TRANSFORMING SOUTHBANK BOULEVARD & DODDS STREET

CITY OF MELBOURNE

PHASE TWO: COMMUNITY ENGAGEMENT SUMMARY

AUGUST - SEPTEMBER 2016

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This engagement summary has been commissioned by the City of Melbourne and complete by The Space Agency - an independent consultancy that specialises in community consultation.

Every effort has been made to accurately represent participant feedback and insights within this document. For recommendations or questions, Please contact: urbanlandscapes@melbourne.vic.gov.au

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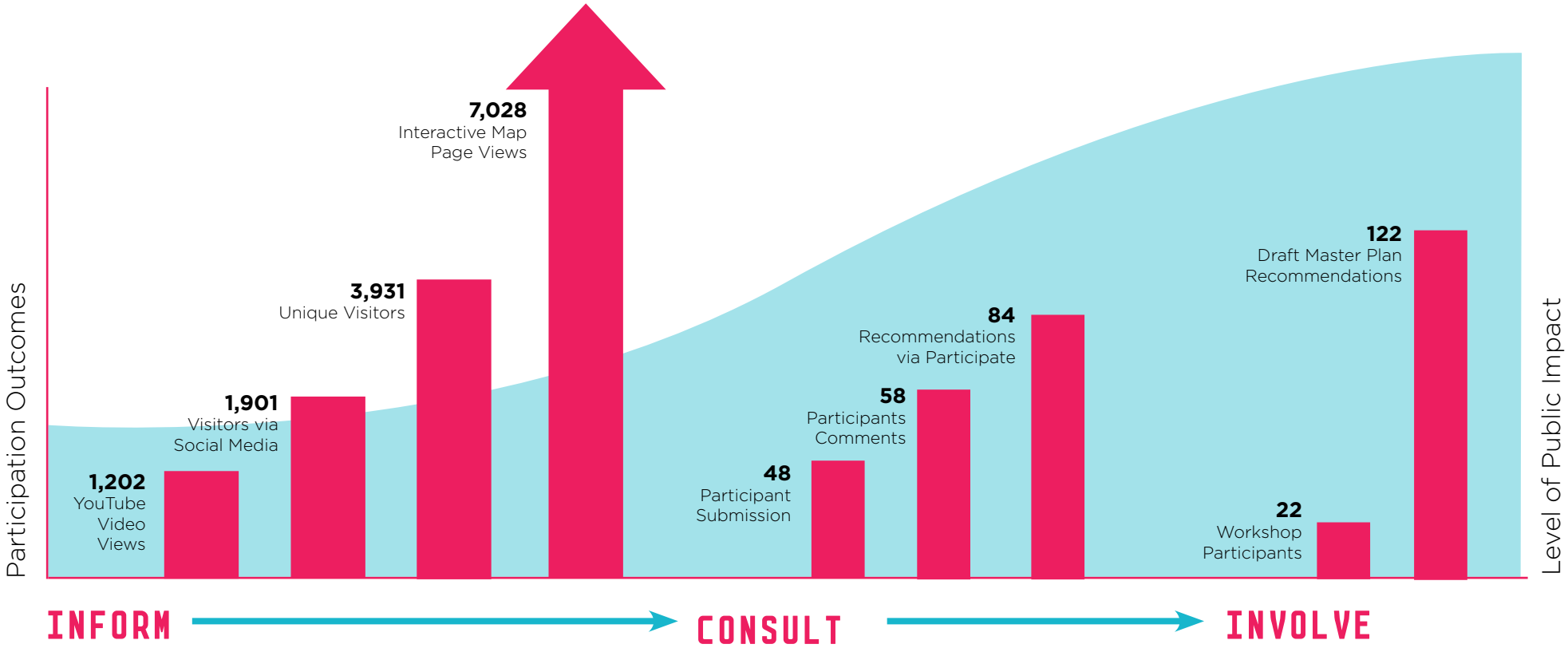
PART A:
ENGAGEMENT OUTCOMES

ENGAGEMENT SNAPSHOT



Participate Melbourne is the digital engagement hub for all City of Melbourne consultations. On this platform, participants have access to all relevant project documentation. ***Over the duration of the engagement, the platform attracted 3,931 unique page views,*** *with the interactive map section received* ***7,028 views.***

Through Participate Melbourne, participants were able to leave submissions in the form of comments directly on the relevant project precicnts or design princi-ples . ***A total of 84 recommendations were lodged by 48 participants.*** *There were an additional 5 submissions via email.*

Stakeholder were invited to attend an afternoon workshop sessions. ***A total of 22 participants took part in the workshops and contributed 122 recommendations.***

ENGAGEMENT OUTCOMES

- This was the **second phase of community engagement** implemented by the City of Melbourne to support the design of new public space on Southbank Boulevard and Dodds Street.
- The phase of community engagement **took place between from August 22 to September 19** 2016. The first phase of community engagement took place between November to December 2015.
- The purpose of this community engagement was to check back in with community stakeholders and invite them to **review and comment on a set of Design Principles and an Ideas Plan.**
- The engagement attracted **75 unique participants.** These participants contributed **220 recommendations** towards the Ideas Plan.
- Participant recommendations were independently reviewed and subsequently informed **seven key themes.**
- Design and Placemaking: (75 recommendations, 34.1%). Participants wanted to ensure the project would **deliver a beautiful and iconic place, that is accessible and inclusive.**
- Events and Programming (30 recommendations, 13.6%). Participants recommended a **balance of active and passive spaces where noise would be controlled**.
- Safety and Access (28 recommendations, 12.7%). Participants were **concerned about night time safety, pedestrian safety and air quality.**
- Cycling and Cyclist Safety (24 recommendations, 10.9%). Participants recommended improvements to the layout of cycle paths to **address safety concerns, increase capacity, and improve the experience for less confident cyclists.**
- Traffic Management (22 recommendations, 10%). Participants outlined changes to the proposed configuration in order to **reduce congestion and improve local traffic.**
- Greenery (12 recommendations, 5.5%). Participants recommend **diverse planting and increased open green space away from roadways.**
- Places for Kids (12 recommendations, 5.5%). Participants sought **safe places where kids could play** - separated from roads and easily accessible.

PARTICIPANT PROFILE

The engagement attracted a **total of 75 participants** who shared their insights through formal process - namely: through the online engagement portal, community workshop or via email.

Formal Participants	N	%
Participate Melbourne	48	64%
Community Workshop	22	29.3%
Email Submission	5	6.7

Table 1: Submissions by format (Formal).

Informal Participants	Reactions	Comments
Facebook	1473	62

Table 2: Submissions by format (Informal).

Overall, the 75 formal **participants contributed 220 recommendations** relating to the ideas plan - roughly 2.5 recommendations per participant. Proportionally, more recommendations came through the workshop session than through other forms of engagement.

Formal Participants	Participants	Suggestions
Participate Melbourne	48	84
Community Workshop	22	122
Email Submission	5	14

Table 3: Number of participants by formal submission type and number of suggestions made by participants by formal submission type.

Nearly **60% of participants said they lived in the City of Melbourne.** Half of all participants said they worked in the City of Melbourne. Just under 40% are ratepayers.

Relationship to the City	N	%
Live	28	58.3%
Work	24	50.0%
Visit	18	37.5%
Study	9	18.8%
Pay rates	18	37.5%
Own a business	1	2.1%
Unknown	2	4.2%

Table 4: Participants' stated relationship to the City of Melbourne. Workshop participants were not asked for their relationship to the city.

Overall, participants were more likely to be male (60%) and aged between 30 and 55 years (52%).

Gender	N	%
Male	29	60.4%
Female	14	29.2%
Indeterminate/Intersex/ Unspecified/Null	5	10.4%

Table 5: Participants' stated gender identity. Workshop participants were not asked for their gender identity.

Age Group	N	%
Under 30	7	14.6%
Between 30 and 55	25	52.1%
Over the age of 55	11	22.9%
Unknown	5	10.4%

Table 6: Participant age profile. Workshop participants were not asked for their age.

An analysis of participant demographic data uncovered that:

- 85% of female participants lived in the City of Melbourne
- Female participants were more likely to be ratepayers (64%)
- 100% of participants aged under 30 years worked in the City of Melbourne. 40% lived in the city
- Just over 60% of participants aged between 30 and 55, and over 55 years lived in the City of Melbourne.

DATA INTERPRETATION

Participant responses ranged from 5-350 words. Each submission has been carefully reviewed by an independent examiner in order to extract individual recommendations and place them into an appropriate over-arching theme. The City of Melbourne engaged The Space Agency as an independent consultant to review, write and produce this engagement summary.

RECOMMENDATIONS

The 75 formal participants contributed 220 recommendations relating to the project as a whole or particular precincts along Southbank Boulevard.

Recommendations	Workshop		Online	
General	4	3.3%	28	28.6%
Design Principles	18	18.0%	7	7.1%
St Kilda Road to Sturt Street	10	8.2%	8	8.2%
Dodds Street	17	13.9%	11	11.2%
Sturt Street to Moore Street	31	23.8%	10	10.2%
Moore Street to City Road	24	18.9%	25	25.5%
City Road to River	18	13.9%	9	9.2%
Total	122		98	

Table 7: Number of participant recommendations by Precinct/Category.

There were a number of differences between the two sources of community input, namely:

- Online participants provided more general feedback.
- Online participants were particularly motivated to give feedback on the Moore Street to City Road precinct
- Workshop participants provided more comprehensive feedback across each individual precinct.

Participant **recommendations have been individually analysed in order to establish seven key themes.** These themes are explored in detail in the following section.

In order from most to least comments, participants made recommendations relating to:

- Design and Placemaking (75 recommendations, 34.1%)
- Events and Programming (30 recommendations, 13.6%)
- Safety and Access (28 recommendations, 12.7%)
- Cycling and Cyclist Safety (24 recommendations, 10.9%)
- Traffic Management (22 recommendations, 10%)
- Greenery (12 recommendations, 5.5%)
- Places for Kids (12 recommendations, 5.5%)
- A remaining 17 recommendations (7.7% have been included in an 'Other' category.

Recommendations	**Workshop**		**Online**	
Cycling and Cyclist Safety	6	4.9%	18	18.4%
Design and Placemaking	46	37.7%	29	29.6%
Events and Programming	20	16.4%	10	10.2%
Greenery	6	4.9%	6	6.1%
Places for Kids	7	5.7%	5	5.1%
Safety and Access	17	13.9%	11	11.2%
Traffic Management	8	6.6%	14	14.3%
Other	12	9.8%	5	5.1%

Table 8: Number of participant recommendations by theme.

Overall, online participants were most concerned with Design and Placemaking (29.6%), Cycling and Cyclist Safety (18.4%) and Traffic Management (14.3%).

Workshop participants were most concerned with Design and Placemaking (37.7%), Events and Programming (16.4%), and Safety and Access (14.8%).

