Your Street, Your Say

Group A Concepts

Project Report

City of Darebin

July 2022

CrowdSpot

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1. Introduction

The *Your Street, Your Say* project provides an opportunity for the broad Darebin community to tell Council how they can improve local streets for people who live, work, study or travel through Darebin.

The City of Darebin initially launched Group A engagement activities in October 2021, collected community feedback on transport mode experiences and general amenity. The study area included Group A suburbs comprising Reservoir West, Preston West and Thornbury West.

This second stage of community consultation focused on receiving feedback across 21 improvement concepts between 10 June 2022 and 10 July 2022. This report focuses on the feedback collected across all 21 concepts.

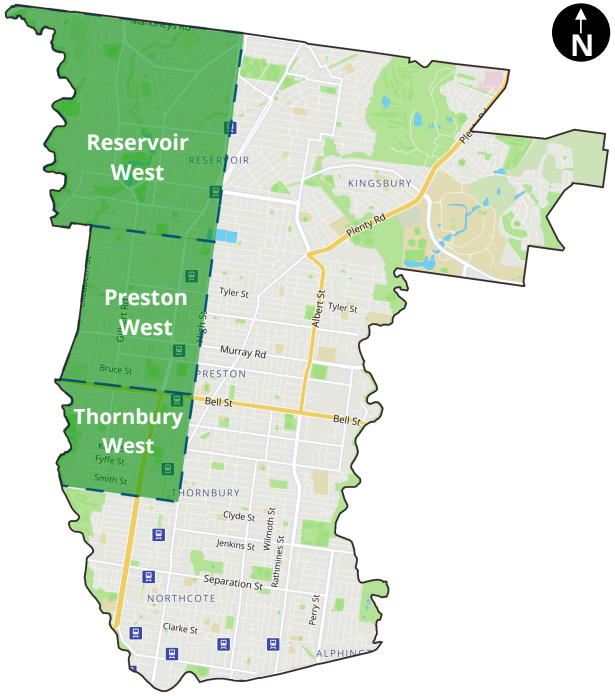


Figure 1. Group A

2. The Project Map

The digital interactive map was accessed via the City of Darebin website or directly via the CrowdSpot map URL (https://yourstreetyoursaygroupaconcepts.crowdspot.com.au/). The map (Figure 2) allowed users to share their thoughts relating to different improvement concepts.

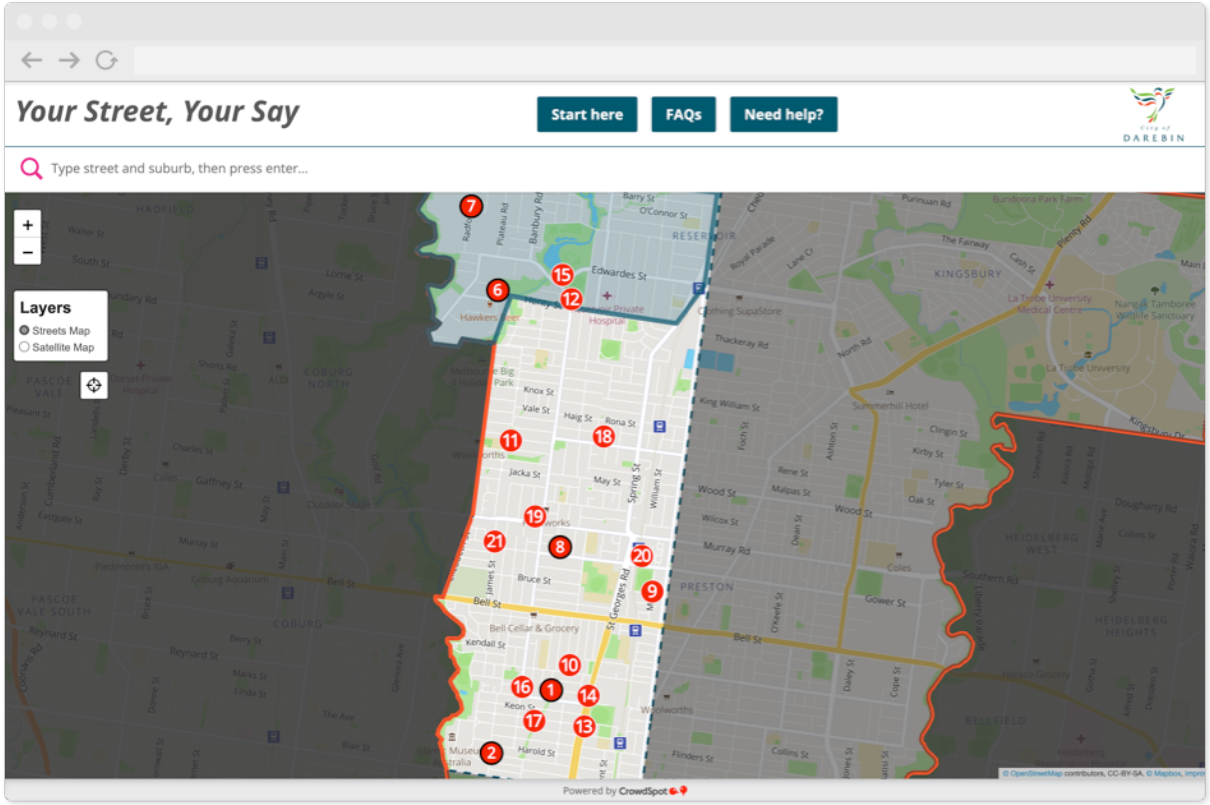


Figure 2. Project map

Contributing to the map

Participants were able to select a concept and complete the form relating to detail of the proposed improvement.

The survey form contained a combination of concept specific questions (eg. Agree/disagree) in addition to demographic questions of the participant (eg. participant connection to City of Darebin).

contribute their input to the map.

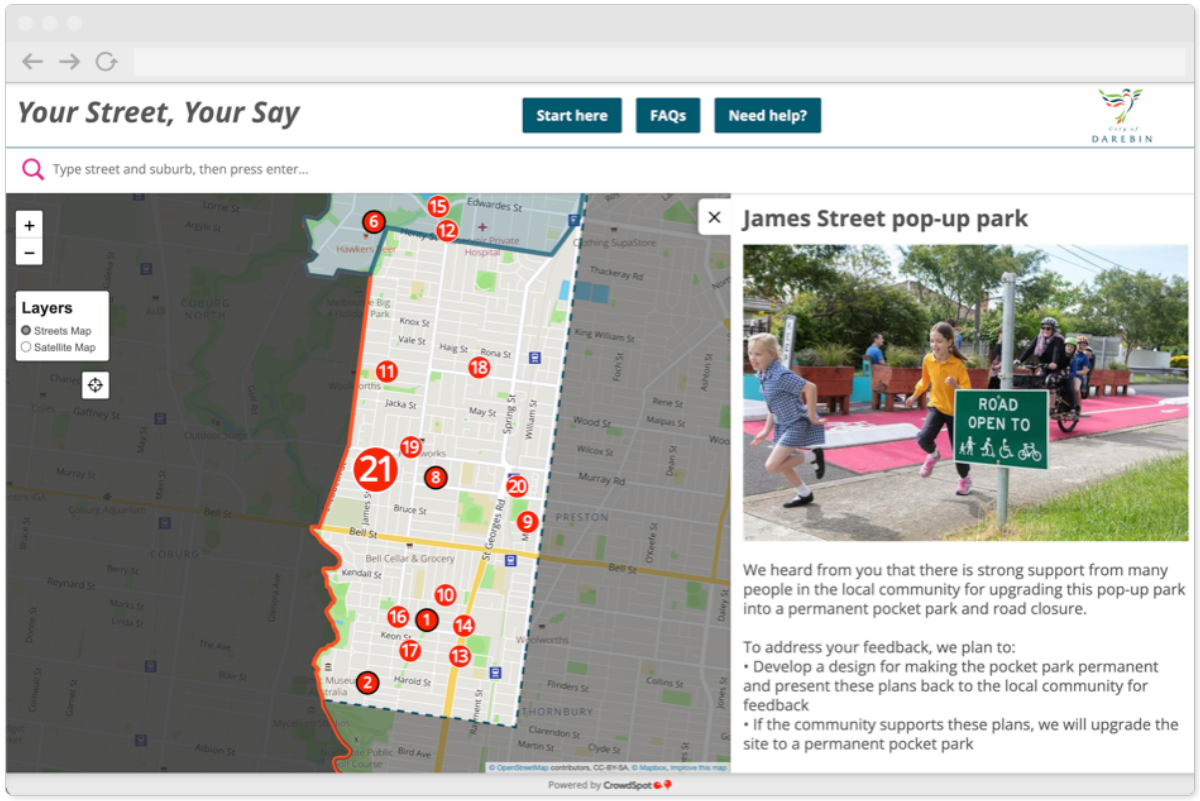


Figure 3. Survey form

3. Participation Data

In total, there were 227 participants who made submissions across all the proposed concepts, whilst there was a total of 1,444 total pageviews across the data collection period. Figure 5 on the following page outlines the total number of views per day over the engagement period. The peak occurred on 22 June with 175 page views.



