

Monaro Street Upgrade concept design - public exhibition



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Executive summary of engagement report:

The Monaro Street Upgrade concept designs were placed on public exhibition between 15 July 2021 and 15 August 2021. The proposed designs were placed on Council's online engagement platform, Your Voice, for this period and public information sessions were held at Riverside Plaza from 22-24 July 2021. Notices on Council's Facebook page and e-newsletter advised the public of opportunities to view the plans and provide comments. The intent of this community consultation was to gain feedback on the proposed concepts prior to proceeding to detailed design.

The concept design proposes the following:

- Reducing the speed limit to 40km/h
- Maintaining two travelling lanes in each direction
- Widening footpaths
- Reducing the width of the median
- Removing right turn movement into Crawford Street from Monaro Street travelling east
- Large street trees on the footpath and smaller trees in the median
- Retaining mid-block crossings (two between Lowe and Crawford Streets and one between Crawford and Collett Streets)
- Increased landscaping and street furniture in widened footpath areas

The key recommendations that emerged from the public exhibition are as follows:

1. Amend species selection for street trees to include Urban Ash and Pin Oak
2. Endorse the parking changes proposed in the concept design
3. Proceed with detailed design

Participation in engagement:

Community consultation was conducted from 15 July 2021 to 15 August 2021 through Your Voice. The community were invited to complete a survey either online or via hard copy. The consultation opportunity was emailed to all the registered users of Your Voice. We also promoted it on Council's Facebook page directing to the Your Voice page. The civil and landscape drawings of the concept designs were available for viewing and download. A number of renders of various sites in the project area and a 3D 'fly through' of the proposed changes were also made available. The 'fly through' video was viewed more than 5,000 times on Council's Facebook page and slightly less than 50 times on Council's You Tube channel.

There were 360 visits to the project page on Your Voice and 165 downloads of the plans.

Staff also held public pop-up information sessions at Riverside Plaza from 22-24 July 2021. During these three days, 281 separate interactions were recorded. People were encouraged to complete the survey at the time or visit Your Voice to complete it.

48 submissions of the online survey were completed, and 10 written surveys were submitted. No submissions were received through other means such as email, letters, petitions etc.

The survey responses indicate that the majority of respondents (86%) live in the Queanbeyan area, 20% work here, 5% are business owners and 12% are landlords (some people fit into more than one category). The demographics of the online survey are somewhat skewed given that a single Your Voice

account was used when entering survey responses on behalf of some members of the public during the sessions at Riverside Plaza; the age/gender/location data does not provide any meaningful information.

A survey question asking respondents to identify their level of support for the project identified that 40% were “highly supportive”, 40% were “supportive” and 20% were “not supportive”. This result is from the 58 completed surveys only; staff observations of the feedback from the 281 people engaged at Riverside Plaza indicate that after people had an opportunity to have questions addressed directly, only a few people were not supportive.

Facebook posts about the project generated a number for comments. While Council does not recognise social media as a formal consultation tool, staff have reviewed the social media comments and can confirm they are reflective of comments received through more formal engagement channels.

Comments received:

Table 1 provides a summary of common issues raised by the survey and feedback from the public at Riverside Plaza, accompanied by staff responses.

Table 2 presents the submissions made to the survey (both via Your Voice and in hard copy).

Table 1 – Issue summary

Issue	Summary	Response
Parking - general	Concerns by respondents that parking should be a major focus of the project; a general perception that there is not enough now and there will be less after this work	<ul style="list-style-type: none"> Currently, there are 41 car parks in Stage 1 and 21 in Stage 2. The concept design proposes 32 spaces in Stage 1 and 11 in Stage 2. Other projects identified in the CBD Spatial Masterplan 2019 (specifically the redevelopment of the Lowe and Morisset car parks) will provide significantly more parking options than the 19 spaces removed from Monaro Street. Previous consultation with business operators in Monaro Street has indicated an acceptance of a reduction in car parking spaces identified in the concept designs. It is not proposed to alter number of car parking spaces in the proposed concept designs.
Parking accessible	Concerns that there is insufficient accessible parking proposed in the concept design	<ul style="list-style-type: none"> Currently, there are no accessible parking spaces in Monaro Street. Discussions with Council's Access Committee confirm a preference for quality and quantity of accessible parking spaces in locations close to (but not on) Monaro Street. It is not proposed to include a requirement for accessible parking in Monaro Street.