KEY THEMES

Design and Placemaking

(75 Recommendations)

A Beautiful Place: *Participants wanted a place of great beauty - an iconic addition to the city. Participants recommended using sustainable materials, public art and installations, quiet and loud zones (with places to relax or to host performances), all connected through a functional layout that encouraged diverse public use.*

Our 'Backyard': *Participants wanted a place that could be used by residents, workers, students and workers. Participants wanted a place they could call their own - a big backyard for Southbank.*

An Integrated Streetscape: *Participants wanted the space to integrate with the surrounding buildings, creating more connection with the street and the buildings above (similar to the CBDs laneways and arcades). Participants wanted to see Southbank Boulevard evolve as an extension of the artistic space in front of the NGV and Art Centre.*

Walkable: *Participants wanted the space to be easily walkable, with wide and flat footpaths that connected with buildings, signalised road crossings and new entries into the local cultural institutions.*

Wind and Sunlight: *Participants were concerned about wind and sunlight and how the design would take into consideration light, shade, and protection from the elements.*

Placemaking: *Participants recommended a diverse range of placemaking options including public BBQs, sunken exhibition and performance spaces, ample seating (for groups and individuals), places to eat lunch, places to relax and meditate, places where noise was kept to a minimum, and places where coffee carts and farmers markets might 'pop up.'*

Dogs: *Participants were keen to include infrastructure for dog owners - either as a dedicated off-leash dog park or by the provision of additional public waste bins and bag dispensers for dog owners.*

Red Steps: *A significant group of participants asked to relocate the Red Steps on Queensbridge Square. This sculpture could be better employed elsewhere and open up Southbank Boulevard to more pedestrians and cyclists.*

Events and Programming

(30 Recommendations)

Quiet vs. Animated: *Participants recommended diverse activities that ranged from passive to animated. Central to these recommendations was a desire to balance or control the events and programming of the space in order to manage noise levels and maintain the areas livability.*

A Village Heart: *Participant recommendations drew from the idea of a European plaza or town square where activities would 'pop up' and pack down. Popular recommendations included a farmers market, buskers, performances, coffee carts and changing exhibitions.*

Safety and Access

(29 Recommendations)

Pedestrian Friendly: *Participants were concerned about pedestrian safety and recommended: continuous foot-paths, ample lighting at night, fencing or protection between pedestrian paths and roadways as well as wider footpaths and signalised crossings.*

Air Quality: *Participant were concerned about traffic and cars in close proximity to kids play areas. They wanted to ensure that the air quality would be safe. A group of participants recommended making the site smoke-free or ensuring smoking areas were well demarcated.*

Accessibility: *Participants recommended ways to improve the areas accessibility including: pick up and drop off points for taxis and hire cars, the extension of the Free Tram Zone to Sturt Street to encourage greater public transport use, removing the Red Stairs at Queensbridge Square to increase pedestrian and cycle traffic, access to the Art Centre car park, as well as access for emergency vehicles.*

Parking: *Participants were in two minds regarding parking. Some recommended removing additional parking in order to extend pedestrian and cycle paths. Others recommended increasing the provision of parking to increase the capacity of the site to host large events and attract visitors.*

Cycling and Cyclist Safety

(23 Recommendations)

Improved Cycle Lanes: *Participants were very clear that cycle paths needed to be continuous, separated from the roadway, and wider in order to ensure the safety of cyclists and to encourage more cyclists to use Southbank Boulevard.*

Cyclist Confidence: *Participants flagged that only experienced and confident cyclists would be able to use Southbank Boulevard in its current format. They recommended more measures be put in place to make cycling a more popular option for residents and commuters.*

Bicycle Users Group: *A comprehensive review of the proposed cycling plan was submitted by the Melbourne Bicycle Users Group. The recommendations of this report are extensive and detailed. Council will review these recommendations separately but wish to acknowledge the Melbourne Bicycle Users Group for completing this submission.*

Traffic Management

(22 Recommendations)

Congestion and Travel Times: *Participants were very concerned about traffic congestion during peak hours and the impact this will have on local travel times, access to parking garages and the effect that noise and pollution from parked cars will have on the proposed green spaces.*

Side Streets: *Participants were concerned that traffic would spill into neighbouring side streets and block access to residential car parks, increase noise and reduce the areas livability.*

Greenery

(12 Recommendations)

Open Space: *Participants were eager to see the creation of open green space that could be used for multiple purposes. Participants were concerned that there was not sufficient provision of open green space away from traffic and roads.*

Planting: *Participants were keen to see more native plants used in the creation of green space. One participant flagged that they would like to see the London Plane Trees removed.*

Shade and Noise: *Participants flagged the need for trees and planting to provide shade in summer and sunlight in winter. Participants recommended dense planting to muffle the noise of the road and activity bellow.*

Places for Kids

(12 Recommendations)

A safe place to play: *Several participants recommended barriers separating roads from play areas to ensure that children could play in safety.*

Accessibility: *Participants wanted a separate play space for kids that could be easily accessed by walking paths and signalised crossings.*

Kids of all Ages: *Participants flagged the need to consider kids of all ages and the effort needed to make the area safe and exciting for young people.*

Other

(17 Recommendations)

Ongoing Management: *Participants wanted to know how the diverse places would be managed in order to ensure they will be well maintained, and continue to surprise and delight users.*

Homelessness: *Participants were concerned about the areas homeless population and what could be done to accommodate or deter them from camping in the new public space. .*

Engagement Process: *Participants flagged their appreciation of the community engagement process and enthusiasm for the project.*

Long Term Picture: *Participants were interested in the longer term picture of the site: how buildings like the ABC and future tower developments will integrate with the site, how it will be feature in tourism campaigns and support businesses.*

PART B:
ENGAGEMENT APPROACH

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PROJECT CONTEXT

Southbank is **the most densely populated suburb in greater metropolitan Melbourne** with over 92% of residents living in high-rise apartments.

The Southbank Structure Plan (2010) and the City of Melbourne Open Space Strategy (2011) are two primary documents that seek to ensure that Southbank meets the challenges of one of the fastest growing suburbs in the City.

These documents identify the **lack of public open space in Southbank as a key concern.** The average recommended provision, per-person, of open space in Melbourne is 22 square metres. In Southbank, there is currently 3 square metres per person. At the same time, the population and density of people in Southbank is increasing rapidly while traffic volumes are decreasing.

In 2015, **Council conducted a series of tests and micro-simulations** in order to understand the feasibility of creating new public space along Southbank Boulevard. It considered existing and future traffic projections, solar access, connectivity and service locations in order to produce a draft functional layout plan to illustrate how the road can be changed to create new public realm.

This plan proposed that **up to 2.5 hectares of new public realm can be created in a linear chain extending from the Domain Parklands through to the Yarra River.**

Beginning in late 2014, a **three phase community and stakeholder engagement strategy** was initiated by Council to gain community perspectives and insights in order to inform the design and functionality of this new public space.

CONSULTATION AIMS

Community engagement seeks to inform, consult and involve stakeholders. This ensures that decision making is transparent, owned by the public, and inclusive of diverse perspectives.

In late 2015, the first phase of community consultations sought to:

- Project introduction – **the how and why** – including the project's origins, change in Southbank (demographics and density), and the traffic story,
- **Illustrate the change** (existing versus proposed) and demonstrate the quantum of change in simple terms how big will the new public space be and what will this feel like as a pedestrian and as a vehicle,
- **Encourage and direct people** to provide their comments, feedback in the form of a vision for the space.

The Phase 1 Consultations received over 700 submissions from City of Melbourne residents, workers, students and visitors. A snapshot of this consultation has been included in Appendix A.

Over the first six months of 2016, the insights and feedback from this first round of consultation has been **develop into a series of Design Principles and an Ideas Plan** intended to support future decision making.

Following the creation of this framework, the second phase of consultation was initiated and ran from August 22 to September 19 2016. This round of consultation sought to:

- Present back to stakeholder a set of Design Principles and an Ideas Plan informed by Phase 1 consultations,
- Keep stakeholders informed and engaged,
- Ensure that the Design Principles and Ideas Plan were the appropriate frameworks to guide decision-making,
- Gain feedback on specific 'zones' along Sounthbank Boulevard.

ENGAGEMENT SUMMARY

The consultation involved a number of elements with the digital engagement platform - Participate Melbourne - at its core. These elements were:

- **Online Information Platform**
  Participate Melbourne is the digital engagement hub for all City of Melbourne consultations. On this platform, participants could find all relevant project documentation. ***Over the duration of the engagement, the platform attracted 3,931 unique page views,*** *with the interactive map section received 7,028 views.*

- **Online Comments Section**
  Participants were able to leave submissions in the form of comments directly on the relevant project section (e.g. Design Principles, Dodds Street, Sturt Street to Moore Street). ***A total of 58 comments were lodged by 43 participants.***

- **Community Workshop**
  Stakeholder were invited to attend an afternoon workshop hosted by Mosaic Lab. ***A total of 22 participants took part in the afternoon workshop.*** *The insights from this session are included in Appendix C.*

- **YouTube Video**
  A purpose made video was integrated into the Participate Melbourne platform and shared online. ***The video received 1202 views*** *over the engagement period.*

- **Social Media**
  Social media posts by the City of Melbourne Facebook, Twitter and LinkedIn accounts ***attracted 1907 visitors to Participate Melbourne.***

- **Direct Engagement**
  Council officers ***met with 30+ project stakeholder incuding the Southbank Residents Association and area's art institutions.***

DESIGN PRINCIPLES

Following the completion of Phase 1 community engagement, four Design Principles were developed based on community feedback and Council's strategic objectives. These principles summarise 16 core themes that will be used to guide the master plan. The four principles were:

Environment: Manage water, land and resources to create a resilient and adaptable environment.

People: A safe and inviting place for the whole community to meet, share, play, and celebrate.

Culture: Connect to the arts and community to tell stories of people and place from the past and into the future.

Transport: Create a well-connected public realm that provides safe and legible access for pedestrians, cyclists, public transport and traffic.

More information on the Design Principles are included in Appendix B.

PRECINCTS

The Southbank Boulevard Ideas Plan was divided into five precincts intended to reflect the individual characteristics and context of Southbank Boulevard and Dodds Street. Consultation participants were asked to make recommendations relating to these five precincts.

St. Kilda Road to Sturt Street

Proposal: *A new entrance into Southbank Boulevard from St Kilda Road will provide a vital connection between the arts institutions, universities and theatres along the Boulevard, Dodds Street and Sturt Street. This linear precinct will surprise and delight those who pass by, and through. An upgraded tram super stop will enhance public safety and support the varying flow of residents and visitors to events, galleries, theatres or workplaces. Purposefully designed edges will afford a changeable display of public art, lighting, outdoor dining and an atmosphere relevant to the seasons, major exhibition or local event calendar. Planted spaces with seating will provide opportunities for pause and reflection.*

Dodds Street

Proposal: *At the doorstep of the Victorian College of the Arts, the Melbourne Theatre Company and Melbourne Recital Centre, this vibrant precinct is undergoing significant change. Dodds St will be designed to create a distinct but connected public space for students, locals and visitors. Envisaged as an energised new public space, it will prioritise the pedestrian and promote creative expression and inclusive social exchange accommodating a fluctuating population. Whether an impromptu street performance or a medium scale music festival, this space will be designed to display the best of public life and enrich the diversity of public spaces on offer to locals wanting to enjoy their neighbourhood.*

Sturt Street to Moore Street

Proposal: *A centrepiece of the project and the civic centre of the Southbank Arts Precinct, this segment of the Boulevard and its surrounding streets connect various creative institutions and will form a congregation point for locals, visitors, students, tourists and performers.*

Day and night, winter or summer, this precinct will respond to the people, events, festivals and public life that occupy it. This playful, dynamic civic space, on the doorstep of the ABC building, will provide opportunities for public performance, outdoor dining, public gathering and art installations, in this iconic, flexible, memorable precinct.

Moore Street to City Road

Proposal: *As Melbourne's most densely populated suburb it is vital that local residents have access to green, public open spaces that bring moments of tranquility, surprise and refuge within the busy, hard spaces of the city. Southbank lacks incidental spaces for the community to gather and meet one another. This precinct of Southbank Boulevard presents the best opportunity for larger spaces with open lawn, larger trees and play spaces for children. Water sensitive urban design and planting will help define the edges of these spaces and create an immersive, neighbourhood park. The design of this precinct will encourage people to spend time outdoors, playing under the trees, lying on the grass with a book or sharing a picnic with friends.*

City Road to River

Proposal: *Southbank Boulevard connects Domain Parklands to the Yarra River through Queensbridge Square with views across the river into the towering CBD. This is the busy commercial end of Southbank Boulevard, a place to accommodate more active, recreational activities in flexible spaces during different times of the day, for residents, workers, and visitors. With good visibility and solar access, this space can provide opportunities for basketball, parkour, outdoor table*

tennis and flexible furniture for exercise and outdoor recreation. Many of these social activities are enabled by the large population of local office workers, residents and visitors using Southbank Promenade.

With the proposed changes to Southbank Boulevard, there is also an opportunity to re-think the red stage at Queensbridge Square with a view to reconnect the river, Queensbridge Square and Southbank Boulevard.

The river end holds great significance to traditional land owners as it was the site of the – long since gone - waterfall and river crossing that separated the salty sea water from fresh river water. Historically this marked a place of important social exchange and trading for Aboriginal people, it is hard to believe but the area once sat on the edge of a swampland, a rich and flourishing ecosystem providing a bountiful food source.

MEDIA SUMMARY

The community engagement initiative was featured on:

- ABC News 774 (22 August, 2016): 'Melbourne City Council calls for feedback over public spaces set for Southbank'
- Herald Sun Online (19 August, 2016): 'A new "city square" would be created in Southbank under a city council plan to revitalise the area'

These two sources attracted 210 visitors to the Participate Melbounre online engagement portal.