Figure 4. Participation data

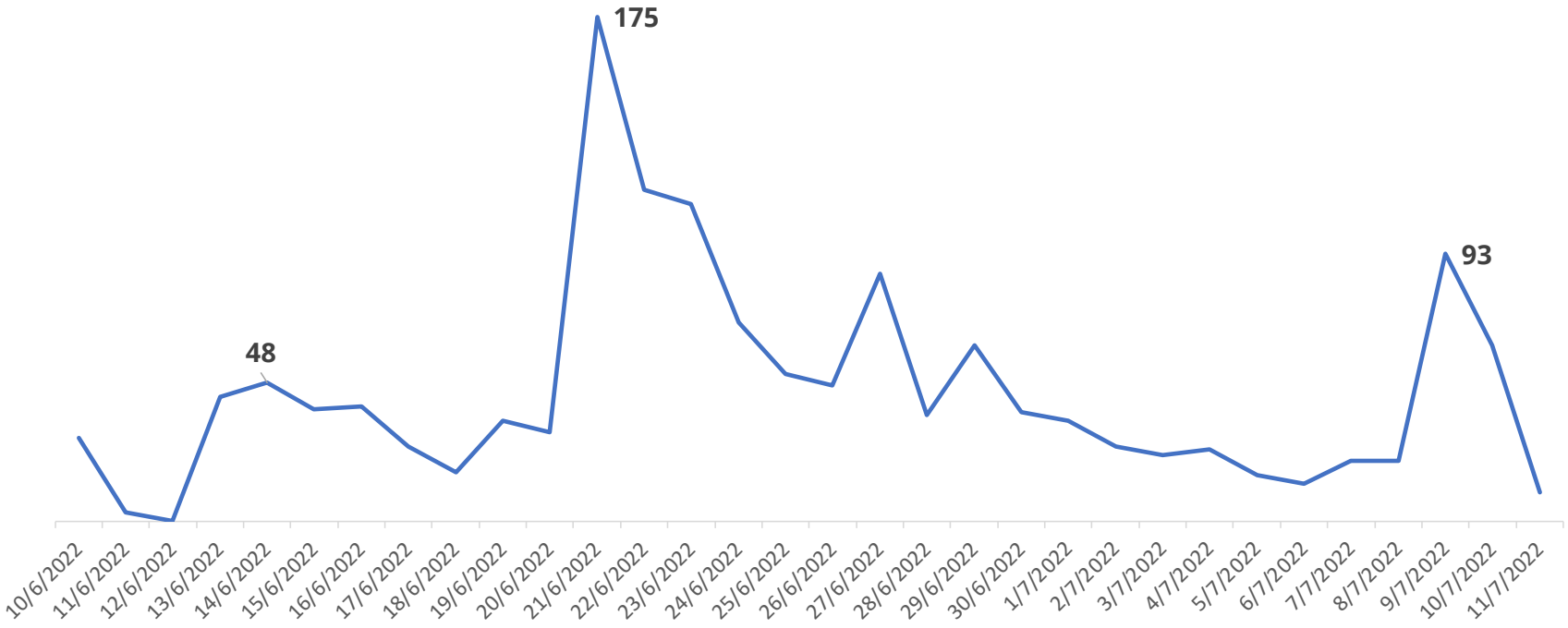


Figure 5. Pageviews over time

Age

The majority of participants were in the 35-44 age range, representing 37.9% of all those who submitted concept feedback. Together with the 45-54 age range, these two age groups made up 66.1% of all participants. There was little participation amongst those aged below 25 and above 64.

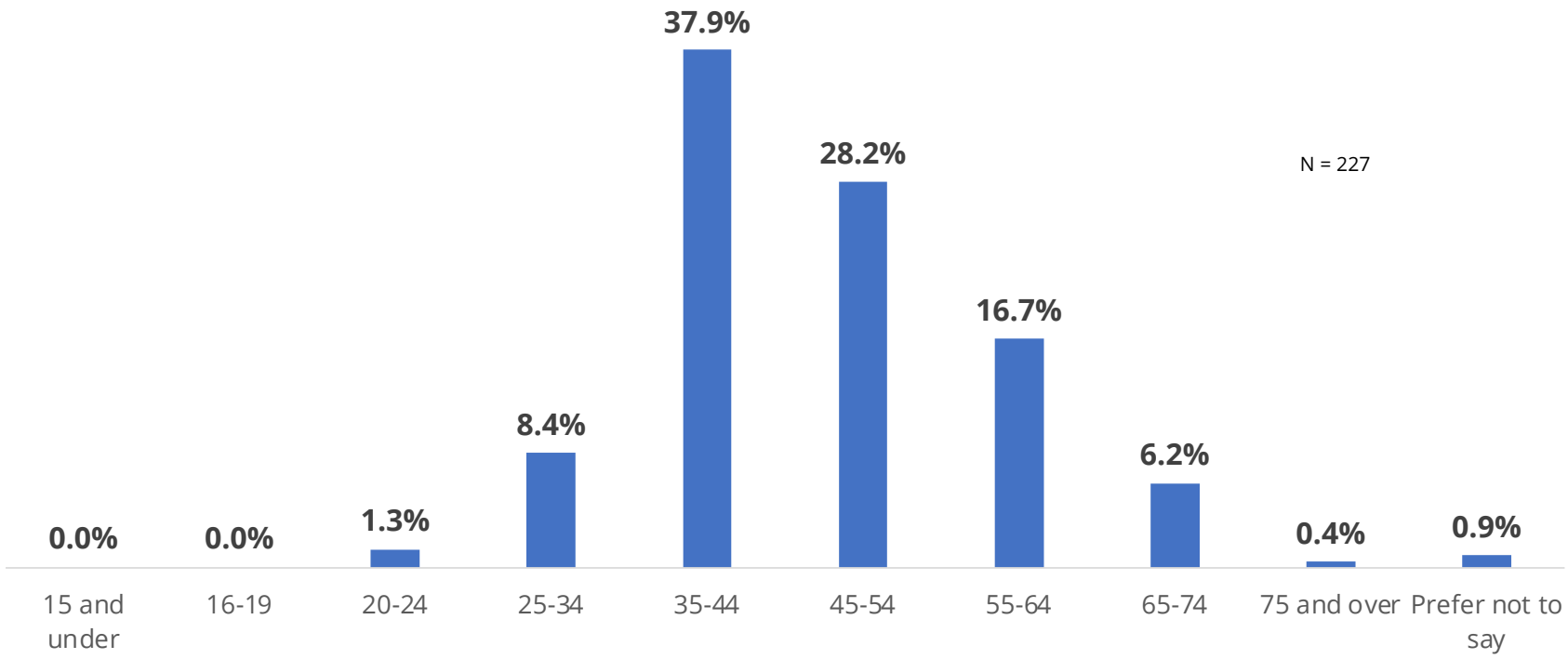


Figure 6. Age

Gender

The majority of submissions were made by participants who identified themselves as Female (55.9%), whilst the remaining gender identities included Male (40.1%), Prefer not to say (3.5%) and Prefer to describe (0.4%).

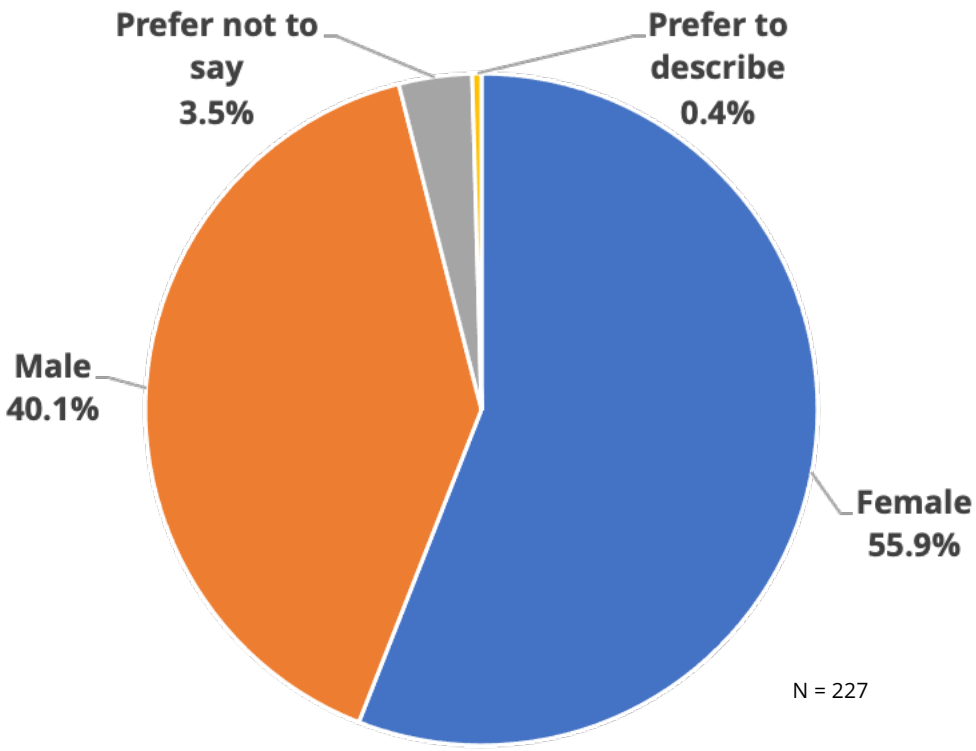
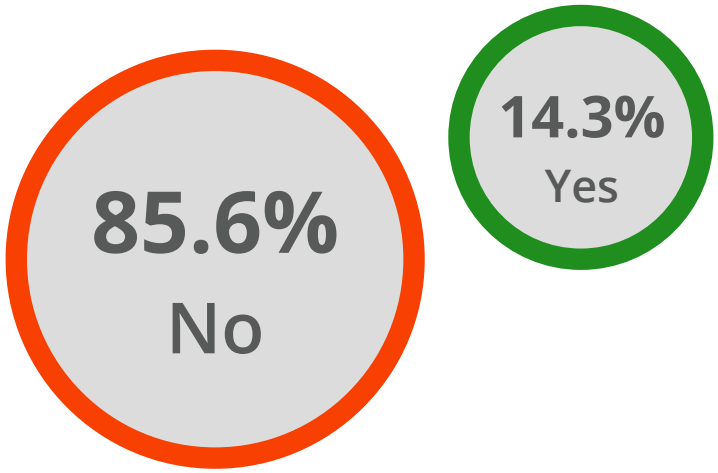
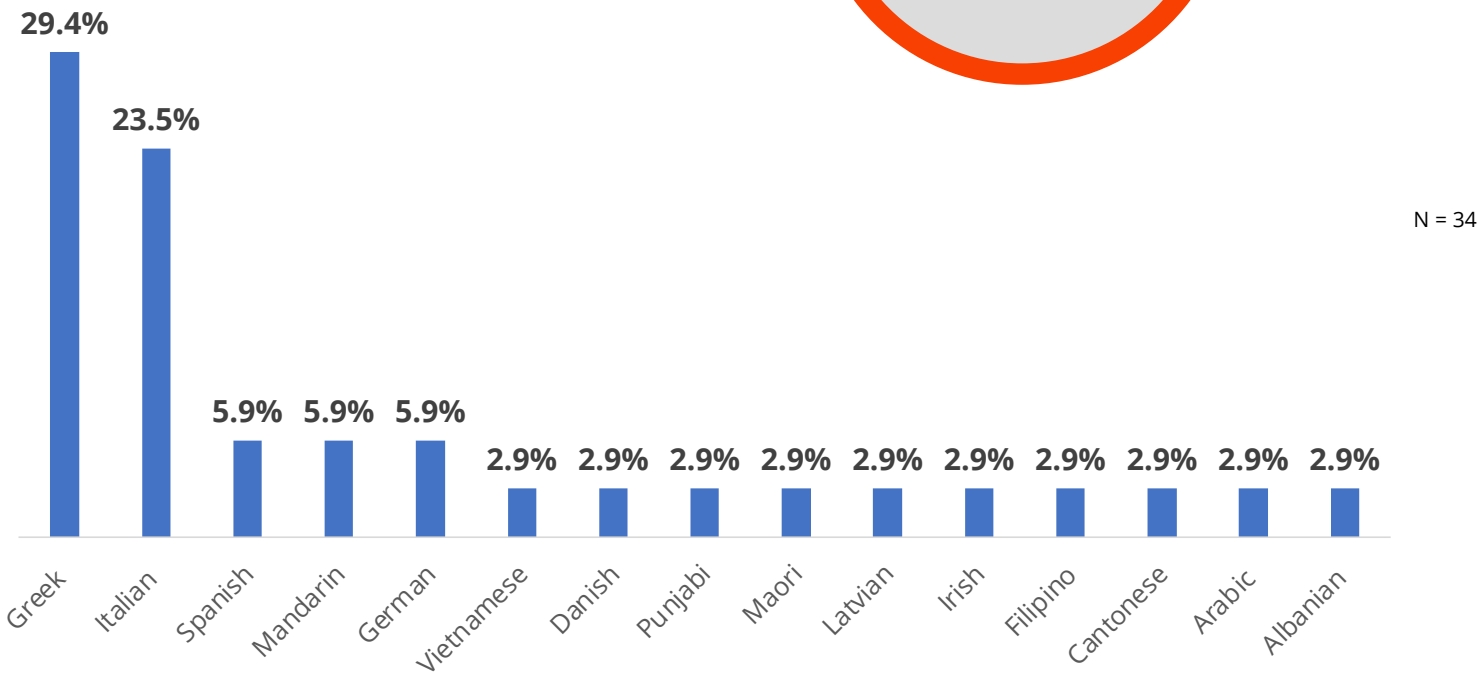