Issue	Summary	Response
Landscaping	Concerns that the proposed designs are not significantly different from what is already there or from what has been implemented in nearby centres of Canberra	<ul style="list-style-type: none"> • The changes to the median (both reduction in width and height) are different. • The change of large trees in the median and smaller trees on the footpath to large trees on the footpath with smaller trees in the median is different. • Council staff have proposed a change to species selection to include Urban Ash with Japanese Elm on the footpath and Pin oak with Crepe Myrtle in the median • The proposed paving colour is consistent with Council's Place Plan. • The addition of street furniture is consistent with Council's Place Plan • A separate lighting upgrade is also proposed.
Traffic	Removal of heavy vehicles and high traffic volumes identified as a limitation on the attractiveness of Monaro Street and the potential for activation	<ul style="list-style-type: none"> • Monaro Street will continue to be classified as a state highway without a permanent alternative route for heavy vehicles and this restricts the options available for the redevelopment of the CBD. • The proposed concept design has been prepared within these limitations in conjunction with Transport for NSW (TfNSW).
Building facades	Comments that Council should do something to improve the building facades in Monaro Street	<ul style="list-style-type: none"> • This issue is outside the scope of this project. • Council has recently established the Monaro Street Upgrade Fund to encourage landlords and business operators to upgrade the facades in the CBD (this fund also includes businesses in the main streets of Bungendore and Braidwood) • It is proposed that the detailed design process will address lighting options for Monaro Street which may also impact building facades.
Building occupancy/diversity	Comments that Council should ensure greater occupancy of buildings on Monaro Street	<ul style="list-style-type: none"> • This issue is not within Council's immediate control; individual landlords and business operators are responsible for their investment decisions. • Council's upgrade of Monaro Street is designed to encourage the activation of the business environment.
Priorities	Concerns that the funding for this project could be better utilised in other areas of Council	<ul style="list-style-type: none"> • This project was identified in the CBD Spatial Masterplan and is funded in Council's Operational Plan.

Table 2 - Submissions

Respondent	What kind of improvements would you most like to see along the street? (select all that apply)	Please specify	Do you have any specific suggestions for improvements? For example, wooden seating or preferred plantings.	Are you supportive of the main street upgrade?	If you have any other comments about the upgrade and concept designs, please provide them below.	Staff Response
3513816	Lighting, Seating, Greenery, Road Surface, Paving	NA	Wooden seating, colourful plantings	Highly supportive	NA	Noted
3514387	Paving	NA	The proposed upgrade looks good, press ahead	Highly supportive	NA	Noted
3514457	Lighting, Seating, Greenery, Other	Security and cameras	NA	Highly supportive	Disabled access - well catered for commitment from Council	Noted
3516833	Greenery, Paving, Road Surface	NA	Australian natives for planting	Highly supportive	NA	Noted
3517411	Lighting, Seating, Greenery, Paving, Road Surface		I like the deciduous trees down the middle. The crepe myrtles look a bit scrappy most of the year so not so fond of those.	Highly supportive	I like the already mentioned upgrades. Can the railway bridge on Yass Road be considered too? It's so ugly and not a nice welcome to our great town.	Noted, other issue not in this project's scope
3518080	Lighting, Seating, Greenery, Paving, Road Surface		Spring blooming trees	Highly supportive	.	Noted
3519037	Greenery, Road Surface		..	Highly supportive	..	Noted
3520924	Lighting, Seating, Greenery, Paving, Road Surface, Other	Condition of buildings on street	None	Highly supportive	Any improvements are good	Noted
3521362	Lighting, Seating, Greenery, Paving, Road Surface		Seating suitable for elderly and disabled people	Highly supportive	Glad to hear about improvements to the city	Noted

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3526736	Lighting, Greenery, Road Surface		No	Highly supportive	Don't take too long!	Noted
3533877	Greenery, Paving		Improve facades	Highly supportive	Not at the moment	Noted, other issue not in this project's scope
3536123	Lighting, Seating		Be able to sit out at local cafes in summer. Dog friendly cafes.	Highly supportive	No, pretty happy. Looks good and excited to see it happen despite the disruption	Noted
3536535	Lighting, Seating, Greenery		N/A	Highly supportive	Pedestrian crossings scattered along the road at appropriate intervals would be good, despite the lower speed limit it would still provide more safety.	Noted, additional pedestrian crossings not consistent with TfNSW requirements
3552702	Lighting, Seating, Greenery, Paving, Road Surface		Improve around railway station, links to Canberra and Goulburn, tram link	Highly supportive	Improvements are good	Noted, other issue not in this project's scope
3562116	Lighting, Greenery, Road Surface		Native Australian plants to be used and planted	Highly supportive	N/A	Noted