Social Media

The project was pushed through the City of Melbourne Social channels (Facebook, LinkedIn and Twitter). Across the course of the consultation, 1907 people were engaged by social media posts and clicked through to Participate Melbourne.

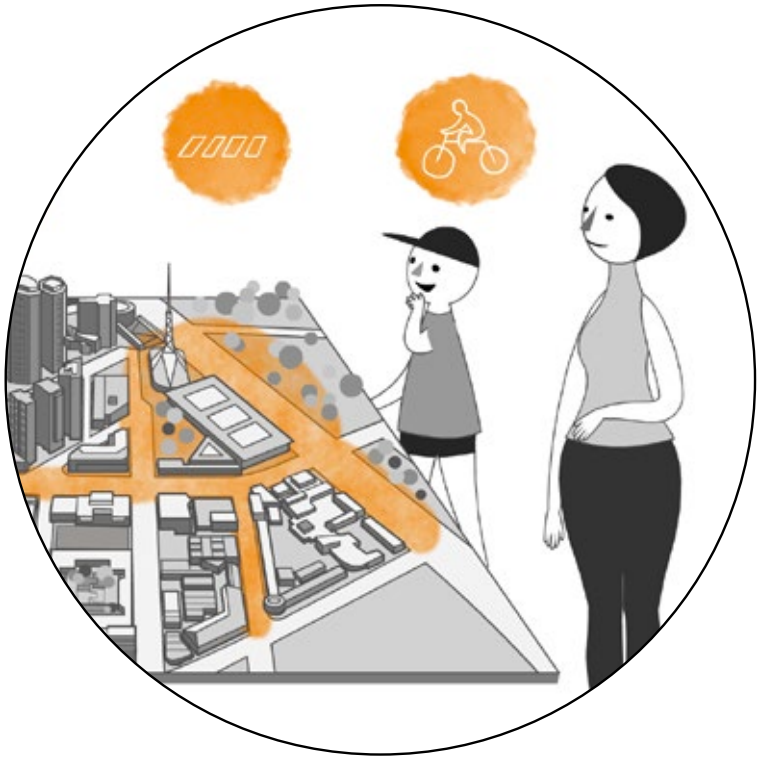
Facebook post by the City of Melbourne received a total of 704 reactions - including likes and shares.

PART C:
COMMUNITY ENGAGEMENT RECOMMENDATIONS

GENERAL COMMENTS

28 Recommendations

- **Traffic Management** - Participants were concerned that increased congestion would seriously affect local traffic times and traffic along side streets. Participants flagged that Fawkner and Fanning street are at capacity and recommended a plan to see how freeway traffic would be taken away from Southbank Boulevard.
- **Safety and Access** - Participants recommended making the area smoke free. They were concerned about the affect of air pollution from cars on their enjoyment of open space and the health of kids. Participants asked for a super tram stop and an extension of the Free Tram Zone to improve access and bring more visitors to the area.
- **Design and Placemaking** - Participants recommended that the design should reflect a 'big backyard' where residents, workers and students might all find peace and enjoyment. Other recommendations included opening up the lower ground of buildings to create laneways and arcades for more street-level activity and vibrancy.
- **Events and Programming** - Participants preferred the idea of passive activities rather than loud music or large events. Participants were concerned about how these activities would be managed.
- **Greenery** - Participants were concerned about the removal of established trees. Overall, they wanted to see more green space that was safe and easy to access.
- **Other** - Participants were concerned about the possibility of increased number of homelessness people moving into the area.
- **Cycling and Cyclist Safety** - Participants were concerned about the width of cycle lanes and recommended separate lanes to traffic.
- **Places for Kids** - Participants highlighted the need for more kids play areas that were safe and easy to access.



Key Themes	N	%
Cycling and Cyclist Safety	2	7.1%
Design and Placemaking	5	17.9%
Events and Programming	4	14.3%
Greenery	4	14.3%
Places for Kids	2	7.1%
Safety and Access	5	10.7%
Traffic Management	6	21.4%
Other	4	7.1%

Table 9: General precinct recommendations

GENERAL COMMENTS

What Participants Said

- I live in an apartment at the end of Soutbank Blvd. I am concerned these changes will create more congestion. Already Southbank Blvd is clogged during peak hours with cars trying to get onto the freeway and traffic accessing the city.
- It is nice to design for "tranquillity and refuge" and having "green spaces for children to play and residents (with dogs) to walk", but the safety aspect is a concern, as such spaces are often utilised by people drinking alcohol and/or making noise. How is this supposed to be controlled? How do you ensure safety, security and surveillance?
- I think having more open spaces, caring for the environment and supporting cultural activities will help improve Southbank for visitors and local residents. I hate seeing the massive Casino taking such pride of place at Southbank.
- Given the number of families who now, and in the future will live in local high rise, the proposed small space for children to play in is so inadequate as to be an indictment of us all if it is realised.
- The big back yard is vital for our local community's physical and psychological well being. Forget shops, loud music and the 'vibe'. The promenade does that job. Let's provide a place where small voices can be heard. It will be a good start towards building, what is so desperately needed, a local community.
- Do we really need additional events and festivals at our front door? What is enjoyable to one person may be noise to another. Too much noise can reduce resident's quality of life.
- Melbourne depends on laneways and arcades for its distinctiveness. I don't think you've got any here. What you are doing here is altering traffic flow; Melbourne is not basically an outdoor city. Why haven't you hollowed out some of those big tower blocks?
- I am concerned about the size and design of the bicycle lanes. I believe these need to be wider and offer more protection from traffic. Please consider, if necessary, removing car parking so that there is adequate space for bikes. A bike lane in this area should be at least 2 metres wide.
- Southbank is on the doorstep of the CBD (in it, even) yet its formation makes it impossible to traverse on bike despite Melbourne City Council's bluster about active transport and sustainable communities. Given the high traffic volumes in the area, new cycling infrastructure provision must be physically separated from vehicular flows.

The recommendations listed below are derived from participant comments directed at this precinct. Minor editing has been applied to adjust syntax, comprehension and brevity.

DESIGN PRINCIPLES

25 Recommendations

- **Design and Placemaking** - Participants were happy with the proposal of creating a civic heart or meeting place on Southbank Boulevard. Participants flagged the need for more open space, that the 'red stairs' at Queensbridge Square should be removed, as well as provisions for dog owners (bins, bags and an area of the park).
- **Other** - One participant recommended thinking about the 'human scale' when designing the future space. Another was concerned about the funding model for future activities as well as the implementation plan.
- **Safety and Access** - Participants recommended enclosed spaces for kids to play in that were well fenced off from roadways. Participants were concerned about emergency vehicle access during peak traffic times. With more activity, participants flagged the need for more surveillance and security in the precinct.
- **Events and Programming** - Participants wanted re-assurance that noise levels would be controlled, that events would be of appropriate size and scale and that there would be a balance in favour of residents for activities hosted in the precinct. Participants would like to see a proposal for how the space will be managed.
- **Cycling and Cyclist Safety** - Participants expressed grave concerns about the lack of separate cycling lanes and expressed the risk to cyclist safety. They recommended a traffic signaling system (green wave) as well as wider lanes away from parked cars.
- **Traffic Management** - Participants were concerned about traffic congestion and how future traffic would flow.
- **Places for Kids** - A fenced or enclosed play area was recommended to ensure kids could play without worry of nearby traffic.

Key Themes	N	%
Cycling and Cyclist Safety	3	12.0%
Design and Placemaking	6	24.0%
Events and Programming	3	12.0%
Greenery	0	0.0%
Places for Kids	1	4.0%
Safety and Access	4	16.0%
Traffic Management	2	8.0%
Other	6	24.0%

Table 10: Recommendations on Design Principles

DESIGN PRINCIPLES

What Participants Said

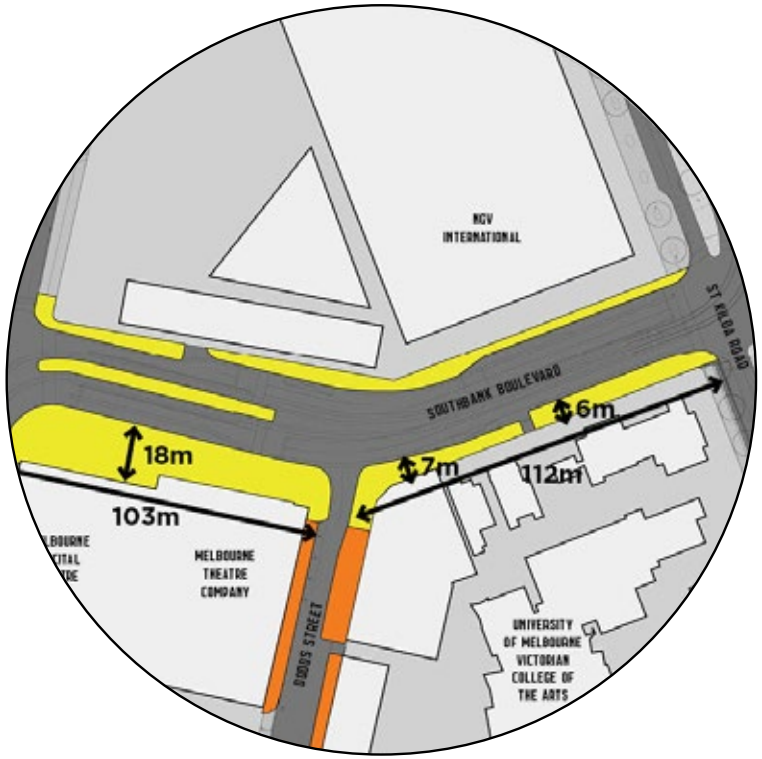
- To improve safety, there should be some consideration of enclosed spaces. Many people in the apartments have small children and/or dogs and wouldn't be able to use a public space adjacent to the road without fencing.
- Dodds street would be the perfect place to have an enclosed playground and small dog park. Ideally it should have tree cover and native bushes to liven it up as well.
- Let's not forget now that we need to be designing along those principles - to make the spaces fit the Human Scale.
- The design principles mention 1.05 km of "on road" bike lanes. It is extremely unfortunate that -yet again- a prime opportunity to provide safe cycling infrastructure will be ignored. Separated bike paths would allow kids and less confident cyclists to use this area, and help reduce conflict between pedestrians and bikes. But yet again, all we will get is unsafe and inadequate painted lines on the bitumen. Fail.
- We must ensure that the community has a heart/ hub / centre / meeting place
- I'd like to see more reassurance around measures regarding noise levels during events (curfews, advance notice of events).
- Continue with the emphasis on native vegetation / wildlife.
- I like most of it, love some of it, still worried about car access for myself and visitors. I hope it will enhance the area and bring people together.
- I'd like to see more clarity on balancing needs of residents with those of public activities. Most notably limits on events in new spaces that abut residential spaces.
- Love the process that the City of Melbourne has taken with engaging us in this project. Very professional, well done. Looking forward to the next engagement.
- The principles are great, the issue is how well those principles will be achieved. Currently the plan falls short on transport because it simply isn't safe.
- I'm an optimist and I hope that the implementation of the projects are not only guided by the design principles but adhere to the principles. The hope is that a community is evolved.

The recommendations listed below are derived from participant comments directed at this precinct. Minor editing has been applied to adjust syntax, comprehension and brevity.

ST. KILDA ROAD TO STURT STREET

25 Recommendations

- **Design and Placemaking** - Participants recommended that the precinct should appear as an extension of the artistic space out front of the NGV and Art Centre, and that the area's cultural institutions should use the space to activate their street frontage and facades (such as through installations and projections). Participants recommended using eco friendly materials instead of asphalt, having continuous footpaths that are well lit and flat for prams and disability access.
- **Events and Programming** - Participants recommended guidelines for noise levels, flagging that large scale music events would be inappropriate. They suggested a regular farmers market, additional spill-over seating at the MTC cafe, and ways to encourage more interaction between student, residents and workers in this area.
- **Cycling and Cyclist Safety** - Participants were concerned that cyclists would be at danger of being swiped by cars or dooring. They recommended wider lanes.
- **Traffic Management** - Participants were concerned about the removal of parking places and the overall affect of traffic congestion on the area.
- **Safety and Access** - Participants flagged the need for additional lighting at night and what the night-time safety plan would be. They recommended wider footpaths at the intersection of St Kilda Road and Southbank Boulevard to manage pedestrian congestion.