Figure 7. Gender

Language

In response to *'Do you speak a language other than English at home?'*, 85.6% of participants selected 'No' with the remaining 14.3% selecting 'Yes' and asked to specify the language. Greek and Italian are the two most popular languages spoken at home (other than English), representing over half (52%) of languages.





N = 34

Figure 8. Languages - % of those who speak a language at home

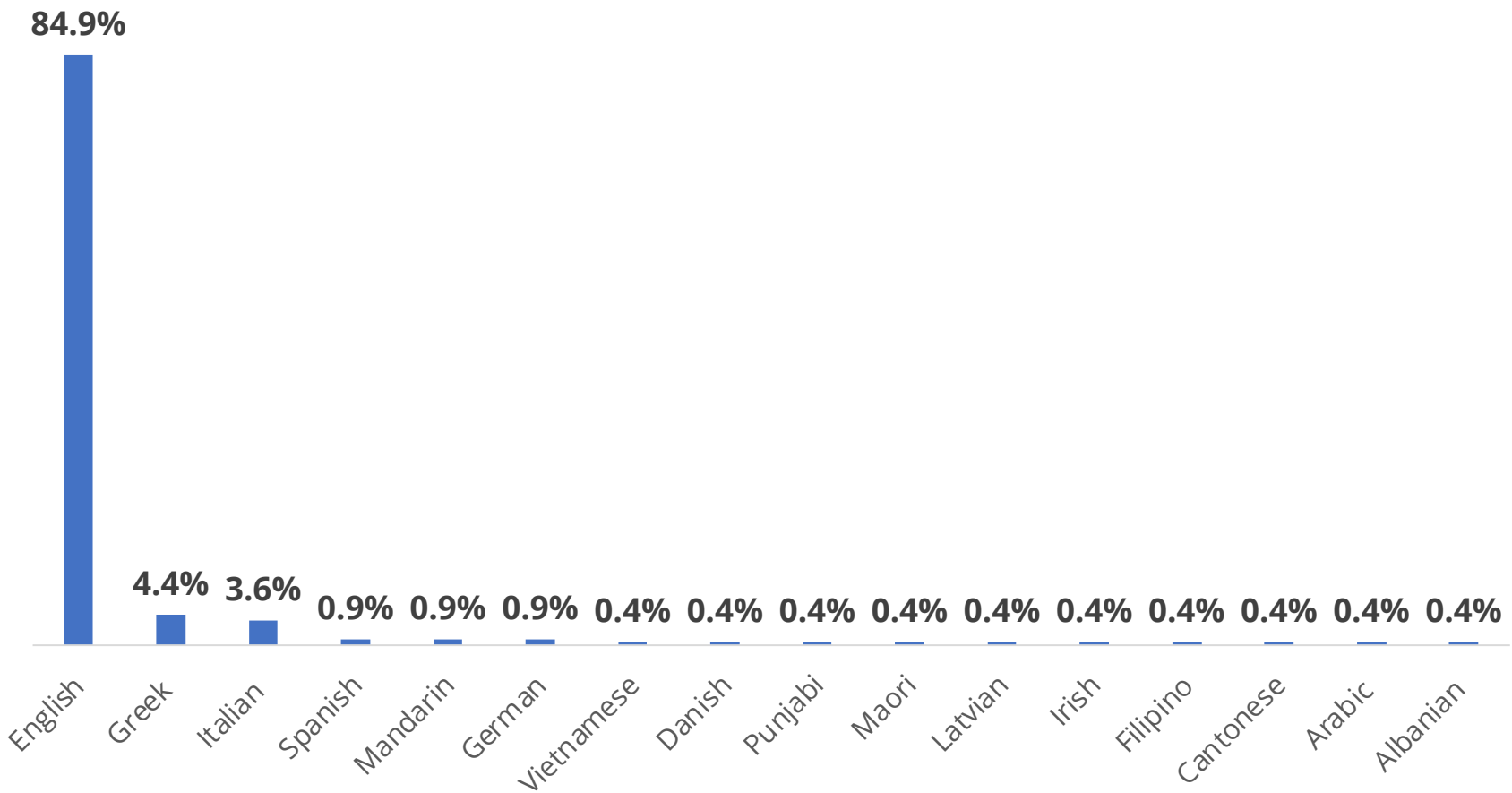


Figure 9. Language - % of all participants

Connection to Darebin

People who ‘Live’ within the City of Darebin represent 93% of people who submitted feedback on a proposed concept.

Participants also indicated that they ‘Work’ (26%), ‘Visit’ (8%), ‘Study’ (2%) and ‘Own a business’ (3%).

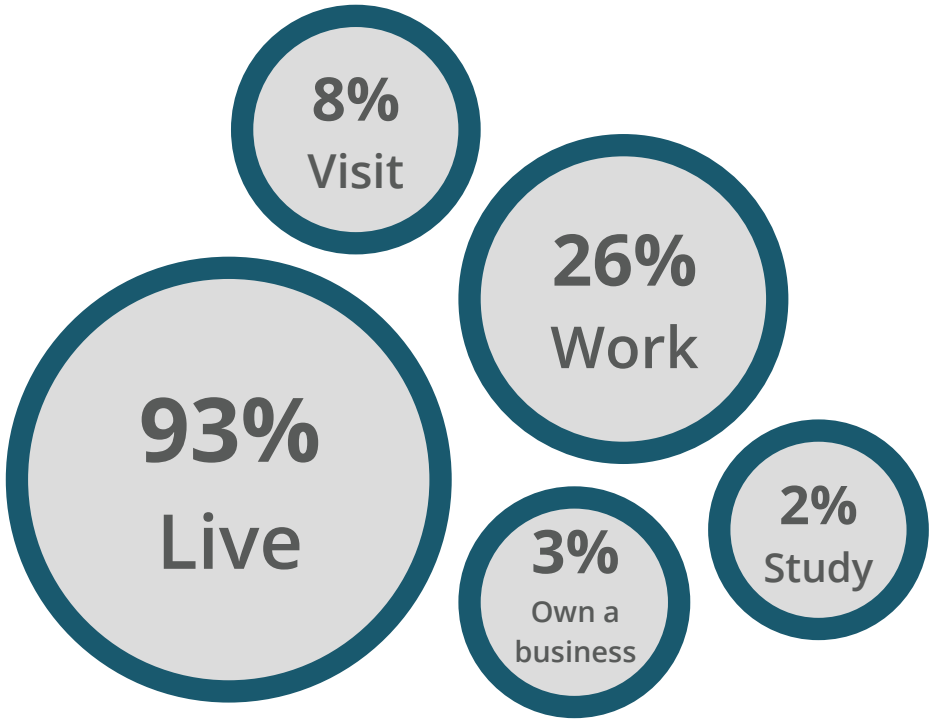


Figure 10. Connection to Darebin

Aboriginal and/or Torres Strait Islander

When asked *'Do you identify as Aboriginal and/or Torres Strait Islander?'*, 0.9% of respondents selected 'Yes', 96.9% of respondents selected 'No' and 1.8% 'Prefer not to say'.

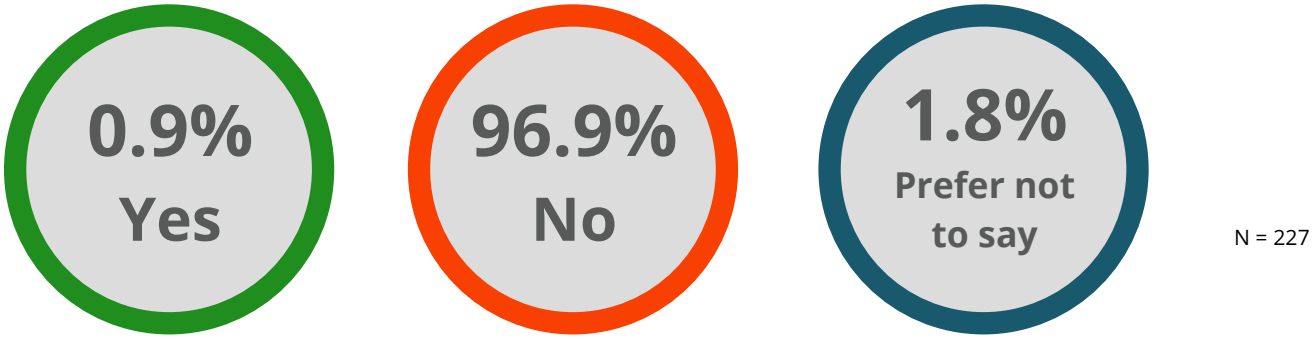


Figure 11. % Aboriginal and/or Torres Strait Islander

Disability

When asked *'Do you identify as having a disability?'*, 5.3% of respondents selected 'Yes', 92.1% of respondents selected 'No' and 2.6% 'Prefer not to say'.