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3563845	Greenery, Paving, Road Surface, Other	I support maintaining some parking in Monaro St but increase the length of each bay to facilitate quick parking and fewer hold-ups to following vehicles. Better signage to encourage motorists passing through the CBD to get in the RH lane to go over the bridge and discourage "forced" merging along Monaro St.	I am already mightily impressed by the plantings undertaken by QPRC - just keep it up.	Highly supportive	Encourage owners/landlords to refresh their frontages.	Noted, Main Street Upgrade Fund established to support property/business owners
3565288	Lighting, Seating, Greenery, Paving		Ample seating, non harsh lighting, deciduous trees, bird attracting flowering shrubs, restricted traffic flow	Highly supportive	Get on with it ...	Noted
3566191	Lighting, Seating, Greenery, Paving, Road Surface		No	Highly supportive	Great initiative that is well overdue	Noted
3566811	Lighting, Greenery, Paving, Road Surface, Other	Cycleways - bike lanes	Bicycle lanes	Highly supportive	A more pedestrian/cyclist safe environment	Noted, cycle lanes not included in scope due to TfNSW requirements and geometry restrictions

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Anon	Lighting, Seating, Greenery, Paving, Road Surface, Other	Outdoor eating areas for cafes and restaurants	Not really. But please include bench seats for the public.	Highly supportive	Not really	Noted
Anon	Seating, Greenery, Paving		Remove one lane each way for traffic to discourage through traffic: not sure if this is possible but the street is too busy to allow the visions of outside seating etc to eventuate.	Highly supportive	The section of street needs an upgrade badly and hopefully, if it is more pedestrian friendly, leases on the currently empty shops will be taken up. I don't think just installing some flower boxes and having a few trees will do it. There needs to be thought about widening the footpaths and reducing through traffic.	Noted, concept designs address the issues raised
Anon	Lighting, Seating, Greenery, Paving, Road Surface		Native plants Seats that are matching the environment	Highly supportive	Nothing further	Noted
Anon	Lighting, Greenery, Paving, Other	Pedestrian crossing across Monaro Street near the laneway. Speed limit along Monaro Street reduced to 40km with speed camera to enforce. Speeding along the street, particularly by cars and trucks travelling from the bridge is frightening.	Crepe Myrtles - hardy once established and colourful.	Highly supportive	Long overdue. It will be good to see this end of Monaro Street given a lift	Noted

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3513954	Nil	NA	NA	Not supportive	QBN needs its own identity. What about "QBN the Caring City" & build affordable housing, more supported care accommodation like Home in QBN instead of decorating it to look like "little CBR".	Noted, other issue not in this project's scope. Bigger question is whether the concepts are sufficiently differentiated from adjacent centres.
3517410	Other	There is little mention of parking which I see as crucial for the Monaro Street businesses	No need to widen footpath. Need to address ease of parking	Not supportive	Does not allow answer in 5. and is a typical "get the answers you want"	Parking will be addressed with the development of additional parking in Lowe and Morisset car parks. Projects identified in current CBD Spatial Masterplan 2019
3517928	Other	Does not need upgrading	Upgrade the essential services and at more parking.	Not supportive	Good money being wasted on another bogus unrequired upgrade, that street is and always will be a highway for Canberrans to get to the coast. Upgrade a different street which would be more beneficial to all rate payers of QPRC	Parking will be addressed with the development of additional parking in Lowe and Morisset car parks. Projects identified in current CBD Spatial Masterplan 2019
3518187	Lighting, Seating, Paving		Colour is what's needed	Not supportive	The main street has no big shops to attract people to want to stop and shop, money would be better spent fixing the bottle neck at the roundabout on Yass road that joins the new Ellerton Drive road,	Noted, other issue not in this project's scope