Key Themes	N	%
Cycling and Cyclist Safety	5	20.0%
Design and Placemaking	8	32.0%
Events and Programming	6	24.0%
Greenery	1	4.0%
Places for Kids	0	0.0%
Safety and Access	2	8.0%
Traffic Management	3	12.0%
Other	0	0.0%

Table 11: St Kilda Road to Sturt Street precinct recommendations.

ST. KILDA ROAD TO STURT STREET

What Participants Said

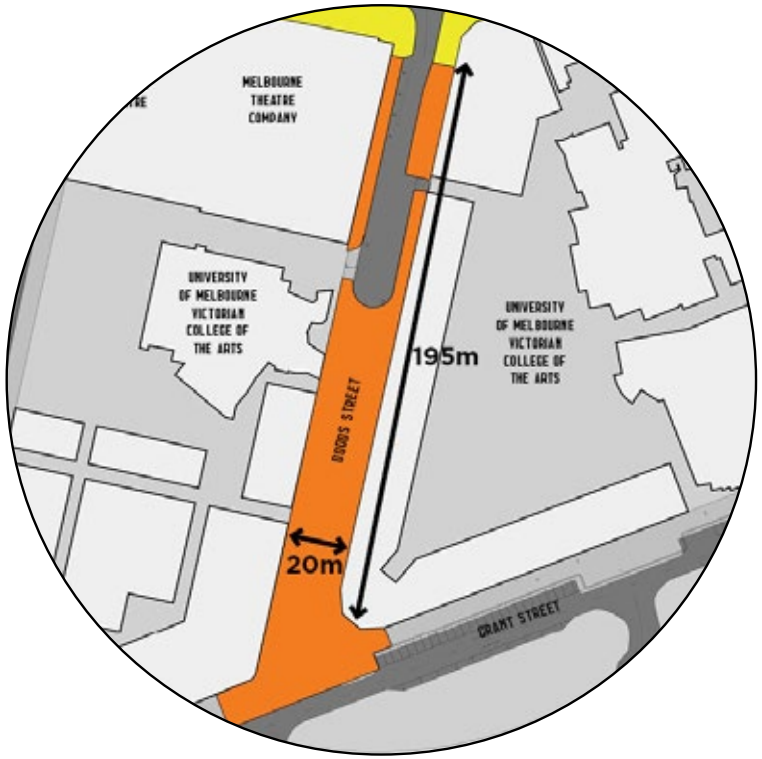
- The design should appear to be, at the least, an extension of the artistic space out the front of the NGV & Art Centre.
- The NGV and VCA should use these frontages to reflect what goes on inside behind these 'secondary' facades. Ideas include over sized projections of NGV works of art, and 'hazy' live video of a VCA dance class or similar.
- Consider better integrate with VCA / Uni Melb / 'stables' - there's so little interaction now between students and residents and artistic staff working at Uni.
- There should be designated bicycle lanes along Southbank Boulevard and Stuart Street. These should be of the 'Copenhagen' protected variety, with careful planning to ensure driveways do not offer points of danger for people on bicycles.
- The proposed cycle lanes on Southbank Boulevard are actually narrower than the dangerous than the ones on St Kilda Rd.
- Please install wider (min 2m to allow for passing, or wider to accommodate social cycling) fully separated cycle lanes along the length of Southbank Boulevard, including at intersections.
- Consider how to reduce vehicular traffic buildup at the corner of St Kilda Road & Southbank Blvd without preventing local residents from access - particularly because Southbank Blvd is the last exit off St Kilda Rd before the bottle neck into Flinders St.
- Consider how cars will enter and exit the Arts Centre car park.
- Please consider removing on street parking if necessary.
- Will taking car spaces from Dodds St create more parking problems for residents and their visitors?
- The footpath needs to continue down past the Grant St lawn section.
- Removal of parallel carpark spaces and attracting interest in the area but no provision of extra car parking - frustration and hassle for families driving.
- Consider how greenery could be used to reduce noise.
- A community garden such as the Testing Grounds would be better suited to Dodds street.
- Consider putting in place guidelines about frequency of external noise for events and programmed activities.
- Consider how we might make this area safer at night.

The recommendations listed below are derived from participant comments directed at this precinct. Minor editing has been applied to adjust syntax, comprehension and brevity.

DODDS STREET

21 Recommendations

- **Design and Placemaking** - Participants recommended a European style square or plaza with cafes and programmed entertainment. They flagged that it must be sympathetic to the people who study, live and work nearby - ensuring that it is a quite place during exams, and a place where workers can come and eat. Participants also highlighted the opportunity for this area to be a sculpture park or a new creative / artistic space - including multi-level performance or exhibition spaces. It was recommend that this area needed a focal point - such as a monument or sculpture.
- **Safety and Access** - Participants flagged that access to the area would be improved if the tram stop fell into the Free Tram Zone. They were also concerned about pedestrian congestion and how it could be made easier for pedestrians access.
- **Traffic Management** - A participant flagged that they felt traffic considerations had been well researched.
- **Events and Programming** - Participants strongly favoured a farmers market. They also recommended having music and art in the space.
- **Cycling and Cyclist Safety** - A participant flagged the need for protected cycle lanes.
- **Greenery** - A participant flagged that they would like to see the plane trees removed.
- **Other** - Participants were concerned about the lack of sunlight if the area becomes too shaded by trees. They were also concerend about wind tunnels and what could be done to protect users.



Key Themes	N	%
Cycling and Cyclist Safety	1	4.8%
Design and Placemaking	10	47.6%
Events and Programming	2	9.5%
Greenery	1	4.8%
Places for Kids	0	0.0%
Safety and Access	3	14.3%
Traffic Management	3	14.3%
Other	1	4.8%

Table 12: St Dodds Street precinct recommendations.

DODDS STREET

What Participants Said

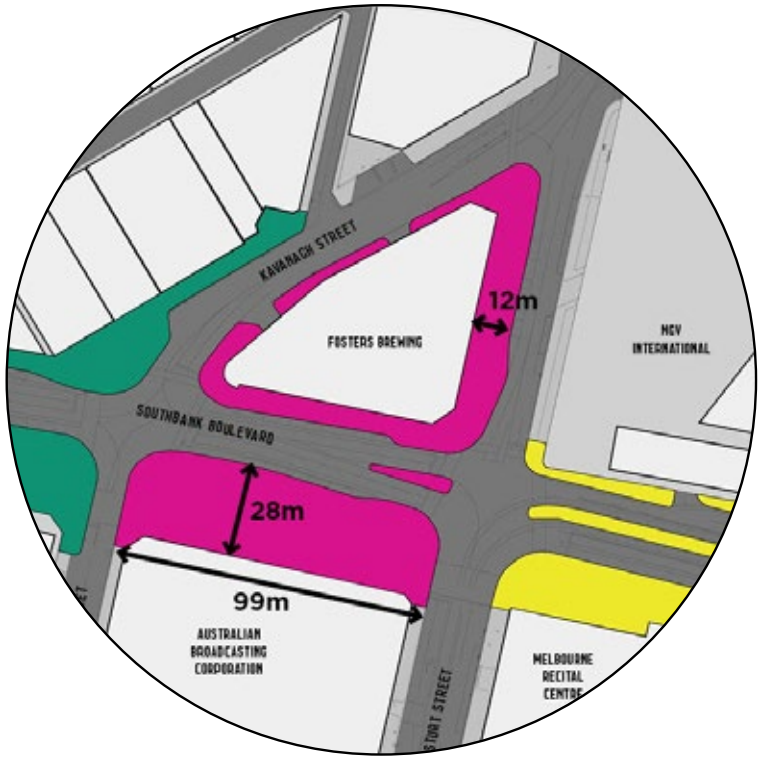
- Dodds St is an opportunity for a plaza / square, a meeting place.
- The theme of the design should capture the spirit of the area - i.e. arts / music.
- Beauty - what will it look like? A well-designed public space will make accepting a very small apartment viable and pleasant.
- The large space surrounded by VCA and NGV could be used as a permanent or temporary sculpture park or exhibition space showing the works of these organisations or even better, from organisations or schools across the state. Consider replacing the elm trees with indigenous natives.
- Consider extending the Free Tram Zone to the proposed super stop at the corner of Southbank and Sturt? This may make it more attractive for people to make the trip into Southbank Blvd and take advantage of this public area.
- Consider hosting a regular farmers market for residents and visitors.
- Consider a European-style city square/plaza would be great.
- The design must be sympathetic to the functions of the surrounding buildings, including University of Melbourne staff and Students (e.g. excessive noise should be avoided when students & staff are working)
- Ample seating should be provided for local workers to have their lunch.
- Consider the impact of taking car spaces from Dodds St. Will it create more parking problems for residents and their visitors?
- Dodds St might be a good site for reinstating a Southbank farmers market.
- This area should encourage students to share a space with MTC attendees
- Dodds St could be like the walkway of Latrobe St.
- The space should be built on more than one level with several sunken display spaces/stages surrounded by tiered seating to allow mini performances viewable by large crowds. Also it would be nice to see a nod to the historic Police Horse stables next to the site.
- A potentially radical idea is to move the Victoria Police Memorial to the Grant Street end of the Dodds Street to create a focal point along the street as currently the eye is solely drawn to the exhaust chimney from Citylink.

The recommendations listed below are derived from participant comments directed at this precinct. Minor editing has been applied to adjust syntax, comprehension and brevity.

STURT STREET TO MOORE STREET

41 Recommendations

- **Design and Placemaking** - One participant recommended closing Sturt Street between Kavanagh St and Southbank Blvd in order to create a Bourke St style pedestrian area. Participants were concerned that it would be difficult to activate the ground floor of many of the precinct buildings as they were made of solid concrete. They recommended making space for: coffee carts, table tennis, BBQ areas and a changing gallery space
- **Events and Programming** - Some participants suggested this could be an active space - similar to Federation Square. Many others were concerned that this area would be too noisy and would reduce livability. They wanted to ensure activity was well managed.
- **Safety and Access** - Participants were primarily concerned of how activities in this space would be separated from traffic - making it safer for users.
- **Cycling and Cyclist Safety** - Participants were concerned that cycle lanes would not be wide enough or protected from traffic.
- **Traffic Management** - Suggested that the Fawkner St intersection north side should be a tighter turn to slow down cars.
- **Other** - Participants were interested in how future developments would integrate with the proposal.
- **Places for Kids** - Participants suggested making this area family focused and installing road barriers to protect kids that might be playing.



Key Themes	N	%
Cycling and Cyclist Safety	6	14.6%
Design and Placemaking	14	34.1%
Events and Programming	10	24.4%
Greenery	0	0.0%
Places for Kids	1	2.4%
Safety and Access	6	14.6%
Traffic Management	2	4.9%
Other	2	4.9%

Table 13: Sturt Street to Moore Street precinct recommendations.