Figure 12. % Disability

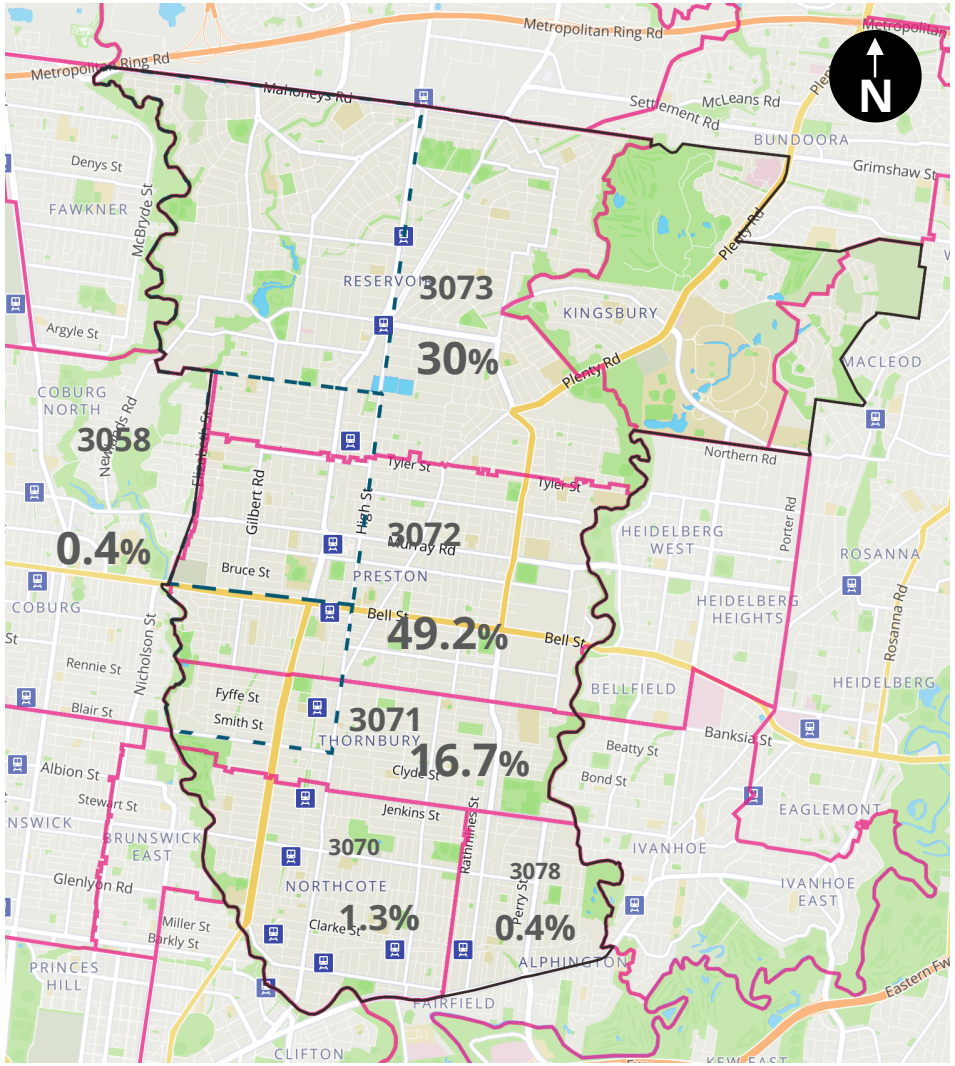
Residential Postcode

Participants who submitted feedback within were made up mostly (49.2%) from people who reside within the 3072 postcode.

Postcode 3073, directly to the north of 3072 accounts for 30% of submissions.

Surrounding postcodes then made up the remaining participants' residential postcodes.

N = 227



N = 227

Map 1. Participant postcodes

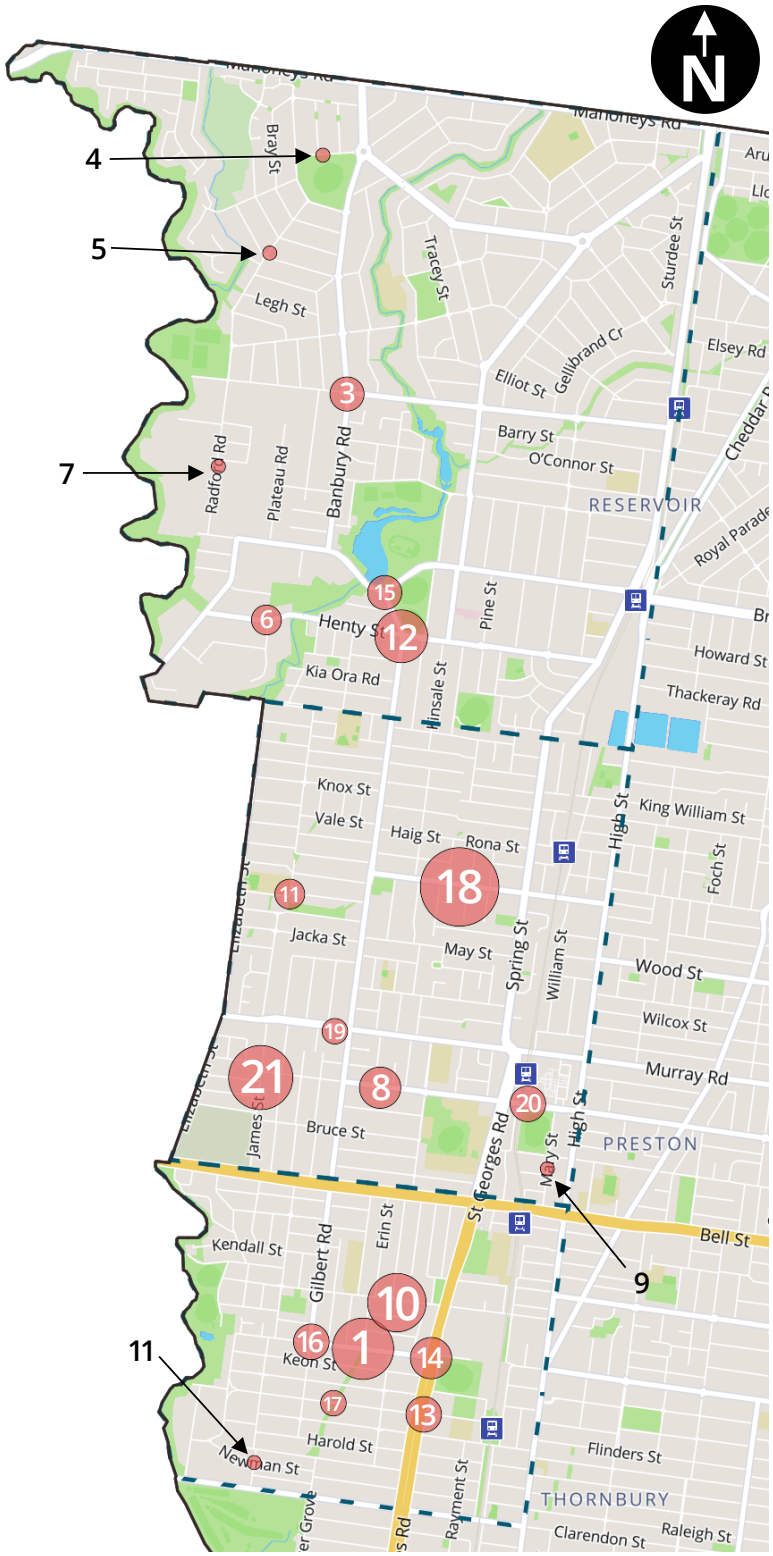
4. Submissions

There was a total of 512 submissions across all 21 concepts. This is an average of 23 feedback submissions per concept. Regent Street received the greatest number of feedback submissions with 47, whilst the 'Truck Management Area' polygon received the least with 4 submissions. The bubble map (Map 2) on the following page visualizes the concept according to the number of submissions they received. Larger bubbles received more feedback submissions.



Concept	No. of submissions
18. Regent Street	47
21. James Street pop-up park	41
1. Miller Street and Devon Street Intersection (Priority project)	38
10. Oakover Road	36
12. Gilbert Rd / Henty St intersection	32
8. Cramer Street between Gilbert Rd and Jessie St (Priority project)	27
14. St. Georges Road and Miller Street intersection	27
20. Cramer Street / Preston Market	25
16. Miller St and Gilbert Rd roundabout	25
13. St Georges Rd / intersections – Murray Street	25
3. Broadhurst Avenue and Massey Avenue intersection (Priority project)	24
15. Edwardes St and Gilbert Rd intersection	24
11. Murphy St / Symons St	21
6. Northern Reservoir, including Broadhurst Ave, Henty St and Edwardes St (Priority project)	21
17. Bracken Ave Linear Park intersections	19
19. Murray Road	19
2. Newman Street and Comas Grove Intersection (Priority project)	14
7. Radford Rd between Edwardes Street to Broadhurst Avenue (Priority project)	14
9. Mary Street/Bell Street	13
4. Davidson Street (Priority project)	8
5. Radford Road between MacKenzie Street and Amery Street (Priority project)	8
Truck Management Area	4
	512

Figure 14. Total no. of Submissions by concept



Map 2. No. of submissions bubble map

5. Concept feedback

1. Miller Street and Devon Street Intersection (Priority project)

We heard from you that this is a dangerous location for bike riders and walkers to cross the road. To address your feedback, we plan to:

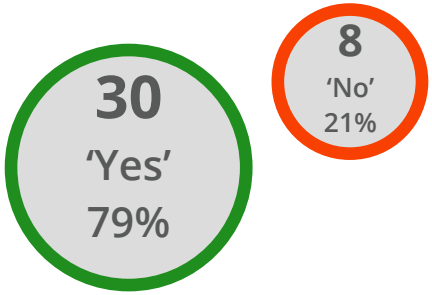
• Install traffic lights to provide a safe crossing for people walking and riding.



