report.</p> <p>Council noted at its meeting on April 2021 that temporary enhancements for outdoor dining afforded to traders on roadways in response to the pandemic have been embraced by traders and their patrons and caused a rethink on how such spaces may be utilised for outdoor dining. The Council resolution directed officers to prepare preliminary designs and costings to maximise footpath widths to facilitate outdoor dining in identified areas. This Project is the outcome of this earlier feasibility work.</p>
<p>275.</p>	<p>Against the proposal, as the loss of parking would:</p> <ul style="list-style-type: none"> • cause loss of trade as the train commuter demographic don't shop, • disrupt delivery/distributors/stocks, • impact those who need accessible parking area. Beautification of the area can be done without removing parking. The timing of the project, with inflation, is bad for businesses. 	<p>See SUB02 and 03 Also addressed in 'Discussion' section of the Council report</p>
<p>276.</p>	<p>Against the proposal:</p> <ul style="list-style-type: none"> • no feasibility study/analysis has been conducted, • businesses will have significant loss of revenue, • significant concern in traffic, • less accessibility to businesses which cause loss of revenue, • this is the wrong demographic for the plan, • Future meetings should be taken by independent source to be non-biased. 	<p>See SUB 04 Also addressed in 'Discussion' section of the Council report</p>

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277.	<p>Parking space is hard to find—unsure if this will benefit businesses. Prefer not to extend the footpath for outdoor dining outside the store as this create displeasure to customers. Additionally, the loss of parking spot at Portman St will have a cause and effect to the existing customers. This will redirect customers to park and shop elsewhere, possibly would cause them to walk pass competitors. Do not want seats in proposed location as this will attract beggars and homeless people to congregate.</p>	<p>Noted Addressed in 'Discussion' section of the Council report</p>
278.	<p>There are not a lot of cafes in the area—not beneficial for shops. There's no need to widen the footpath. There's not enough loading zone. Concerned about homeless people and drug issues outside (.....).</p>	<p>See SUB02, 04 and 12 Also addressed in 'Discussion' section of the Council report</p>
279.	<p>Out of 21 businesses impacted, only 6 are involved in dining industry. This proposal will not benefit the shops. Parking is already a problem and keeping businesses running these 2 years are already tough with online shopping. This will affect foot traffic in our streets. Remembering Oakleigh as a 12-year-old girl as the most incredible village, and now at age 47 cannot stomach the thought of the proposed vision.</p>	<p>See SUB04 Also addressed in 'Discussion' section of the Council report</p>
280.	<p>No parking—no customers. An overwhelming number of customers do not support the plan to remove parking and are very upset. Removal of parking will pose a problem for traffic flow and deliveries, especially for the elderly and disabled.</p>	<p>See SUB02, 03 and 04 Also addressed in 'Discussion' section of the Council report</p>
281.	<p>Portman St is a shopping street and not a marketplace—do not agree with the removal of parking, nor do the customers.</p>	<p>See SUB04 Also addressed in 'Discussion' section of the Council report</p>
282.	<p>List of concerns include:</p> <ul style="list-style-type: none"> • special needs/disability people, • OHS risk with removal of loading zones/distance of delivery, • 95% of shops not hospitality, thus outdoor dining not needed, • no convenience parking for passing customers, • lighting and safety issues 	<p>See SUB02, 03, 04 and 10 Also addressed in 'Discussion' section of the Council report</p> <p>Note new lighting is outside the scope of this Project.</p>
283.	<p>Concern that removal of parking will kill business; questioning the research of how removal of parking will be beneficial to businesses. Raise other concern on people with drug addiction in the area and the management of anti-social behavior—need to change restrictions.</p>	<p>See SUB04 and 12 Also addressed in 'Discussion' section of the Council report</p>

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284.	Any change should consider the businesses and their customers and how are they going to be affected.	Noted Addressed in 'Discussion' section of the Council report
285.	Totally against the idea as it doesn't serve the businesses. Car parks are important for customers (especially on elderly people), and businesses (delivery 3-4 times a day). Have been in Oakleigh for 40 years and can't understand why car parks are removed. The traders create the Oakleigh environment and culture, not council with trees and seats.	See SUB02, 03 and 04 Also addressed in 'Discussion' section of the Council report
286.	Have been in Oakleigh for 18 years and parking has always been an issue—paid for security to prevent people parking on our car park. Removing spots in Portman St will exacerbate this issue as some of the staff will have to park 4 blocks away. 14 car spots removal is too many. Concern on delivery as well. There's already a mall for outdoor dining and we don't need another one.	See SUB02 and 04 Also addressed in part in 'Discussion' section of the Council report
287.	Removal of parking will cause mobility issues.	See SUB03