STURT STREET TO MOORE STREET

What Participants Said

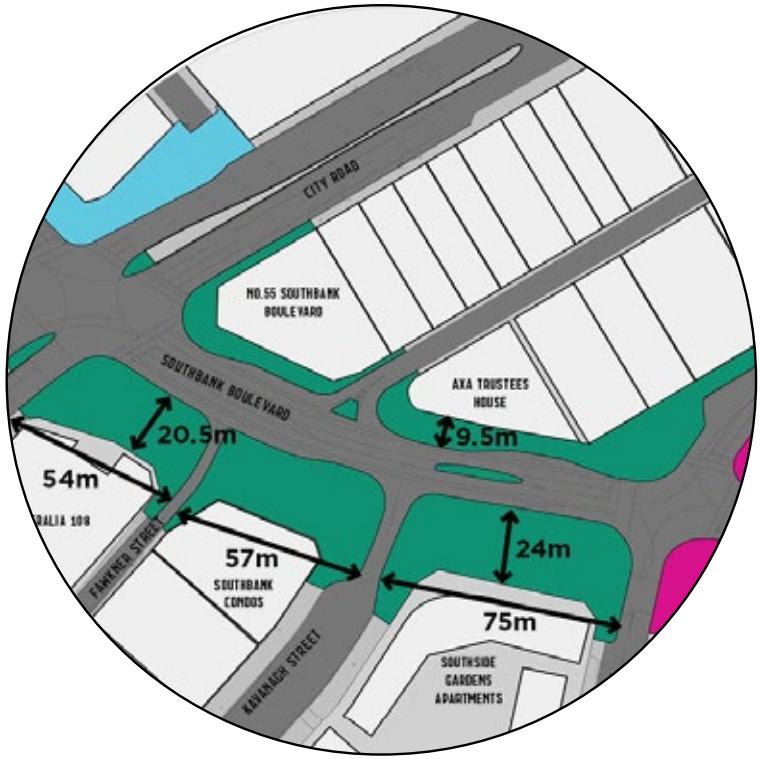
- Why not close Sturt between Kavanagh and Southbank? There is only one vehicle access which appears to be a relatively lightly used for deliveries to the NGV. Consider a Bourke Street Mall style entry allowance for that access point through the street.
- Consider how the building frontages are activated in this specific spot (CUB and ABC) if this is to be the 'civic centre' of the arts precinct. Doesn't need to be lined with bars or cafes but even some retail to given some surveillance to the area would be good.
- The CUB side of Kavanagh is solid concrete wall. How do we activate this space?
- Consider a performance area to showcase all the different arts in the area. This area could become the Southbank version of Fed Square - a great meeting place to be entertained.
- This will be a difficult space to activate. Please consider the impact of noise on residents, how crowds will spill onto the street, and the affect of cars and air pollution.
- A performance space will require three phase power. It could be improved with a cable trap to the ABC.
- As Kavanagh St is a pedestrian link to NGV via the back door, can ballet centre frontage be included instead?
- Is there a contingency / consideration for if Fosters is sold and a high rise is installed? How might it integrate with the future arts precinct?
- Please consider separate cycle paths. In this section, cyclists either have to cycle in the pedestrian area or share a narrow roadway.
- Please install wider, fully separated bike lanes, and put safety first on the hierarchy of what is trying to be achieved as part of this project .
- There should be more protected bike lanes with protected intersections in this area.
- I do not want a permanent BBQ in the park. The area around Fosters is not feasible as a public space because it is privately owned.
- Consider protective barriers to separate children (and pedestrians) and traffic.
- The Fawkner St intersection north side should be a tighter turn to slow down cars, and the slip lane is very dangerous.

The recommendations listed below are derived from participant comments directed at this precinct. Minor editing has been applied to adjust syntax, comprehension and brevity.

MOORE STREET TO CITY ROAD

49 Recommendations

- **Design and Placemaking** - Participants were concerned that the open space created here would be too noisy with nearby City Road traffic. They flagged that more needed to be done to make this space inviting.
- **Places for Kids -** Many suggested that this space would not be safe for kids - flagging air pollution and the need for fenced play areas.
- **Safety and Access** - Participants recommended a pedestrian over-pass that would connect the two sides of park over City Road. Some suggested it could be an extension of the green space such as with the New York City Highline. Overall, safer crossings and continuous pedestrian paths were flagged as important for future users.
- **Traffic Management** - Vehicle management in this section was flagged as a priority. Recommendations were put forward to remove freeway traffic from Southbank Boulevard, make Kavenagh Street a clearway and to change turning lanes.
- **Greenery** - Participants flagged the need for more greenery to shelter from the road and traffic, reduce noise and enhance the space.
- **Cycling and Cyclist Safety** - Participants were concerned for cyclist safety and recommended wider, fully separated lanes.
- **Events and Programming** - Participants recommended an indoor/ outdoor space, communal gardens and places to relax.



Key Themes	N	%
Cycling and Cyclist Safety	4	8.2%
Design and Placemaking	16	32.7%
Events and Programming	2	4.1%
Greenery	5	10.2%
Places for Kids	8	16.3%
Safety and Access	7	14.3%
Traffic Management	5	10.2%
Other	2	4.1%

Table 14: More Street to City Road precinct recommendations.

MOORE STREET TO CITY ROAD

What Participants Said

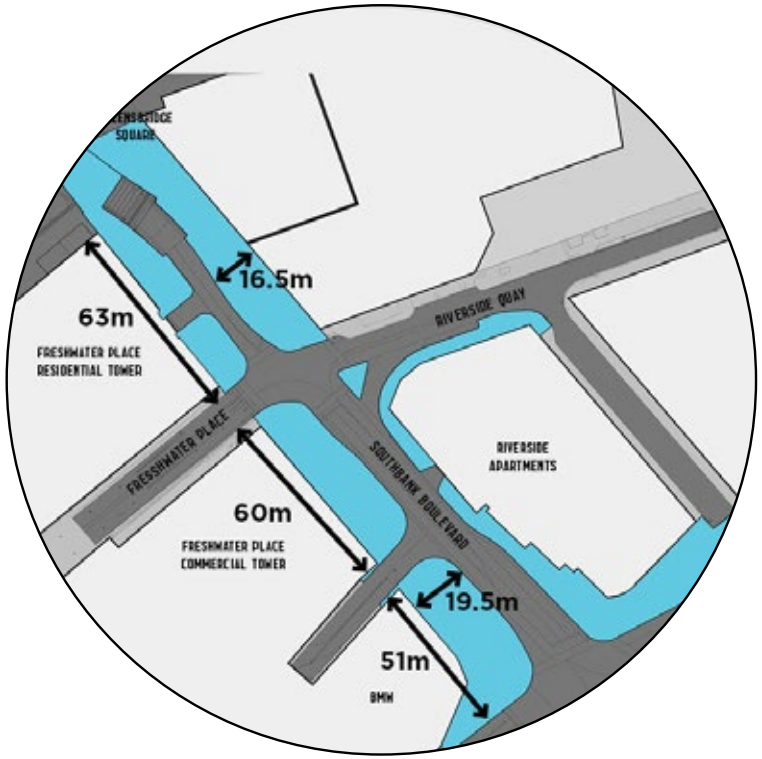
- In my view this area is too close to City Road and not close enough to Southbank to draw passers by. In that mindset, this particular area should focus on park like facilities for locals.
- City Road is a busy and unpleasant blockage to any designed thoroughfare and a pedestrian bridge (green if possible - think New York high line [funding permitting]) appears to be the only solution. Pedestrians will prioritise a path if it is easy, safe and then if it is pleasant.
- Any design must be mindful that Fawkner Street is narrow but very busy, as it is the primary laneway servicing all residents of two large apartment towers (soon to be a very large third).
- Traffic bound for the CityLink needs to be removed from Southbank Boulevard in order for people to enjoy the proposed open space.
- Consideration should be given to making Kavanagh St a clearway from 4-6.30pm. That will create 2 left turning lanes at Power St to ease congestion at peak hour (traffic to Citylink entrance). Narrowing Kavanagh St's entrance from Southbank Bvd is going to make this area really difficult at peak flow times. Vehicular traffic management is crucial for this segment if pedestrians are to be encouraged to remain and use any facilities.
- Please consider air quality and noise levels - they will already be compromised by the ceaseless traffic along City Road.
- Definitely need enclosed play spaces for young children and people with dogs
- Consider play area for kids of all ages. It is very hard to find anything suitable for young toddlers in this area. It needs to be fenced off though as the area isnt large and sits close to a busy roads.
- Consider a safer way to cross City Road would be appreciated especially with prams. So many young bubs in the area and there is very little for them. If you want to encourage families to stay in Southbank you need to give us the support services, infrastructure and the spaces for them to play.
- Consider a connection of the park areas over City road. A green pedestrian bridge is definitely worth thinking about. The long term benefits for all forms of traffic would be tremendous.
- Cultivate life at ground level (more shops or public facilities that people can walk in and out of). For example, a fresh produce/farmers market.
- The Moore St to City Rd area is the only green space for local residents in this project. It will be negatively affected by the noise and smells of City Rd traffic.
- Please include separated bicycle lanes along the length of Southbank Boulevard - with separated treatments being most imperative at intersections.

The recommendations listed below are derived from participant comments directed at this precinct. Minor editing has been applied to adjust syntax, comprehension and brevity.

CITY ROAD TO RIVER

27 Recommendations

- **Design and Placemaking** - Participants strongly suggested removing the 'Red Stairs.' Instead, this should be a better designed area for residents and workers to enjoy. They flagged that as the area is already quite congested with buskers, pedestrians and cyclists, more needs to be done to separate these activities. One participant recommended new public art inspired by the areas Aboriginal history. Participants liked the idea of this space being an area they could enjoy sunlight.
- **Cycling and Cyclist Safety** - Participants highlighted how cycling could be made easier if the 'Red Stairs' were removed.
- **Events and Programming** - Participants were mixed in how they thought this space could be activated. Some liked the ideas of sporting facilities and places where residents and workers could meet. Others objected to basketball or activities that would block access to Southbank Boulevard.
- **Other** - Participants were interested in seeing the proposed project timeline and understanding more details on how the plan would be implemented.
- **Safety and Access** -Participants recommended removing the 'Red Stairs' in order to improve pedestrian and cycle access as well as to improve sight lines to the new park.
- **Traffic Management** - They flagged the need for visitor parking
- **Greenery** - Participants wanted to see this space looking more green, with lawns, tall trees and gardens.



Key Themes	N	%
Cycling and Cyclist Safety	3	11.1%
Design and Placemaking	16	59.3%
Events and Programming	3	11.1%
Greenery	1	3.7%
Places for Kids	0	0.0%
Safety and Access	1	3.7%
Traffic Management	1	3.7%
Other	2	7.4%

Table 15: City Road to River precinct recommendations.

CITY ROAD TO RIVER

What Participants Said

- Please remove the ugly red stage. It's never worked very well as a public space. Would be better with more active spaces like basketball and with nature leading down to the river.
- Whatever work occurs here you need to consider the treatment of the Crown carpark entry at the end of the street backing onto Queensbridge Square. This acts as a real blocker between Queensbridge Square and Southbank. It blocks visual connection and is confusing as a pedestrian and cyclist as to if you can even get through the link.
- I don't see any plans to utilize the structure that adjoins the bridge on Queensbridge Square to the Flinders Street side This would seem to offer another great opportunity to green up this area.
- Queensbridge Square offers a rare opportunity to make a very drab and inviting area into a green and inviting environment. At the moment it is also quite chaotic with buskers, cyclists, joggers, skateboarders and pedestrians.
- More defined areas for pedestrians and cyclists would be helpful. For that reason taking up this valuable asset to create any sporting activities (eg you mention basketball) is highly discouraged.
- The Aboriginal history of the area is important. Public artwork that recognises this should be included in the design.
- The "red steps" are the biggest issue preventing foot or bike traffic down Southbank boulevard. I walk to and from work along this path every day and a bottleneck occurs along the western edge of the red stairs where all traffic must go through a single path approximately 1 metre wide (bikes are often forced to stop completely). This problem is compounded by the use of the space for public performances, however those are a beneficial public amenity and should be accommodated in any plan. Two simple solutions would be: to flatten the raised concrete area outside the McDonalds so this path can be widened; and to open access from the eastern side of the red steps which currently cannot be traversed.
- My experience of the section of Southbank Blvd between City Rd and the river is that it is often a wind tunnel, even on some rather still days. I don't know if this will limit the amount of time that ball games could be played here should that be the direction Council want to develop this.
- How can we represent aboriginal? Will be important - and a lovely draw card.

The recommendations listed below are derived from participant comments directed at this precinct. Minor editing has been applied to adjust syntax, comprehension and brevity

PART C:
APPENDICES

APPENDIX A

PHASE ONE ENGAGEMENT SUMMARY

In all, the project attracted **639 questionnaire responses** from a wide range of stakeholders including residents, workers, students and visitors. This translates to **130 hours of community engagement.**

Who Participated in the engagement:

- 30% Southbank Residents
- 21 % Southbank Workers
- 10 % Local Area Residents
- 9.5 % Southbank and CoM Students
- 27% Visitors to Southbank

31 participants took part in two, **two-hour community workshops** held at the Melbourne Theatre Company Southbank Theatre.

1450 people attended a pop-up garden party that saw part of Southbank Boulevard closed to traffic and transformed into a pop-up park and event space.