Feedback

'This is such a long time coming and I am so excited for the safety of my kids who use this intersection multiple times a day. It is nice to finally be heard. I had given up. Thank you to all involved.'

Do you support this concept?



'I often cross here on my bike to get to Bracken Ave. It'd be handy to have a place where cars can expect bikes to be crossing. Some may even slow down.'

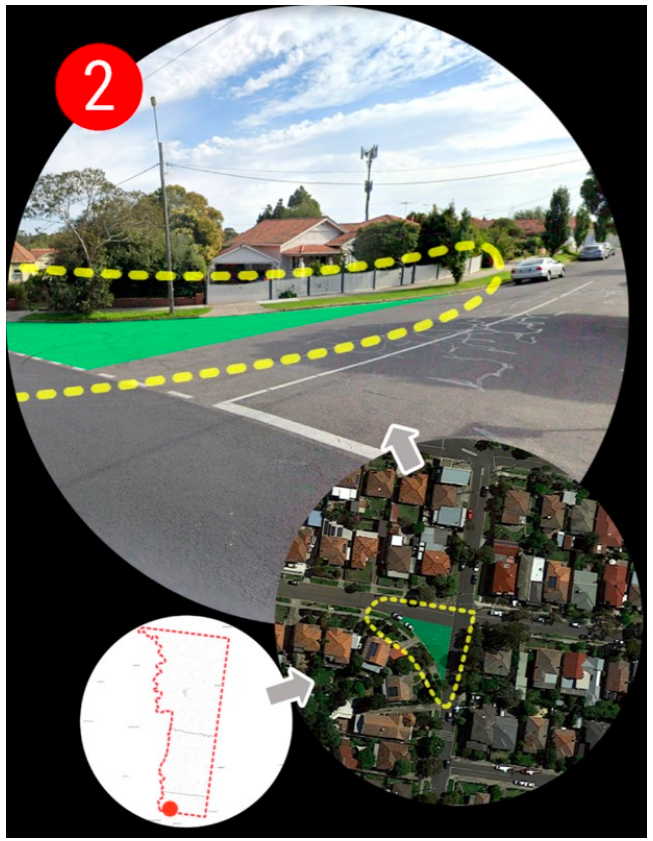
'This is a vital and much needed priority project. The community would really appreciate these works being undertaken asap to address considerable safety concerns here.'

2. Newman Street and Comas Grove Intersection (Priority project)

We heard from you that the wide intersection and speeding drivers make this a dangerous location to walk across the road.

To address your feedback, we plan to:

• Make the road narrower to slow down vehicles as they turn the corner and reduce the distance to cross the road.

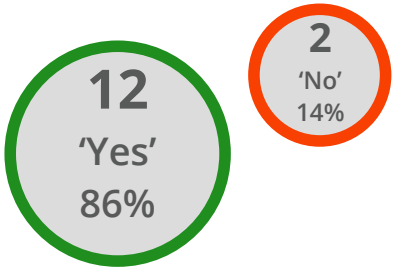


Feedback

'Good idea. Traffic fly around the corner n as a pedestrian I feel vulnerable at that junction.'

'There should be a nature reserve where the road is being narrowed also I cycle to work and need to cross normanby avenue from comas Grove everyday which is dangerous can a pedestrian crossing be put on that corner _ would make it much safer when I am crossing the road to reach the shared bike path on Normanby ave.' 'This appears to be a simple and effective solution for this location.'

Do you support this concept?

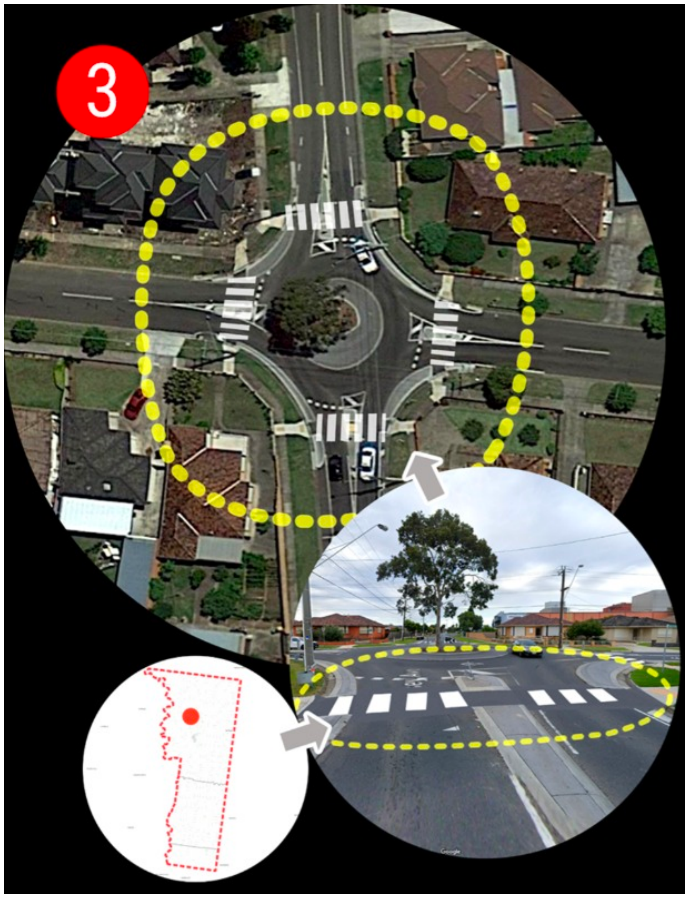


3. Broadhurst Avenue and Massey Avenue intersection (Priority project)

We heard from you that this roundabout feels unsafe for people walking or bike riding due to speeding vehicles and truck traffic.

To address your feedback, we plan to:

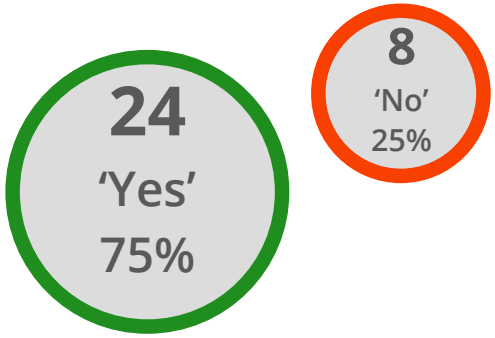
• Install raised zebra crossings to slow vehicles down.



Feedback

'I agree but I don't agree with raised crossings. So many large vehicles use this roundabout and the noise for those of us living on or near the corner will be unbearable.'

Do you support this concept?



'There is quite a bit of pedestrian activity around this intersection, so I agree that zebra crossings will improve safety, whilst having a relatively minimal impact on cars. However, I would also like to see bike lanes added to this roundabout as it's quite unsafe for bikes to need to merge with cars, who often get frustrated with cyclists.'

'Yes, thank you very necessary! Any road surface around the roundabout that might also slow the hooning around the roundabout.'

4. Davidson Street (Priority project)

We heard from you that Davidson Street is a dangerous location for people walking safely due to speeding vehicles.

To address your feedback, we plan to:

• Install speed cushions along Davidson Street;

• Install a new zebra crossing on Davidson St at LE Cotchin Reserve;

• Paint white lines marking car parks;

• Plant trees;

This will slow down vehicles and make it safer for people to walk and cross the road.



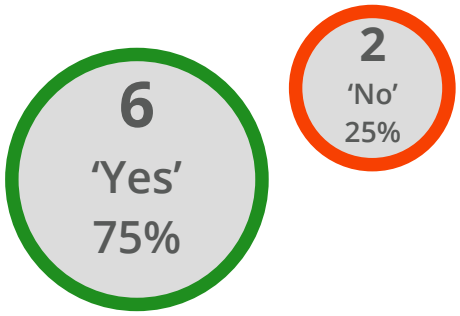
Feedback

'What this location needs!'

'This plan seems warranted, however it would be nice to have speed humps which don't damage the suspension in the car. Speed humps do not need to be sharp and large - they are just meant to slow down traffic safely and therefore should not be overly big.'

'Proposal look great and lets hope this slows down the hoons.'

Do you support this concept?

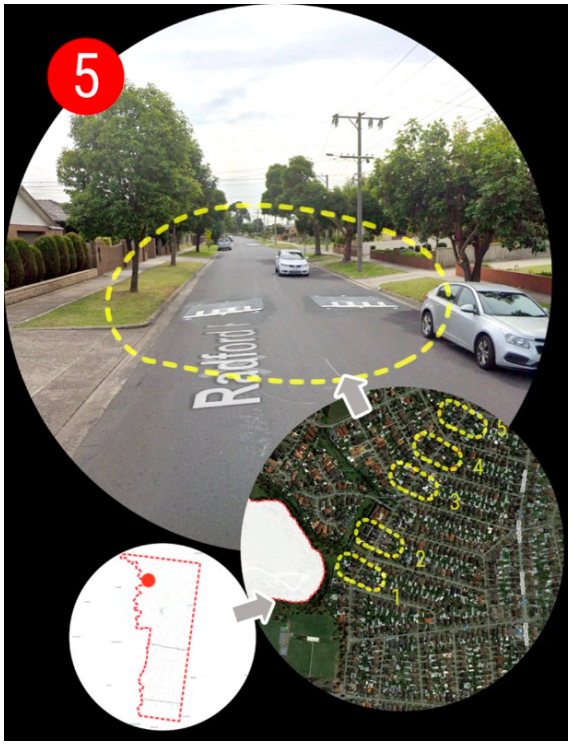


5. Radford Road between MacKenzie Street and Amery Street (Priority project)

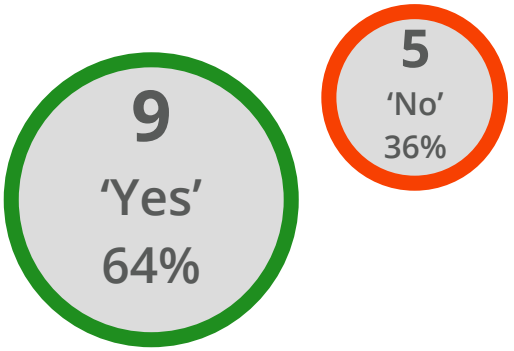
We heard from you that speeding drivers and frequent use of the street by trucks make this location unsafe for people using our streets.