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					Queanbeyan lost out when Target left.	
3519813	Other	A bypass for all through traffic.	With the amount of traffic moving along this road, nothing will improve it for pedestrians.	Not supportive	You need to fix roads and footpaths in all the villages in your council area before all the money is wasted beautifying Queanbeyan.	Comment noted. The upgrade of Monaro Street was identified as a key opportunity to improve the CBD in Council's CBD Spatial Master Plan 2019. Council received grant funding for this specific project from the NSW Government. Council continues to work and seek other funding to improve the road network, but this is outside of the scope of this project.
3553696	Other	There needs to be adequate disability parking	Disability parking	Not supportive	You are taking valuable parking away.	Parking will be addressed with the development of additional parking in Lowe and Morisset car parks
3560651	Seating		No, the money would be better spent elsewhere in the region	Not supportive	I really think the money could be better spent on repairing some of the streets in Bungendore - Ellendon Street between King	Project identified in current CBD Spatial Masterplan 2019, other issues dealt

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					Street and Trucking Yard Lane is atrocious - as well as the street lighting along that stretch is non-existent making it dangerous to walk at night.	with separately in LTFP
3561256	Other	Removal of heavy vehicle and volume of traffic. It is over 12 months since the Ellerton Drive extension and new bridge over the Queanbeyan River in south Queanbeyan were completed yet there is no signage on Bungendore Road or Yass Road directing or indicating traffic to this alternate route to Googong, Jerrabomberra, Hume, Tuggeranong, Cooma and the Snowy Mountains Region - why is this? The old Cooma Road from Karabar to the Monaro Highway at Royalla is now an excellent	Please don't remove the beautiful crepe myrtle trees and lovely planter boxes that are currently there!	Not supportive	It seems to me that it is not that many years ago that a lot of money was spent on upgrading the amenity or ambience of Monaro Street for the second time and again to no avail or benefit. There is nothing wrong with the current paving and planter boxes, the footpaths are plenty wide enough and making them wider is not going to attract people to sit there for coffee or dining while ever traffic is thundering up and down the street even if at only 40kph, fumes are very unappealing not to mention noise. It is great to see the shopfronts filling up between Crawford and Lowe Street although most of them are commercial businesses and not cafes, restaurants or other retail so there won't be increased foot traffic lingering or requiring wider footpaths.	Monaro Street will continue to be classified as a state highway however the concept designs are intended to make Monaro Street a more attractive destination for people to stop and stay, including a quieter road surface and reduced speed limit. Signage has recently been installed on Yass and Bungendore Roads.

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		road but these routes are only known to locals. My family and friends from Canberra knew nothing about this alternate route to the South Coast, and so it seems most of those from South Canberra keep traipsing through Monaro Street on their trips to the beach				
3564534	Other	Occupancy of all the vacant shops and buildings. Re occupancy of the vacant area in the Riverside Plaza where Target used to be.	No	Not supportive	I don't believe it is much use having a beautified street if there are very few shops and businesses along it.	While the vacancy of shopfronts is outside the scope of this project, the upgrade will make Monaro Street a more attractive place to stop and stay and to invest in.
3565134	Seating, Other	*Re. clogged drains, passengers cannot leave cars when parked as too deep! Notified council - lost count of requests. *Seating - situated at shopfront, facing	Aluminium seating i.e. no paint or rust. Shrubs minimum height so not to block traffic flow either side. How about Qbn becoming RV friendly town and	Not supportive	Reduce speed limit in Monaro St!!!!??? Instead using monies to encourage business to town. Instead of ripping up footpaths just put extra width to existing footpaths! If footpaths widened, where is foot traffic encouraged by more business. If one wants	The upgrade will address drainage concerns on Monaro Street. Comments on street furniture and landscaping noted. Other issues are

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		traffic. NOT next to traffic! *Paving - pressure clean existing, then do periodically. *Road surface - if road is tarred it will melt in heat of summer. *Clean drains in Monaro St to avoid ankle deep water remaining in gutters at present!! *No Tourist Information Centre! What about history of Qbn etc. , stop knocking down older buildings and encourage heritage building owners to maintain them, grants?	use showground to allow RV parking overnight stay. Fence children's playground QEII Park next to river. Original was fenced - but let's wait until a child drowns!?		electrical, furniture, off to Canberra! Decent b'day presents in Qbn - Ha ha - off to Canberra again!	outside the scope of this project.
Anon	Road Surface		Not getting rid of parking!	Not supportive	Do not do it what you did to Crawford Street. The design is fine. Just needs new roads and better shop fronts, so maybe you should lower the cost of rent. Getting rid of all that parking is extremely detrimental to the stores that can afford the extremely high rent.	Parking will be addressed with the development of additional parking in Lowe and Morisset car parks.