A purpose made YouTube video was integrated into the Participate Melbourne platform and shared online. ***The video received 1877 views*** *over the engagement period. Social media posts by the City of Melbourne Facebook, Twitter and LinkedIn accounts* ***attracted 1740 post likes, 158 shares and 159 comments.***

Participate Melbourne is the digital engagement hub for all City of Melbourne consultations. On this platform, participants have access to all relevant project documentation. ***Over the duration of the engagement, the platform attracted 3,166 visitors and 4,949 page views.***

Key Themes

Green Space: Respondents envision a public space that is green and open, with trees, grassy areas, and engaging topography

Community: Respondents expressed a desire for the new public space to bring people together and offer a space for the local community to interact.

Diversity: Respondents indicated that they want the space to reflect the diversity of its users through a range of activities and different areas or zones.

Peace and Quiet: Southbank is in need of an escape from noise from busy traffic on its roads. Respondents indicated that this new space should offer a 'sanctuary' within the area.

APPENDIX B - DESIGN PRINCIPLES

ENVIRONMENT

Manage water, land and resources to create a resilient and adaptable environment

A NEW URBAN FOREST

Increase canopy cover, landscape amenity and biodiversity along the Boulevard, through new plantings and the retention and specific removal of existing trees. Support vegetation resilience by improving growing conditions for existing and future trees, increase species diversity and introduce site specific tree planting that provides seasonal variation and year round interest.

VEGETATION

Layered, varied planting that supports the changing landscape character and diverse uses of the Boulevard. Reflect original vegetation by using indigenous plantings to tell the story of Southbank's diverse vegetation communities - 'the Kakadu of the South'

WATER SENSITIVE URBAN DESIGN + FLOOD MITIGATION

Incorporate water sensitive urban design technology that includes both above and below ground infrastructure including water capture, storage and bio-filtration.

RESILIENCE + ADAPTABILITY

Resilient communities have a sustainably built environment, community assets and infrastructure. We will build Southbank's resilience to allow individuals, communities, businesses and systems within the city to survive, adapt and grow not just as a response to shocks (such as heat, fires and floods) - but also to the stresses that weaken the fabric of a city on a day-to-day or cyclical basis.

PEOPLE

A safe and inviting place for the whole community to meet, share, play, and celebrate

COMMUNITY LIFE

Enhance local life, balancing every day and ordinary uses with the ephemeral and extraordinary. Design will support and create local community spaces for Southbank's diverse urban resident, worker, student and visitor populations that are connected, inclusive and empowered.

ACCESSIBLE AND LEGIBLE

Pavements and public spaces will be inclusive in design, safe, well-lit and provide seamless, equal access for all. New dedicated bike lanes and connected open spaces will guide and direct people through and into Southbank, linking the Yarra River and Domain Parklands.

ACTIVE VIBRANT STREET

Provide a variety of spaces for active, passive or contemplative activities where the landscape and climate can be experienced through activated edges, sheltered intimate areas, nooks and open public plazas. There will be a focus on the community, arts and cultural experiences over commercial activities.

EVENTS AND PROGRAMS

New public spaces will accommodate a range of activities and events including daily local community expression, student and business participation, and Council supported activities including some larger annual events and festivals that benefit all Victorians.

APPENDIX B - DESIGN PRINCIPLES

CULTURE

Connect to the arts and community to tell stories of people and place from the past and into the future

HISTORY OF PLACE

There is strong community and Council ambition to tell the rich history of Southbank. Before settlement, the wetlands surrounding the Yarra River, the Birrarrung, were a focus for Aboriginal people and the riverside connection of Southbank, near to the CBD, has made Southbank an important part of Melbourne throughout its history. This project will acknowledge the traditional owners and the profound changes that have occurred in Southbank.

CONNECTING THE ARTS

New public spaces will be culturally rich, vibrant and creative, connecting people to and strengthening the most creative, energised and universally accessible arts district in Australia. Public art will play an important role in contributing to the

LOCAL ECONOMY

New public realm will support a dynamic and diverse local economy with an aim to integrate the private and public interface – turning buildings inside out to support the community.

CONNECTING COMMUNITY

New public spaces will accommodate a range of activities and events including daily local community expression, to student and business participation, and Council supported activities including some larger annual events and festivals that benefit all Victorians

TRANSPORT

Create a well-connected public realm that provides safe and legible access for pedestrians, cyclists, public transport and traffic

PEDESTRIAN CONNECTIVITY

Memorable streets are places for people. The Boulevard will be designed to enhance pedestrian amenity through improved road crossings and increasing walkability.

CYCLING

New cycling connections will create a safe route to encourage more people to cycle within and through Southbank. New bicycle infrastructure will include 1.05 km of on-road bicycle lanes with green demarcation used at intersections and crossings.

PUBLIC TRANSPORT

The new Boulevard will consolidate tram stops into the centre of the street with improved safety and access. Bus stops will be adjusted to provide better connectivity. The project team are working closely with Public Transport Victoria, Yarra Trams and the Melbourne Metro Rail Authority to understand and plan for the future.

VEHICLES

The road will be consolidated to create new public space that Southbank needs while still supporting current and future traffic. A new 40 km/h speed limit will be introduced on Southbank Boulevard.

CITY OF MELBOURNE

TRANSFORMING SOUTHBANK BOULEVARD

COMMUNITY WORKSHOP

ARTS CENTRE MELBOURNE

10TH SEPTEMBER 2016

OUR SESSION PURPOSE - To check if the current design principles (environment, people, culture and transport) and ideas plan reflect recent community feedback.

This report is a record of the notes produced by 22 community meembers that attended this workshop. The notes have been independently colllated by MosaicLab the workshop facilitators.

SESSION HOPES

At the start of the workshop participants identified the following hopes for the workshop.

To understand what budget has been allocated & committed to move us forward.

To be well informed about the project.

To understand if the state government is onboard.

To understand the overall timeframe and build dates.

This is an opportunity for Council to listen and note the community concerns and opportunities.

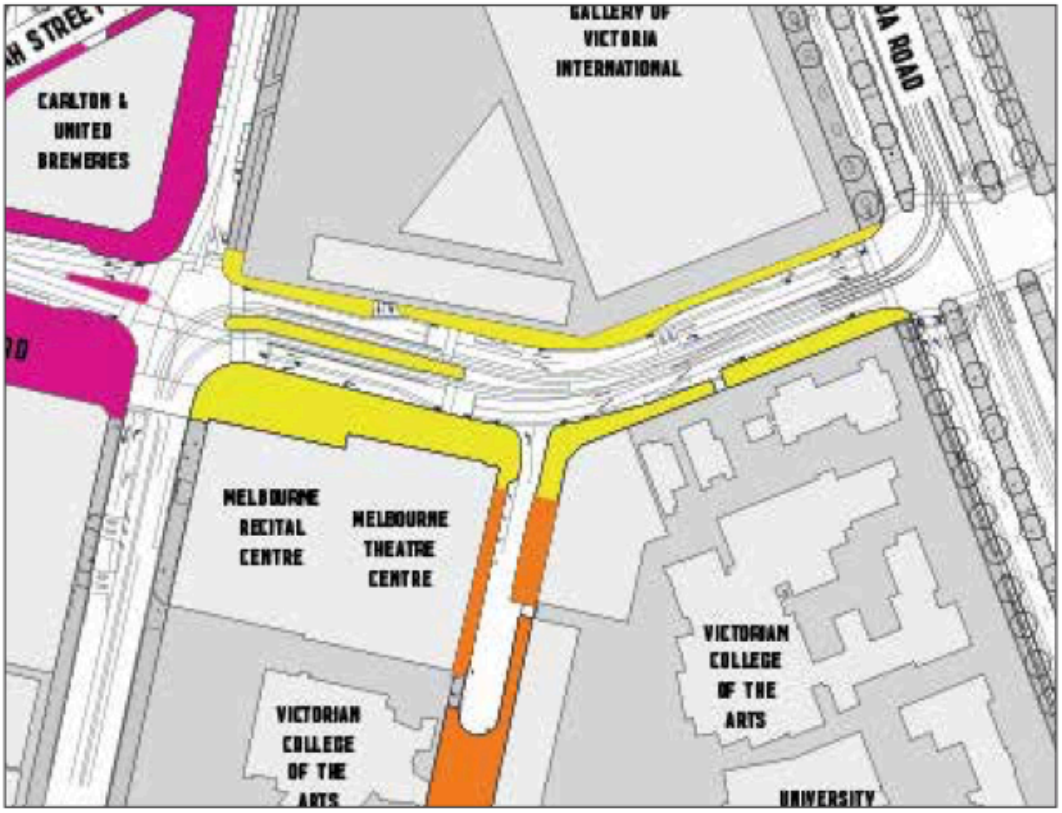
We would like to be heard and understood.

To have identified a dream list with clear priorities.

PRECINCT IDEAS

St Kilda Road to Sturt Street

Participants spent some time becoming familiar with the ideas plan and how they related to each of the precinct areas. The following comments were generated during a series fo short conversations with the project team by participants.



COMMENTS THAT APPLIED TO ALL PRECINCTS

Wondering about the green space / parkland areas becoming a tent city for homeless people, like in Adelaide's parklands. Please, MCC, address the issue of homeless / rough sleepers in the city!

Can we make the whole area or certain areas 'No Smoking'? Children's playgrounds need to be safe e.g. fenced if they're near the road.

Homeless in the area (in buildings and public space).

Council will encourage people to use these precincts after they have been redeveloped. Has any thought been given to extending the "free tram" zone to the proposed super stop at the corner of Southbank and Sturt? This may make it more attractive for people to make the trip into Southbank Blvd and take advantage of this public area.

Dodds St is an opportunity for a plaza / square, a meeting place. Theme capturing the area i.e. arts / music.

Can you remove as many 'plain' trees as possible and replace with indigenous natives?

Stuart St and Southbank Blvd, capacity for a barnes crossing?

Safe (protected, segregated from traffic) bicycle lanes. Wide, clearly marked for cycles (especially in shared spaces). Bike parking space.

Beauty - what will it look like? I live in a high density apartment (Eden, Abbotsford). It has a lot of gorgeous, well designed public space which makes accepting a very small apartment viable and pleasant.

Make intersections 'do not enter unless can completely cross'.

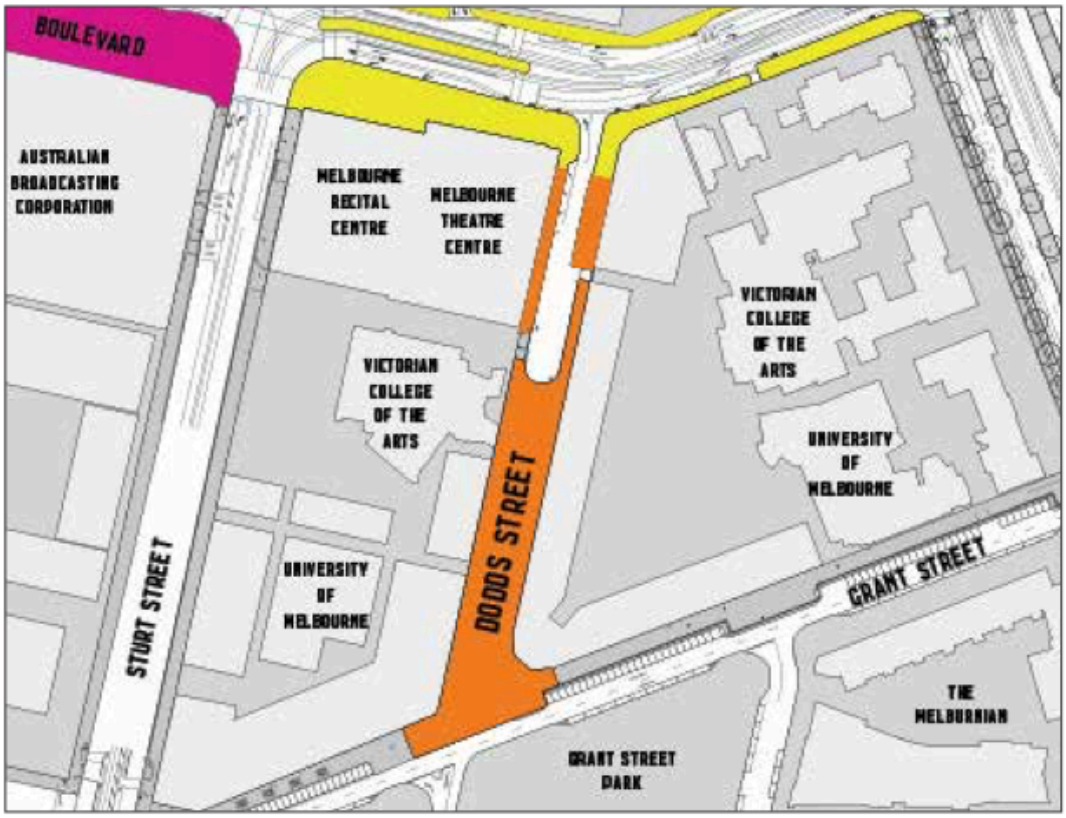
Traffic considerations seem to have been well researched. As a resident, I am very much concerned about the traffic implications in this amazing development.