To address your feedback, we plan to:

• Install speed cushions (a type of speed hump which slows down cars but is narrow enough to allow larger vehicles such as emergency vehicles and buses to pass comfortably) along the street to slow drivers down to improve road safety .



Do you support this concept?



<u>Feedback</u>

'Yes but smooth speed humps pls not ones that are rough to go over.'

'The need here is to slow down both trucks and cars. As admitted above, larger vehicles will comfortably be able to pass over the speed cushions, thereby not addressing the issue and slowing the trucks down. What is required here is enforced regulation of industrial vehicles in a residential area.'

'This sounds like it will be safer.'

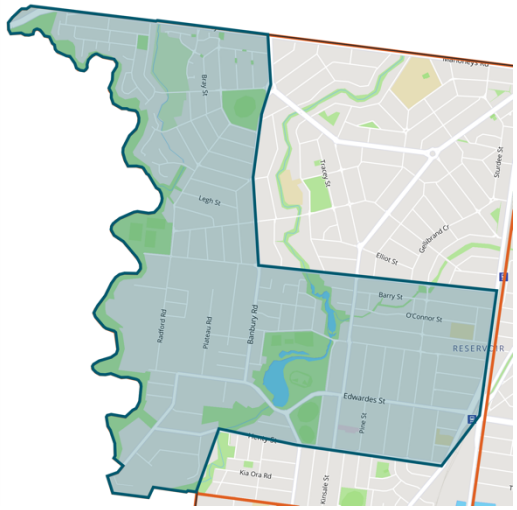
6. Northern Reservoir, including Broadhurst Ave, Henty St and Edwardes St (Priority project)

We heard from you that Darebin's roads are being used by too many trucks , making the area unsafe for people using our streets.

To address your feedback, we plan to:

• Install restrictions that will stop large trucks driving on Darebin's roads during busy times for people walking and riding;

This will help to improve safety and reduce noise levels from vehicles in this area.



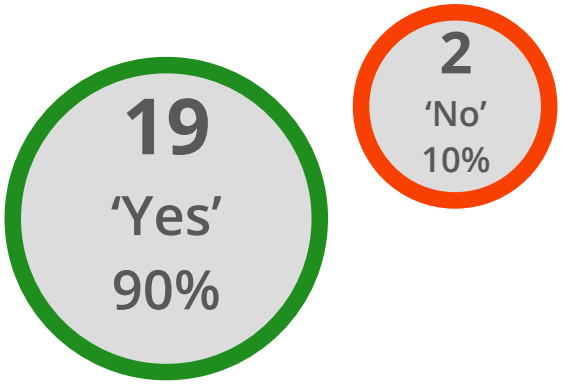
Feedback

'I think this is overdue! Please include Massey Avenue - the majority of these trucks use these adjoining streets to rat run through Massey avenue and they speed and don't stop at intersections.'

'What is the concept exactly? How will you address the dysfunctional roundabout? What about bikes and pedestrians crossing by Edgar's creek?'

'Stopping large trucks driving locally during busy times will not only aide people walking and riding but also those of us that drive.'

Do you support this concept?



7. Radford Rd between Edwardes Street to Broadhurst Avenue (Priority project)

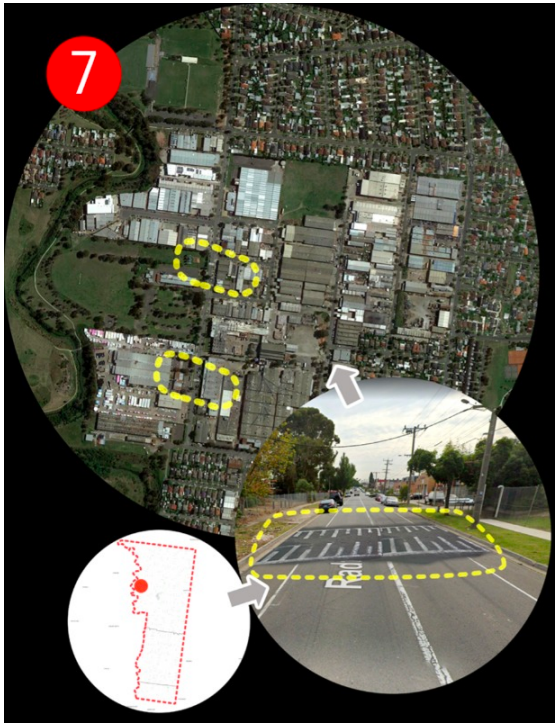
We heard from you that many vehicles are speeding along Radford Road.

To address your feedback, we plan to:

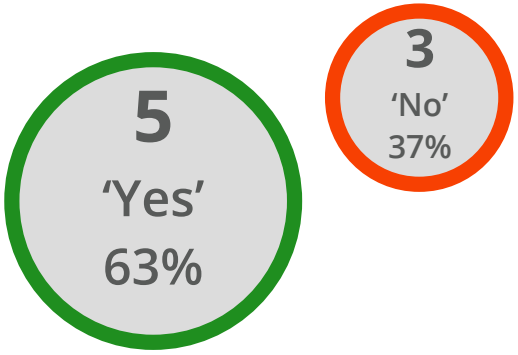
• Install speedhumps;

• Increase the number of speed limit signs;

This will help to reduce vehicle speeds along Radford Road and deter hooning (speeding, street racing and burnouts).



Do you support this concept?



<u>Feedback</u>

'Yes to speed humps but more than two needed on this stretch. Still gives enough room to skid, and burnout in between.'

'I agree that hooning is a major issue on this section of Radford Road. However, I don't think speed humps are the solution. The main issue is people doing burnouts (not necessarily speeding) and as these can simply be done in between speed bumps, I don't think it will solve the issue. I am happy for speed bumps to be installed, but I would also like the council to consider other measures such as creating a median barrier down that section of the road as this will make certain things like donuts a lot harder for hoons.'

8. Cramer Street between Gilbert Rd and Jessie St (Priority project)

We heard from you that it is difficult for people walking to cross Cramer St. To address your feedback, we plan to:

• Install a new raised zebra crossing;

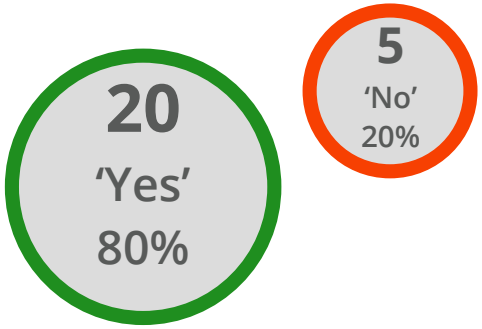
This will provide a safe location for people walking to cross the road.



<u>Feedback</u>

'It's not safe for people to cross Spring St as well. Spring St had a speed limit of 60km/h and it's can be very dangerous for people to cross the street. The installation of a few pedestrian crossings along Spring St is highly recommended.'

Do you support this concept?



'I agree that a zebra crossing is required. There are a lot of pedestrians in the area, particularly around school drop off & pick up times.'

'I agree on the condition that parking is removed between the crossing and Ford Street as it is so hard to see oncoming traffic when exiting Ford Street due to the hill.'

9. Mary Street/Bell Street

We heard from you that it is difficult to walk around this area due to speeding drivers and lack of a safe crossing.

To address your feedback we plan to:

• Install a zebra crossing at the Mary Street and Bell Street intersection;

• Repair and update the speed humps;

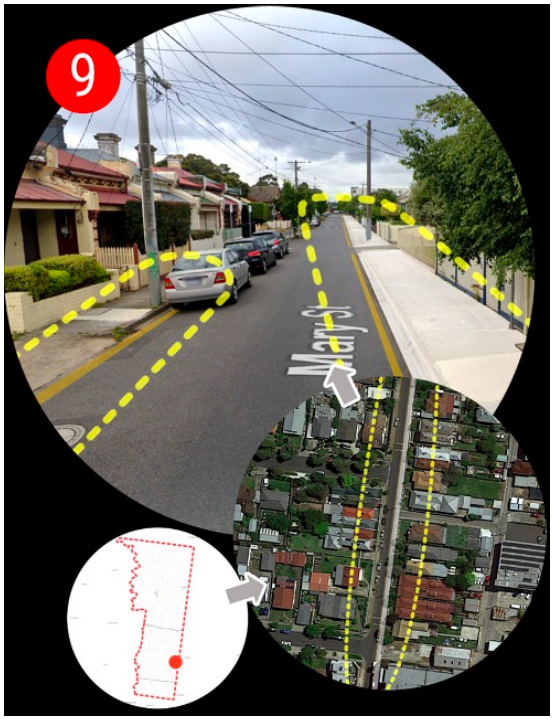
• Reduce the speed limit to 40km/hr;

• Widen the footpath on Mary Street between Bell St and Cramer St;

• Install nature strips along the footpath;

• Make it left turn only from Mary Street onto Cramer Street;

This will slow down vehicle traffic in the area, provide a safe way to cross Mary Street, provide more space for people to walk on Mary Street and deter non-local traffic.



Feedback

'Yes please! Come and spend money in the street where I live to improve pedestrian amenity, reduce traffic volumes and slow cars down.'

'This is all great - even better would be to reduce the speed limit to 30 km/h!'

'It is great that you are addressing the problems that residents on Bell Street face.'

Do you support this concept?



10. Oakover Rd



We heard from you that this is a dangerous area to ride due to speeding drivers and no bike lanes.

To address your feedback, we plan to:

• Introduce a separated bike lane on the southern side of Oakover Road using line-marking;

• This will require on-street parking spaces on the southern side of the road to be removed;

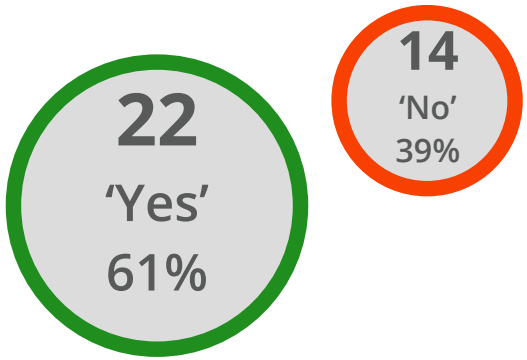
This will slow down vehicles on this street and provide a safer area for bike riders.

Feedback

'I support this very strongly. I avoid riding here as it feels so scary with vehicles racing to get past, or revving behind me if they can't get past. It would be a useful route for me to get around locally if it was safer.'