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Anon	Seating, Greenery, Paving, Other	stormwater improvement,	Planting needs to be shading in hot period	Not supportive	This is a very expensive project which doesn't appear to provide many real improvements.	Comment noted
3506230	Not answered	NA	Encourage more shops to open in main street Have better entrance to plaza	Supportive	Remove centre gardens - disrupts traffic flow when being worked on. Nobody can enjoy them as the traffic is too intense and noisy. Remove round-about at Yass Rd and replace with traffic lights	Landscaping will be designed to be low maintenance, other issue not in this project's scope
3507769	Other	More shops	NA	Supportive	The removal of the centre gardens would be a good start as maintenance brings traffic to a stand still; motorists don't care about them and there certainly are very few pedestrians who care. Also install traffic lights at Yass Rd.	Landscaping will be designed to be low maintenance, other issue not in this project's scope
3514544	Seating, Paving	NA	NA	Supportive	NA	Noted
3515504	Lighting, Greenery, Road Surface	NA	More shops open Improve traffic flow	Supportive	NA	Noted
3516007	Lighting, Seating, Paving, Road Surface	NA	Seats are important for all people especially when you have an elderly person looking for a seat or a mother waiting to sit down	Supportive	NA	Noted

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3517352	Other	The main eyesore along the street is the shop\building fronts and portico(?).	Clean	Supportive	The upgrades will make little difference unless all the shopfronts are cleaned-up\renovated. Council should assist the building owners in this.	Noted, Council has established the Main Street Upgrade Fund to support property/business owners in improving their facades.
3517422	Lighting, Seating, Greenery, Paving, Other	You should do something more drastic like pedestrianise areas. The plan proposed barely solves any issues. Queanbeyan is way too dependant on the car and this plan seems not to do anything about this. Where are the separate bike lanes? It's still 2/3 lanes of road in each direction which is so pedestrian unfriendly which results in people not wanting to spend time in the area. You should consult someone who is knowledgeable in creating social,	This is so low stakes compared to what the area actually needs. Make the city centre accessible by foot and bike. Future proof it rather than relying on cars.	Supportive	Stop car reliance. It's going to happen eventually so please just prepare for the future rather than making us be stuck with the current street except with a few wooden benches.	Noted, the upgrade has been designed to work within the constraints that Monaro Street will remain classified as a state highway. Cycle lanes were unable to fit within these constraints.

Respondent	What kind of improvements would you most like to see along the street? (select all that apply)	Please specify	Do you have any specific suggestions for improvements? For example, wooden seating or preferred plantings.	Are you supportive of the main street upgrade?	If you have any other comments about the upgrade and concept designs, please provide them below.	Staff Response
		pedestrian and bike friendly streets.				
3517450	Other	Shift the status of Highway from Monaro st!	Decreases traffic flow and impose a 5 tone limit on Monarost and shift the status of Highway from Monaro st.	Supportive	What is to be done about the traffic flow? What is required to shift the status of 'Highway' from Monaro st? Has that question been put to the relevant person/s in the State Government?	Monaro Street will remain classified as a state highway. The upgrade has been designed to fit within these constraints.
3519330	Greenery, Other	Traffic reduction and calming, and improved drainage	Drainage that reduces the pooling of water in the street parking bays adjacent Riverside Plaza.	Supportive	It is the Crawford St to Collett St section that arguably most needs beautifying.	Drainage will be addressed in the upgrade. The available budget is more appropriate for Stage 1 to be Lowe to Crawford.
3519486	Lighting, Seating, Greenery, Paving, Road Surface		Shops open instead of empty. Parking is important too. Multi story should have come first. Free parking wanted.	Supportive	Trees are good. Like them in the centre. Big trees close to building will cause issues. Need to make it more accessible. Reduce curb height. Wife has a frame walker. Need to think of elderly and less mobile.	Noted, concept designs address many of the concerns raised.
3522369	Seating, Road Surface		Quieter road surface sounds good, good to improve accessibility for wheelchairs.	Supportive	Sounds good, well done to those who designed it	Noted
3535415	Seating, Greenery		Change pavement Restaurant seating on paths	Supportive	Not at the moment	Noted, concept designs address many of the concerns raised