No.	General Public's Comments	Officer Comments
288.	Request the data to 2021 survey to traders who support the plan, as well as MFB and Emergency Vehicle assessment. Concerns on who is responsible for loss of income and asking whether the section in front of Oakleigh Central be cleaned up from pigeon droppings.	See SUB04 Also addressed in part in 'Discussion' section of the Council report Note emergency vehicle access will be maintained by the proposed design.
289.	Doesn't support proposal	Noted
290.	A long-time resident of Oakleigh, believes that footpath widening is not necessary as most businesses don't require outdoor dining, and would have their businesses impacted. 'Beautification' of the street is unnecessary and a waste of council money for this street—funding would be better to be used for the community. Removal of parking spaces would also affect businesses as they need loading zones outside the shops, and will put further strain for commuters in finding parking in Oakleigh	See SUB02 and 04 Also addressed in 'Discussion' section of the Council report

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291.	The plan would kill businesses and affect local cultures, and really insensitive to the elderly and impaired. Comparing this with Acland St on St Kilda, the council improvement killed traffic flow and businesses and it was inaccessible.	See SUB03 and 04 Also addressed in part in 'Discussion' section of the Council report
292.	<p>Parking is the biggest issue in Oakleigh:</p> <ul style="list-style-type: none"> ○ Existing car spots on Portman St close to Eaton Mall has been made to 10-mins parking, which isn't long enough. ○ Chester St parking 'Kiss and go' is not needed—regular parking is. ○ 8am-8pm parking is not needed past 5 pm. The removal of parking would affect disabled and older people as they want to park close to the shops. Don't remove parking unless there's a plan for a multilevel car park. 	Noted See SUB03 Also addressed in part in 'Discussion' section of the Council report
293.	A cyclist and I would like to see a bike lane. I like the additional trees and opportunities for more outdoor dining.	Noted The narrow street width does not allow for a dedicated bike lane and footpath widening on both sides of the street. However, the removal of parking will ease traffic congestion and improve conditions for cyclists. See also 'Discussion' section of the Council report.
294.	A regular customer to the Portman St area. Happy with beautification but not at loss of parking—need to add 20 parking spaces.	Noted Addressed in 'Discussion' section of the Council report
295.	Will stop access from fresh food customers, especially the elderly. Concerns about homeless people getting to space as it causes security risk. There will be loss of trade. A diversity mix of traders in Oakleigh is healthy for the community and not just for food traders only. It's also important for traders i.e., Meat, Daily Products, Hair Cut	See SUB03, 04 and 12 Also addressed in 'Discussion' section of the Council report.
296.	Doesn't support proposal as it will affect the existing business traders. No need for beautification. Car parking around Oakleigh has become a major issue. Alternative option to upgrade on the North Side can be considered	See SUB04 and 06 Also addressed in 'Discussion' section of the Council report.

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No.	Did Not Identify Comments	Officer Comments
297.	Issue on “Pigeon Park” will need to be addressed first. Loss of parking will affect deliveries and access for elderly people. Lots of homeless people will be attracted to the area.	See SUB02, 03 and 12 Also addressed in ‘Discussion’ section of the Council report.
298.	Leave the parking as is, as the elderly people can't walk. Need parking space to the existing shop traders, apart from food traders. Widening the footpath will attract homeless people to the area and become a security concern. There's not enough disabled parking.	See SUB03 and 12 Also addressed in ‘Discussion’ section of the Council report.
299.	Fantastic idea as it would be aesthetically appealing, no issue on design. Other concern on anti-social issues (homeless people).	Noted Addressed in ‘Discussion’ section of the Council report
300.	The plan will destroy Atherton Road—the area should be a family space and already have a good vibe. Really need the parking spaces and loading zones; if 98% of businesses say no, will council still go ahead? Concern about the cost of chair (\$430 per chair per year is \$120k for chairs and tables!). Other concern on social issues.	See SUB02, 04 and 12 Also addressed in ‘Discussion’ section of the Council report.
301.	Leave it alone—council's previous decisions have caused empty shops. People rely on drop offs/short stops to shop, and we pay huge rates, we need the car spaces. Council has neglected the footpath as it should have been cleaned up a long time ago re: risks and trips.	Noted Addressed in ‘Discussion’ section of the Council report
302.	Removal of car parks will create problems: <ul style="list-style-type: none"> ○ parking for elderlies—already not enough disabled spots, ○ loading zone issues, ○ no benefit to traders as customers come from all over Melbourne to collect goods and delivery. The (.....) central parking has traffic congestion, always busy, and escalators are always broken. Other way to beautify is to focus on pigeon problem outside (.....). 	See SUB02, 03 and 05 Also addressed in ‘Discussion’ section of the Council report.