'Paint does not make this a "separated" bike lane. A separated bike lane needs physical infrastructure to separate it from the road. Paint is not infrastructure. This plan could greatly be improved by using a curb or bollards instead of just paint. If Darebin is seriously prioritising active transport to deal with the climate emergency, then painted bike lanes should not be the standard as they are not adequate enough and do not encourage women and children to ride bicycles.

Do you support this concept?



11. Murphy St / Symons St



We heard from you that Murphy Street near Newlands Primary School becomes very congested with traffic at school pick up and drop off times.

To address your feedback, we plan to:

• Trial no right turn access from Elizabeth Street into Murphy Street

• Trial no right turn from Murphy Street into Elizabeth Street

• Trial one-way movement eastbound along Murphy Street towards Symons St

• Trial one-way movement westbound along MacNamara Street

• Consider installing a Kiss n go facility (a short term stopping area where drivers are allowed to stop their vehicle for no longer than 2 minutes. The driver must stay with the vehicle while the student exits or enters the vehicle)

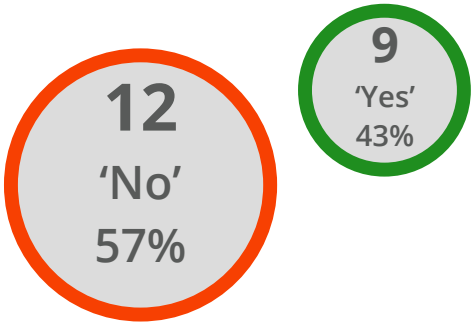
This will improve safety for people using these streets at school pick-up and drop-off times.

<u>Feedback</u>

Do you support this concept?

'This will create a lot of confusion, and confusion leads to accidents.'

'This is a terrible proposal. You will only push traffic onto back streets or encourage people to do u turns elsewhere. Elizabeth St is the main thoroughfare, turns onto that street are not the problem. Congestion outside the supermarket is. Put a kiss and go on the supermarket side.'



12. Gilbert Rd / Henty St intersection

We heard from you that it is difficult and unsafe to drive, walk or ride at this intersection due to speeding vehicles.

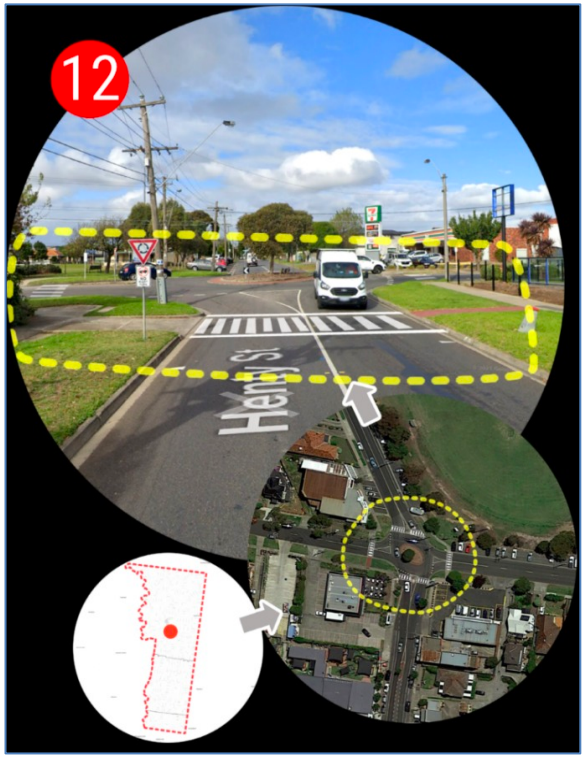
To address your feedback, we plan to:

• Upgrade the roundabout;

• Install new pedestrian crossings at the roundabout;

• Install a new sign to let drivers know about the bus stop;

This will help to slow vehicles and make it safer for people to cross the road.



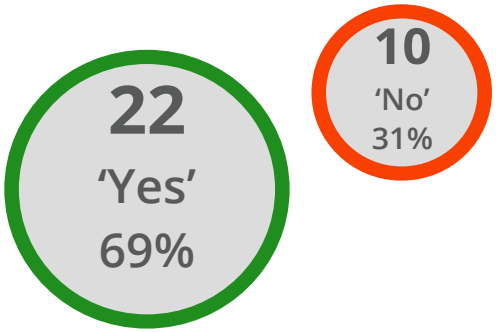
Feedback

'100% agree it needs pedestrian crossings but the pedestrian crossing may be safer if set back from the round about, ie down near Sycamore Meadows.'

'This is a very dangerous roundabout for pedestrians and cyclists at the moment, any change is good!'

'You have to be really careful about installing pedestrian crossings near roundabouts. As car drivers don't understand the road rule of not entering an intersection unless you can clear it, they will just go through if they have right of way, without any consideration to cars who may be stopped on the other side allowing pedestrians to cross.'

Do you support this concept?



13. St Georges Rd / intersections – Murray Street

We heard from you that it is difficult for people walking and riding bikes to cross from side roads to get to the St Georges Shared Path.

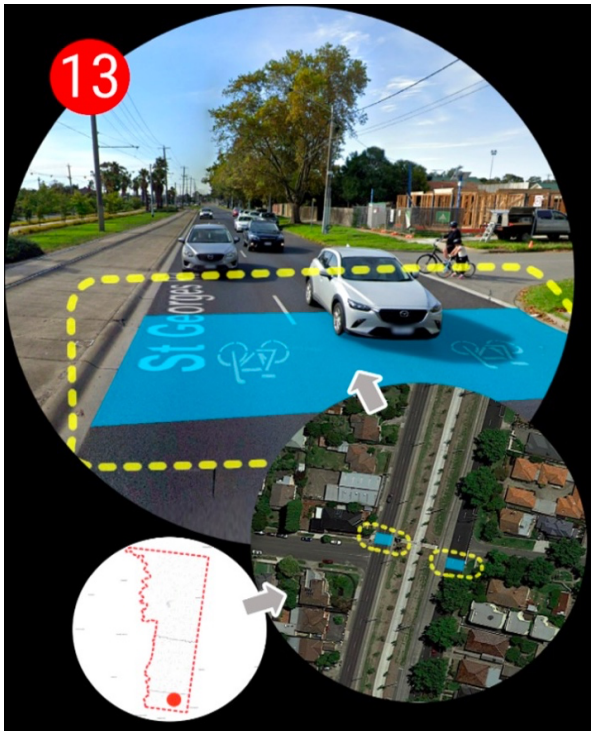
To address your feedback, we propose to:

• Paint the road a bright colour at intersections;

• Consider signalised crossings at locations with a high volume of people walking and riding, such as near Murray Street;

• Extend the curb to reduce the distance across the road;

This will make it easier and safer for people to move from side streets onto the St Georges Road Shared Path.



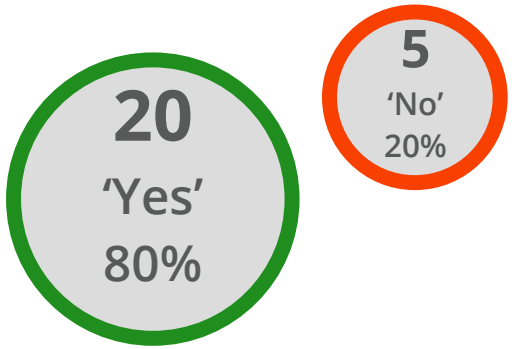
Feedback

'Excellent idea. This is a very busy intersection with cars, peds and bike riders. I am all for initiaves that focus on pedestrian/rider safety.'

'Good idea but the speed in this area is 70 km so too high. This crossing may cause confusion about right of way and at 70 km it's pretty dangerous.'

'Fine, as long as there are no additional lights to be installed. If they are that concerned they can walk up a block to Hutton street where there is a pedestrian crossing with lights.'

Do you support this concept?



14. St. Georges Road and Miller Street intersection

We heard from you that it is difficult for people walking or riding to cross the Miller Street intersection on the St Georges Road Shared Path.

To address your feedback, we propose to:

• Install a new signalised crossing;

• Extend the Shared Path from the tram depot to the new signalised crossing;

This will make it make it easier and safer for people using the St Georges Rd shared path.



Feedback

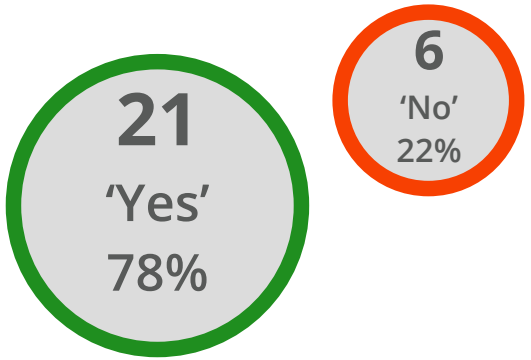
'Good but road speed is too high to make this practical.'

'Fabulous! I wish it was higher up the list!'

'Difficult to fully understand this proposal. It definitely needs to address better facility for cyclists and pedestrians. But it does not seem to cater for access to the west / Miller Street side at all.'

'Sounds good. We used to live just near here, and crossing with three young children in tow was a bit of a worry - it wasn't clear exactly where we were meant to be.'

Do you support this concept?



15. Edwardes St and Gilbert Rd intersection

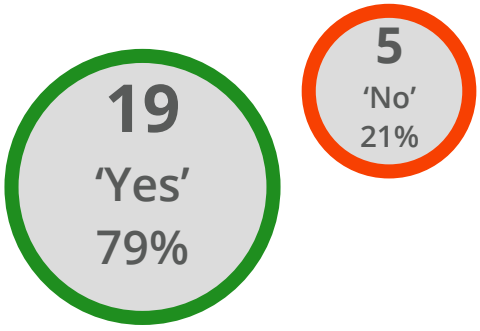
We heard from you that this is a dangerous intersection to cross for people walking or riding.

To begin to address your feedback, we plan to:

• Conduct a feasibility study to determine the most appropriate action at this location; This will help us to determine the most appropriate solution to make this intersection safer for people walking, riding or driving.



Do you support this concept?



<u>Feedback</u>

'Needs traffic lights at this intersection. Very high amount of traffic. Cars not indicating coming downhill from Gilbert Rd. Pedestrians trying to use the lake entrance.'