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			Lots of colourful flowers			
3537141	Greenery, Road Surface		More seating More crossings	Supportive	Waste of time if not enough businesses, need a reason to go up the street	Noted
3550832	Other	1920/30s was good - not so much traffic	No	Supportive	Natives, plants that don't impact roads/pavements Do Morrisset St Support is conditional on cost/benefit analysis Shop owners/ business should form a chamber of commerce or similar	Noted, project identified in current CBD Spatial Masterplan 2019, other issue not in this project's scope
3560713	Lighting, Seating, Greenery, Other	bicycle lane also future proofing for electric scooters if/when legal in NSW	Raise any pedestrian crossings. Ref concepts regarding cars entering pedestrian space vs pedestrians entering car space. Consider single land for thru traffic. Wasn't EDE meant to allow a quieter, more peaceful Monaro St? Consider something that will differentiate Monaro St from any other street that's	Supportive	The concept designs appear to be "okay", but seem to be a missed opportunity to really make Monaro St somewhere people want to visit. The concept is basically a very light modification of what is already there. It is still designed around cars, not designed around people. What game changers are here that turns Monaro St in a vibrant place that the community want to visit?	Noted, Monaro Street will remain classified as a state highway and the upgrade has been designed to fit within these constraints.

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			had a superficial facelift. More space for pedestrians activates these kinds of opportunities.			
3561424	Greenery, Road Surface		No.	Supportive	Lowering the speed limit to 40km/h is not an appropriate decision. Monaro St is first and foremost a main thoroughfare for many Queanbeyan residents to get to work and 40km/h is an unreasonable speed. The ACT Government have made similar decisions in their town centres and the community has not been very receptive to the changes. Crawford St is also a highly pedestrianised area and the speed limit there is still 50km/h and it has less traffic volume than Monaro Street. I am supportive of the proposed upgrades however, if Crawford St can remain a 50km/h zone with less vehicle traffic and more foot traffic, Monaro Street (which is a very important route for residents who work in the Parliamentary Triangle) should remain a 50km/h zone and greater protections should be made available for	Monaro Street will remain classified as a state highway and reducing to 40km/h will be done in consultation with TfNSW. The upgrade is designed to improve the safety and amenity for pedestrians, while maintaining two lanes of traffic.

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					pedestrians on the footpath, rather than impacting drivers.	
3564342	Lighting, Seating, Greenery		Wooden seating is preferred. As are native plants that attract birds, bees and butterflies.	Supportive	Connection with the indigenous and contemporary history would be great.	Noted, will consider when selecting landscaping and any proposed artwork on the street.
3564352	Lighting, Seating, Greenery, Paving, Road Surface, Other	Any consideration being made for motorcycle parking? Are cycle lanes being installed?	Please do not plant plane trees. Three problems with them. First is eye and throat irritations from them. Second, large seed balls on the ground are a safety slippage hazard for cyclists and motorcyclists. Third, fallen leaves also cause slippage problem.	Supportive	Reduce speed limit.	Noted, we are not planning to plant plane trees, a speed limit reduction is proposed.
3566802	Lighting, Seating, Greenery, Paving, Road Surface		It should reflect the improvements made to Crawford St as regards seating paving etc, ie, the whole CBD would look the same	Supportive	Whilst the changes show a visual improvement , I'm not sure that there will be much impact on heavy vehicle usage. For example widening footpaths might encourage outdoor dining, but retaining two traffic lanes, parking bays and a skinnier(?) median strip means little impact on traffic volumes even with the	Recent traffic counts do indicate reduction of heavy vehicles on Monaro Street, however it will remain classified as a state highway and heavy vehicles are not restricted from using Monaro St.