I like superstop for traffic and as a slow walker being able to get across the road without worry.

How do you ease pedestrian congestion at Southbank Blvd / St Kilda Rd? Both sides but especially Southbank. Provide more space - how?

Pick up / drop off zones for the arts centre. Uber's rise means more 5 minute wait zones.

Dodds Street



Can you ensure the pathways through Dodds Street are continuous.

Wondering about pathways that support walking all the way down Dodds Street. Lighting and sense of safety at night. Greenery.

I'm happy that you are taking away some car parks. We need to move away from expectation for people to drive to this area.

Guidelines about frequency of external noise - this is above St Kilda Rd events and sound treatment to dampen noise.

Water installation. Spill over seating for uni café. Greenery (will help with reducing noise too).

What the surface will be rather than asphalt? Green recycled rubber?

Music events are good - just keep the residents informed. Things like 'sugar mountain' - not so good.

Local / farmers market. Access to Uni land as open to public.

Farmers market and exhibition spaces.

Removal of parallel carpark spaces and attracting interest in the area but no provision of extra car parking - frustration and hassle for families driving. Bicycle paths - this area currently is good / safe / smooth for bicycles - don't want cobblestones or cycle path impediments. Integrate with VCA / Uni Melb / 'stables' uni life cafes - there's so little interaction now between students and residents and artistic staff working at Uni.

Dodds St might be a good site for reinstating a Southbank farmers market.

This area could certainly use development. Brightening of the area to encourage uni students to share a space with MTC attendees will need imagination.

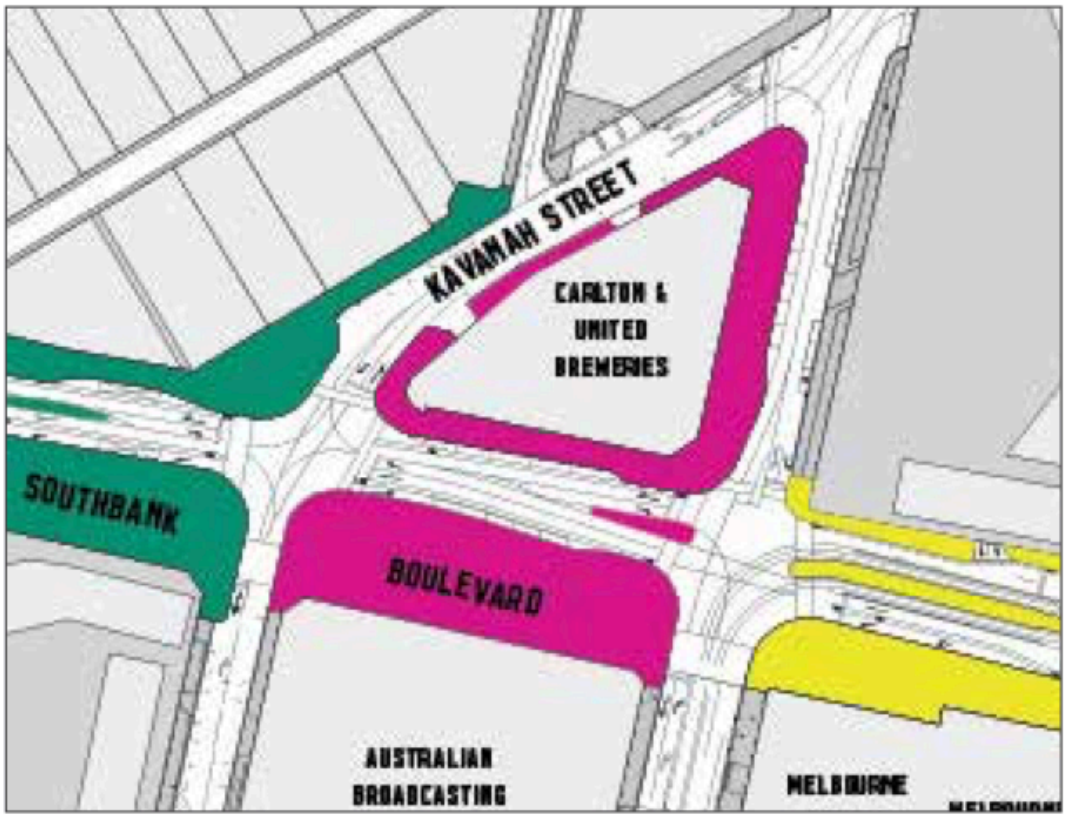
Activating the space on Dodds St, proposing live performances; I am wondering, have you considered noise impact to local residents / is there a noise management plan? Safety aspects during after hours / night time around Dodds especially since there is no traffic?

Dodds St could be like the walkway of Latrobe St.

Will taking car spaces from Dodds St create more parking problems for residents and their visitors? Would like Dodds St to be easy to walk down, flat, well lit. Footpath needs to continue past Grant St lawn section.

Pick up / drop off zones for the arts centre. Uber's rise means more 5 minute wait zones.

Sturt Steet to Moore Street



Fawkner St intersection north side should be a tighter turn to slow down cars, and the slip lane is very dangerous.

As Kavanagh St is a pedestrian link to NBV via back door, can ballet centre frontage be included? CUB side of Kavanagh is solid concrete wall. How do we activate this space?

Barnes crossing at both Stuart St / Southbank Blvd and Moore St / Southbank Blvd.

Space for coffee carts.

We live on the corner of Moore St and Southbank Blvd and are very concerned about noise in the area in front of the ABC, will there be noise limits?

Cycle lanes. Make sure cycle lanes are protected and segregated. Cycle lanes need to be physically segregated from traffic.

This is more of a daytime thing.

Has the city of Melbourne been consulting the ABC re. the renovations currently happening to the ABC building?

Will noise reduction measures be employed?

Abundance of chairs.

Arts / performance area to showcase all the different arts in the area. This area could become the AA version of Fed Square. A great meeting place to be entertained. Bring all Australians together in a new Melbourne space.

Is there a contingency / consideration for if Fosters is sold and a high rise is installed? How might it integrate with the future arts precinct? Integrate ABC like SBS / FED SQ.

Whether there should be more protected bike lanes with protected intersections in this area.

Testing ground - part of the planning. Green / quiet sitting / BBQ. Tennis.

Is the area outside ABC to draw people other than residents? Yes and no. Both sides have good arguments. Is it to be an extra "attraction" or manage for locals?

Family friendly focus. Safe.

Civic space. No bands, noise, restricted. Has a lot of traffic, not become a default festival spot. Difficulty with spill over into the street. Positive, changing gallery space - open air cabinets.

Performance space with 3 phase power and a closed cable trap to the ABC.

I do not want a permanent BBQ in the park. The area around Fosters is not feasible as a public space because it is privately owned.

Noise abatement for public events. Curfew? Noise limits?

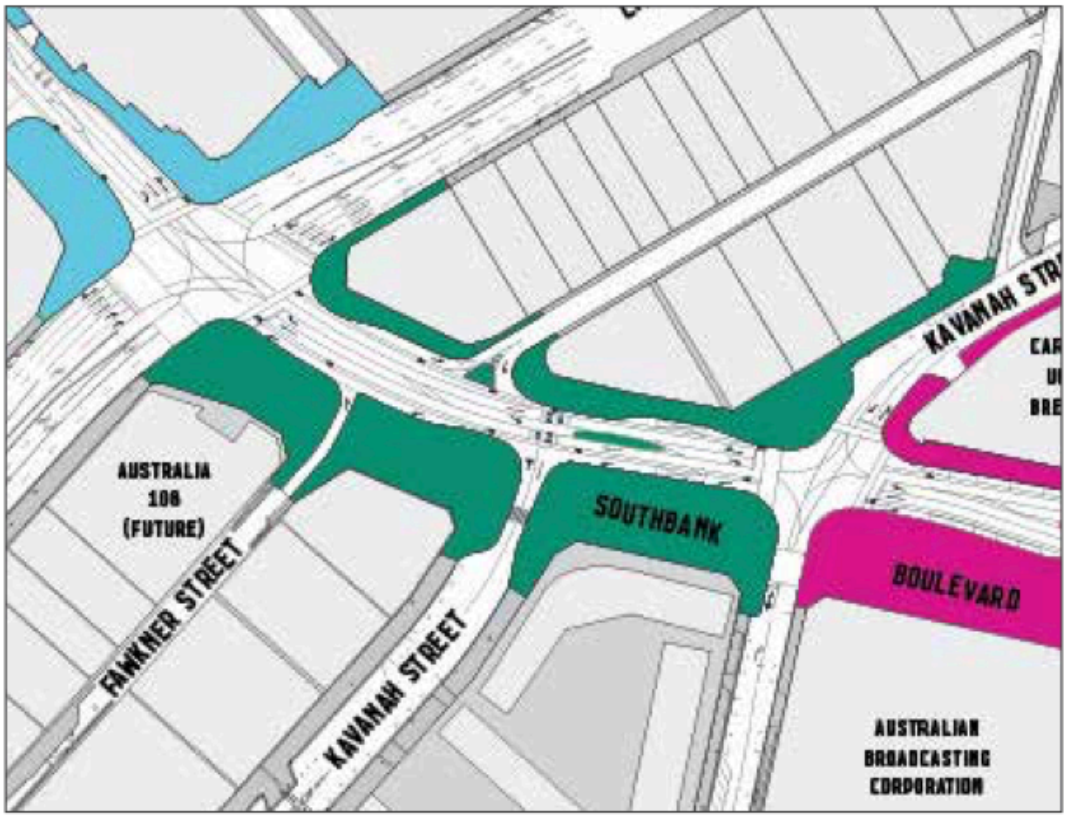
Green outside cafes on Kavanagh St and Fanning St. BBQ area outside ABC and chairs and green. Table tennis.

Noise? Curfew? Loud music / entertainment? Love the idea of enhancement to the area. Please respect the residents.

BBQ zones for local families seeking green space.

Protective barriers to separate children (people) and traffic. Consider noise management re nearby residents.

Moore Street to City Road



Playgrounds for children, but very careful about preventing kids from reaching the road

Off leash dog walking.

Garden area for people who live in this area, including benches, water features, small playground, BBQs. Protective green garden along the road side.

Impact of noise (especially at night) for residents at Southside and Southbank condos.

If it could be an extension of the low rise existing gardens so urban forest idea, even park benches. Choice of trees very NB? Deciduous, wetlands?

If BBQs will be provided? My kids would like basketball hoops.

Dog waste bag dispensers.

Playgrounds for kids need to be fenced carefully near roads. Some areas with child proof gates. No smoking. Water fountains. Toilets? Lots of green. Shade. Seating.

We would love for a playground to be included in this area.

Community - move some of the seating stuff pictures from 5, because 4 is shady.

Although tree canopy greening is great, also need sunshine access to sit in, with high rises there is a lot of over shadowing and so sun especially in winter is a premium. Similarly there is so much asphalt and paving, the ground surfaces need to be green i.e. not gravel like Birrarung Marr.

An enclosed space for dogs off leash to play - and their owners to get to know each other e.g. pop up dog park beside ACCA.

Most opportunity for residents. Where will the bike path go? How could the northern side be activated / integrated?

Safe, protected cycle lanes. Segregated from traffic and separated from the car door zone of parked cars. London is using planting to protect cycle lanes.