'Yes as a local resident both driving through this roundabout and also crossing it as a pedestrian this intersection is very dangerous. This is a very very dangerous crossing for children and anyone wanting to walk to the lake and parklands. Cars do not indicate and this round about as the ability to simply speed through. Defined bike lanes are simply turned into trafficable lanes and are also not safe for cyclists.'

'A feasibility study sounds good, I like the idea of the pedestrian crossings as all those roads are difficult to cross, it is very busy though.

16. Miller St and Gilbert Rd roundabout

We heard from you that this is a confusing intersection, and that it is sometimes unclear what people driving are supposed to do.

To address your feedback, we plan to advocate to the state government for:

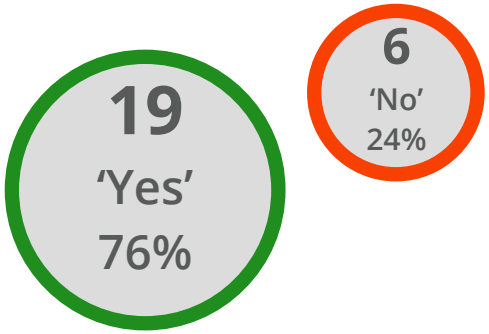
• Improved signage at this location with a flashing signpost to alert the driver not to follow the tram over the roundabout;

• Separating the tram lane from the car lane using a raised plastic kerb or fence to stop cars from accessing the tram lane;

If the state government implements these changes, this will improve the safety of this intersection for drivers.



Do you support this concept?



<u>Feedback</u>

'I think it would be good to keep trying to improve the pedestrian space and access here too, but now I live around the corner I think any plan to restrict traffic through Taylor st sth of the roundabout would be met with a huge outcry, so plan would need to improve without impacting that.'

'Please make sure that whatever is done adds to the community atmosphere. This is such a great village shopping precinct that will evolve to be very vibrant. Please ensure whatever is done is beautiful and landscaped and adds not just safety, but also beautifies this great little village.'

17. Bracken Ave Linear Park intersections

We heard from you that tree branches are making it difficult for people driving, walking and riding to see each other at intersections along Bracken Avenue. We also heard that you are unsure about who has right of way at these intersections.

To address your feedback, we plan to:

• Ensure tree branches are regularly trimmed;

• Raise and paint the road crossings;

• Install signage to show clearly that people walking, or riding have right of way when cross the intersection; This will make intersections along Bracken Avenue much safer for people walking, riding and driving.



Feedback

'Love what you have done so far, but agree some of the at grade locations are ignored by drivers.'

Do you support this concept?



'Pedestrian crossings are great. I think the walking path can also have more garden and landscaping (particular between keon and miller street) with greener trees (not just gums) and also lawn to make the walk more enjoyable.'

'Sounds good. It would be good if trees throughout Darebin could be monitored to ensure they are not covering signs. There are some on Elizabeth Street, and I think on Plenty Road that are obscured.

18. Regent Street

We heard from you that Regent Street has speeding cars and is dangerous for people riding bikes. To address your feedback, we plan to:

• Paint the bike lane at intersections;

• Reduce the speed limit to 40km/h for all or part of Regent Street;

• Consider installing bi-directional bike lanes on the north side of the road, maintaining parking between bike lanes and the road;

• Alternatively, the bicycle lanes can be installed on the road by extending the nature-strips. This will ensure that the bike lanes are more visible to drivers and people riding bikes are safer.



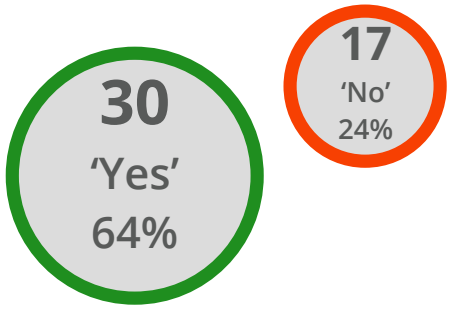
<u>Feedback</u>

'I support the implementation of bi-directional bike lanes. I believe that the 50km speed limit is adequate though and a further reduction is not warranted at this stage.'

'Speed humps do nothing. During busy times it will bottleneck regent st even more for those of us whose roads connect onto it.'

'Anything that slows down cars, makes it safer to cycle would be wonderful.'

Do you support this concept?



19. Murray Road

We heard from you that Murray Road becomes very congested with traffic during school pick up and drop off times, making it difficult for people who live in the area to travel. To address your feedback, we plan to:

• Paint 'Keep Clear' markings at the Gilbert Road and Tynan Street intersection

• Install 'No Standing' signage on Murray Road near Preston West Primary School. We will consider permitting 2-minute drop-offs in this location.

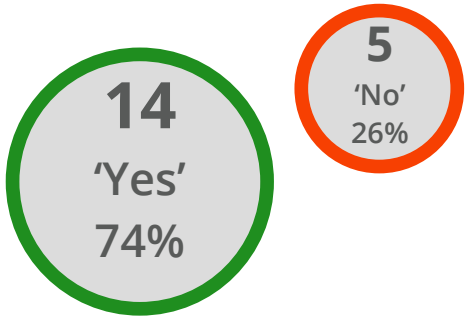
• Consider closing the northern end of Jessie Street for 45 minutes and the start and end of the school day. This will make it safer for local residents along Murray Road during school drop-off and pick-up times and improve access for people walking to school.



Feedback

'This will stop people from parking near the school but it doesn't make it any safer to cross the road. Put more pedestrian crossings instead. Closing the road just makes it harder for everyone to access the school by car, and then have to walk and try cross Murray road on the only zebra crossing near the school.'

Do you support this concept?



'On the whole I agree with the proposed solutions however parents do need to park their vehicles to walk children to and from school so this needs to be considered on Murray Road. Therefore drop off signs should be examined as per sentence two of the second dot point.'

20. Cramer Street / Preston Market

We heard from you that this is dangerous place to cross the road for ; people walking and riding bikes due to unsafe driver behaviours. To address your feedback, we plan to:

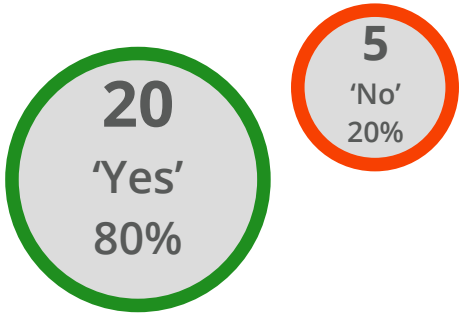
• Construct a shared path for people walking and riding between Murray Road and Cramer St, on the east side of Preston Station

• Consider installing Traffic Lights on the new path at Murray Road and Cramer Street

This will make it easier for people walking and riding to access Preston Market and the new Preston Station.



Do you support this concept?



<u>Feedback</u>

'Great idea - the traffic lights will be completely necessary now that the boom gates have been removed. This will improve access to the market and preston city oval for pedestrians and cyclists, something the Preston Market, in particular, is crying out for.'

'This should be a priority project and integrated with the public realm plans for the station.'

'There definitely needs to be a pedestrian crossing on Murray Road near the rail line. It's a dangerous intersection and one that connects the bus stop on the north side of Murray to the train station. A shared pedestrian/bike path between Cramer and Murray should have been part of the level crossing removal plans. The car park is especially unsafe for families to walk through.'

21. James Street pop-up park

We heard from you that there is strong support from many people in the local community for upgrading this pop-up park into a permanent pocket park and road closure.

To address your feedback, we plan to:

• Develop a design for making the pocket park permanent and present these plans back to the local community for feedback;

• If the community supports these plans, we will upgrade the site to a permanent pocket park.



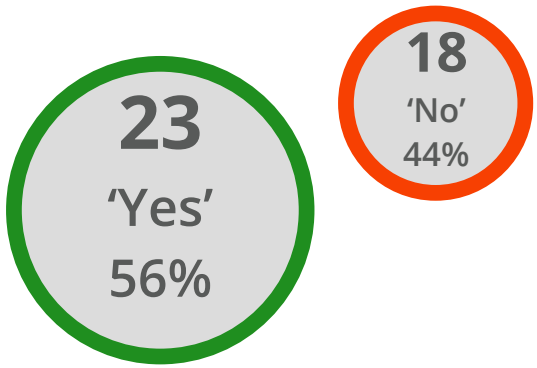
<u>Feedback</u>

'Terrific! Much safer for my kids. And its community building.'

'*The park is a pleasant neighbourhood feature, slows traffic and makes it he streets surrounding a little safer. I think it,Äôs been successful and should be made permanent.'*

'This is an impediment rather than an improvement. I live close to this pop up park and I have never seen one person use this park, all you have done is divert cars to travel to James St or Eric Street.'

Do you support this concept?



6. Summary of Concept Feedback

Overall, concepts 17 and 9 both received 100% support. The average level of support across all concepts was 74%. Only one concept (No. 6 at Murphy St/Symons St) received more negative than positive feedback. The James Street pop-up park (no. 21) also proved to be quite contentious with on 56% approval.

Concept	Yes	No
17. Bracken Ave Linear Park intersections	100%	0%
9. Mary Street/Bell Street	100%	0%
11. Northern Reservoir, including Broadhurst Ave, Henty St and Edwardes St (Priority project)	90%	10%
7. Newman Street and Comas Grove Intersection (Priority project)	86%	14%
20. Cramer Street / Preston Market	80%	20%
13. St Georges Rd / intersections – Murray Street	80%	20%
15. Edwardes St and Gilbert Rd intersection	79%	21%
1. Miller Street and Devon Street Intersection (Priority project)	79%	21%
14. St. Georges Road and Miller Street intersection	78%	22%
16. Miller St and Gilbert Rd roundabout	76%	24%
5. Davidson Street (Priority project)	75%	25%
19. Murray Road	74%	26%
12. Gilbert Rd / Henty St intersection	69%	31%
3. Broadhurst Avenue and Massey Avenue intersection (Priority project)	67%	33%
2. Radford Rd between Edwardes Street to Broadhurst Avenue (Priority project)	64%	36%
18. Regent Street	64%	36%
8. Cramer Street between Gilbert Rd and Jessie St (Priority project)	63%	37%
4. Radford Road between MacKenzie Street and Amery Street (Priority project)	63%	38%
10. Oakover Road	61%	39%
21. James Street pop-up park	56%	44%
6. Murphy St / Symons St	43%	57%

Figure 15. Concepts by Level of Agreement