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					<p>proposed lower speed limit. Noise/diesel exhaust fumes will still have to be suffered. Not sure the dining experience would be all that pleasant .</p> <p>Wasn't there a traffic count conducted on Ellerton Drive recently? Did it reveal any useful data on heavy vehicles no longer using Monaro St? Anecdotally I suspect not. Whenever I drive along Monaro St I'm still surrounded by them.</p>	
Anon	Greenery, Paving		<p>I would like to see the old buildings bought back to life. Exposed brick is beautiful and never gets outdated. Would also like to see something happen to Riverside Plaza, the side that overlooks the river is dreadful.</p>	Supportive	Nil	Noted, outside of the scope of this project.
Anon	Lighting		More parking outside takeaways	Supportive	Parking should remain	Noted, parking is still available

Anon	Other	<p>Hanging flower baskets lining each side of the street - from awnings and/or on existing or new heritage-style poles.</p>	<p>I love the current trees and flowers (azaleas, low roses, annuals and bulbs) in the middle planter boxes and the crepe myrtles on the sides, so don't want them needlessly ripped out and replaced. Happy to see more flowers though. Flowers up high in hanging baskets around heritage-style poles work really well in other places such as Europe and even Civic. I also enjoy the lights along Monaro St at night but again more innovative lighting effects would add to that. Also I like the current banners but would like to see more local plants, animals and scenes featured (some of them have exotic species). Any additional street furniture should be sourced from recycled materials and decorated with local wildlife/features. It's been shown many times that high</p>	Supportive	<p>I support the upgrade but don't want to see unnecessary destruction of the existing planter boxes, trees and flowers along the median strip. Nor do I want money and time wasted on unnecessary replacement of pavers, seating or other infrastructure that are still functional and look good. That is, the emphasis should be on adding features that are complimentary to the already attractive main st.</p>	<p>Noted, landscape plans will be designed to be low maintenance, for the safety of staff and motorists. Agree that time and money should not be wasted.</p>
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			<p>trucks parking on Monaro street damage awnings, some of which remain damaged for a long time. The gutters are also high in some places. Therefore, trucks should be banned from parking on Monaro St and/or the pavement moved out (widened) slightly if possible given current lane widths and my preference to retain the median planter boxes. Finally, the right turn from Crawford St into Monaro St should be reinstated, so accommodated for in any improvements..</p>			
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Respondent	What kind of improvements would you most like to see along the street? (select all that apply)	Please specify	Do you have any specific suggestions for improvements? For example, wooden seating or preferred plantings.	Are you supportive of the main street upgrade?	If you have any other comments about the upgrade and concept designs, please provide them below.	Staff Response
Anon	Lighting, Seating, Greenery, Paving, Road Surface		<p>Not clear from the concept drawings, suggest the proposed streetlighting columns and Luminaires are consistent with materials and products used on existing Crawford Street upgrade.</p> <p>Suggest utilise permeable paving (footpath and parking areas) where appropriate for stormwater runoff and direction to nearby planting</p> <p>For the seating and wall details around planting beds, suggest engaging with local precast concrete businesses for options (eg. Capital Precast or Premier Precast), minimise nominating</p>	Supportive	<p>Not supportive of using modified 315mm high barrier kerb and gutter (section H) on Civil plans. This could be safety hazard for cyclists and cars and not consistent with 40km/hr street way.</p> <p>Support the up-stand lighting on street trees, this is feature of current median and suggest maximising where possible</p> <p>Suggest including additional pedestrian lighting on the existing zebra crossings on bridge approach (and also under the bridge)</p> <p>Will Queanbeyan heritage and history be incorporated into the design (for example, bronze plates within walkways providing reference to historical buildings, signage, artworks or other).</p> <p>Car parking is reduced, will signage be available indicating alternate parking locations</p>	<p>Note preference for consistent street furniture elements with Crawford Street - need to acknowledge the differentiation identified in the Place Plan.</p> <p>Permeable paving may be considered in the detailed design. Use of local businesses is a significant consideration of the project.</p> <p>High barrier kerbs are only used adjacent to travelling lanes, not in parking or pedestrian areas.</p> <p>Lighting suggestions will be considered. Heritage and history is planned to be incorporated in the design.</p> <p>Work is progressing on a wayfinding strategy to include signage for alternate parking locations.</p>

Respondent	What kind of improvements would you most like to see along the street? (select all that apply)	Please specify	Do you have any specific suggestions for improvements? For example, wooden seating or preferred plantings.	Are you supportive of the main street upgrade?	If you have any other comments about the upgrade and concept designs, please provide them below.	Staff Response
			non-local streetscape furniture providers. Could also be option for involving community artists or schools to create relief or imprint patterns for the precast concrete elements			