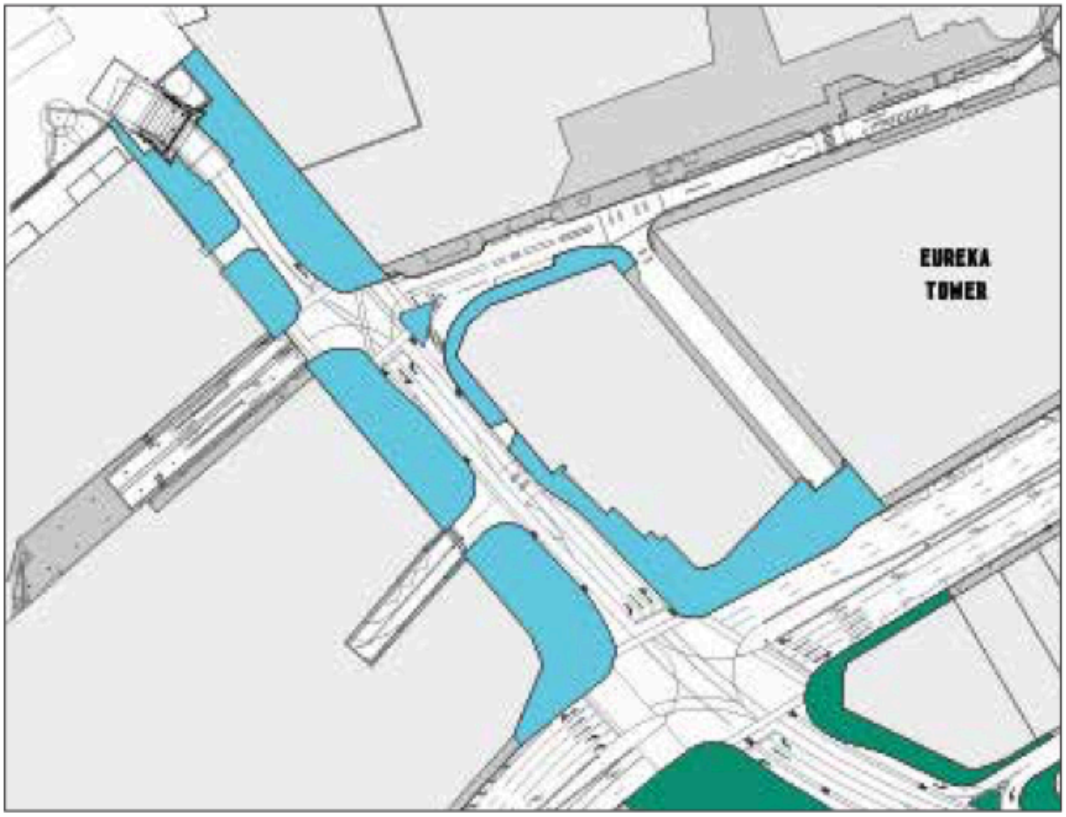
Sounds like a lovely area for relaxing for individuals and families!

Thinking about children who will be born and moving in - lots of play is a great idea.

When will construction start? My kids are waiting for the park!

Kids need space to run around. How to keep balls from running onto roads? Dog toilets (bags etc.). Dog exercise area. Play equipment.

City Road to River



The red steps are terrible! Either go or change radically!

Use the red steps for the buskers to get them off the footpath - which they block

My experience of the section of Southbank Blvd between City Rd and the river is that it is often a wind tunnel, even on some rather still days. I don't know if this will limit the amount of time that ball games could be played here should that be the direction Council want to develop this.

How can we represent aboriginal? Will be important - and a lovely draw card. Attractive.

Can we remove the big red block of steps which disrupts view and access to the river? It's not working as an inviting, appealing structure; it's more like an impediment. However, do need to address the wind tunnel effect. Can we introduce water to suggest the river?

How does it support business? Pedestrian tourist traffic?

This section of road is a wind tunnel.

Remember - cold and dark in winter.

Safe cycle lanes, protected physically, segregated from traffic and not positioned within the car door zone.

Freshwater place area; need wise management in the area and regular assessment. Air quality (restaurants oil and cooking vents pump dirty air into the atmosphere and due to residents premises negative air pressure, the bad smell goes into apartments). Southbank lacks visitor parking (friendly and free). Need green lawns and trees especially around cement commercial area.

Riverside place - Mirvac and residents association. Esso garden extension. Indigenous area.

Red stairs gotta go! Barrier to walking.

Red stairs to go it acts as a closed door to Southbank Blvd. Replaced with a water and water plants area. This needs to draw people into Southbank Blvd, with an aboriginal theme. The rest of the way to city road, green area with park benches and high trees and gardens.

Red steps - eyesore, needs to be removed or enhanced. Will be a great area for residents and workers to access the outdoors. Some days this area is very much a wind tunnel.

Remove red steps - Open theatre box, never used, closes off entry to Southbank Blvd.

I hate the red stage. It isolates this area from the river.

GROUP REFLECTIONS

Following the precinct ideas plans review participants worked together to consider some higher level reflections on their reactions to the current ideas plan overall

WHAT REALLY CAUGHT OUR ATTENTION?

Connectivity and continuity (note: recognise yellow zone is different) across the precinct is pivotal. For pedestrians it needs to be stop and stay and not just a walk through corridor. We want the locals to stop and stay.

We are excited about the development of the area. Like the green spaces.

Traffic management / modelling.

Traffic flow around arts precinct, and tram stop and line.

Public space / art spaces. Hopeful the red stairs will go for something 'better'. Possibility of safe green spaces is great. Management of these spaces is criticized for amenity of visitors and residents. Quieter activities / concerts etc. are a great possibility e.g. acoustic.

The process has not moved on; there's no real progress. Beautification process has not been well developed yet.

WHAT, IF ANYTHING, LEFT US FEELING SCEPTICAL OR FRUSTRATED?

A bit worried about dedicated bicycle paths - there needs to be separation - not sure how it will work.

Traffic, car parking issues have been well explained but there is still concern for those dependant on using cars and their visitors. Further car parking spaces?

Actual green space. Ability to integrate the design. How sporting concept will work with wind. What will happen to the red stairs. Aus 108 expectations for their invest.

Have concerns on reasonable limits on noise - curfews and frequency. Parking - removal of existing while attracting more visitors without providing alternative parking options, especially elderly and families. Removal of centre trees on Southbank Blvd.

Timelines (too long). Traffic management St Kilda Road. Images of café culture etc. aren't realistic for this area.

Safety aspect (after hours) does not seem to be considered in Dodds St precinct. Noise management needs further consideration. Pedestrian safety does not seem to be adequately addressed.

WHAT EXCITED, COMFORTED OR WERE A RELIEF TO YOU?

That it's funded. Improvements to Dodds St - it has the greatest potential.

Green spaces. Community feel. Enhancement of the area.

The thoughts in the project. Traffic.

Potential for community square outside ABC with family friendly areas e.g. BBQ. Green spaces - accessible and usable. Sitting in sun - i.e. seats, tables and deciduous trees. Green noise abatement areas.

That there are better pedestrian crossings. That there will be useful spaces provided: cafes parks etc.

Excited about the hope that a community will reveal itself to make use of the Southbank area.

ANY OTHER COMMENTS?

I don't really understand how pink zone will work. Don't want to object to music / activation, we just need notifications, communication, time limits etc. The light blue is a gateway a bit like the yellow.

Compost areas? Ongoing review vital. Address issues that arise. Cater to all nationalities. Non smoking area? Whole area non smoking? Disposal of rubbish, emptying of public bins. Public toilets?

Overall, very well. Consideration about Fosters site, should it be sold?

Provision for dogs off leash safely (hundreds of small dogs in the apartments).

Heating and waterproofing is a good idea for Melbourne winters. Night lighting!!

Greater involvement of the community - go to the individual precincts and do a walking tour of the proposed changes.

DESIGN PRINCIPLES

Participants spent some time individually reflecting on how comfortaable they were with the four overarching design principles. Some additional comments were offered on what it would take to maintain or increase their individual comfort levels.

WHAT WOULD IT TAKE TO MAKE YOU MORE COMFORTABLE WITH THE DESIGN PRINCIPLES?

LIKE IT COMMENTS

Difficult - continuity. Principles are fine. Wonder if there is actually only 2 zones: Community - neighbourhood, green zone. Vibrants - arts, pink / yellow / orange zone.

Ensuring that the community has a heart/ hub / centre / meeting place so that the spaces created actually live.

Environment: Agree with concept. Add lots of tables and greens. Transport: Need to understand how traffic will flow, it's already bad enough in pockets such as Fawkner. Emergency access!! People / culture: Issue attracting unwanted characters e.g. homeless people. No tent city, please. Noise! Security / surveillance.

More reassurance around measures regarding noise levels during events (curfews, advance notice of events). Great emphasis on native vegetation / wildlife.

I like most of it, love some of it, still worried about car access for myself and visitors. I hope it will enhance the area and bring people together. Needs to be monitored and revised with community input.

More clarity on balancing needs of residents with those of public activities. Most notably limits on events in new spaces that abut residential spaces.

Really concerned about the management of all these spaces so we remain comfortable both at home and outside it.

No red stairs. Certainty of open space.

The integrated principles are integration thereof is permanent the process of this project. A real commitment to funding, alternative financing and allocation across the major stakeholders will determine the project's overall feasibility and success. The track record of the City of Melbourne in activating projects in Southbank is poor.

LOVE IT COMMENTS

Love the process that the City of Melbourne has taken with engaging us in this project. Very professional, well done. Looking forward to the next engagement.

The principles are great, the issue is how well those principles will be achieved. Currently the plan falls short on transport because it simply isn't safe.

Getting VicRoads to make some changes so far suggested to them. 1. Freeway entrance off Stuart St as originally planned. 2. When exiting Fawkner St onto Southbank Blvd being able to turn right as well as left.

It's going to make Southbank a much better place.

People / community: Southbank's diverse urban resident, worker, student and visitor population - looking at the demographic of the workshop, lots of residents are mature / retirees age group, and likely to increase in future. Give special thought to safety, accessibility, distances for walking around the area, etc. Multiple dogs in the area - make provisions. Thank you for the workshop - really helpful!

Environmental issues: Rubbish - cigarette butts, enough bins and frequency of emptying. Ways I can continue to be sustainable - compost, solar electricity generation, water collection and reuse.

My main concern is that the reasons why we bought in the area are enhanced not eroded.

I'm an optimist and I hope that the implementation of the projects are not only guided by the design principles but adhere to the principles. The hope is that a community is evolved.

SESSION EVALUATION

At the end of our workshop participants offered the following feedback on their experience today.

- Poor
- Satisfactory
- Good
- Excellent

OVERALL HOW EASY TO UNDERSTAND WAS THE INFORMATION WE PROVIDED?

TO WHAT EXTENT DID THE SESSION MEET YOUR NEEDS?

TO WHAT EXTENT DID YOU FEEL YOU HAD SUFFICIENT OPPORTUNITY TO PARTICIPATE IN THE SESSION?

TO WHAT EXTENT WAS YOUR INVOLVEMENT A WORTHWHILE EXPERIENCE?

OVERALL, HOW WELL WAS THE SESSION RUN?

WHAT WORKED WELL TODAY?

I thought yourselves (MosaicLab) and MCC did a very good job indeed in presenting the facts and giving us the opportunity to comment.

I am rather reassured about the whole process after this morning, especially knowing the traffic issue has been thoroughly investigated.

Process.

The facilitators and staff working together very well. Movement getting up and down.

Arrived too late to comment - sorry.

The good context and technical info. Nice facilitators.

How we were all included.

Presenters excellent - informative and reassuring of our concerns.

Individual engagement at tables.

Very well presented. Good detail.

Imparting detailed information.

Facilitation.

Giving a chance to "voice".

Addressing smaller bits individually.

Mixing groups up.

Small groups so everyone gets a say / feels comfortable to talk. Lots of opportunity to write feedback / ideas.

Group work - tables, small group discussion, interaction. Actual draft plans / blueprints to really see. Dividing up into precincts / chunks so we can take it in in smaller bits.

Getting a chance to discuss concerns and ideas.

WHAT COULD BE IMPROVED FOR FUTURE SESSIONS?

"Could future information sessions please:

- show how the residents comments have been considered and either addressed or explained why they cannot be addressed;
- explain the impact of the proposed construction works."

More residents and stakeholders involved - no idea how to do this.

Only arrived at 11:00 - too late to comment on the above.

Communication about the session - e.g. RSVP email confirming the venue and start - end times.

More information on the progress after this meeting. Contact us more often.

Further sessions would be greatly appreciated.

Show that our suggestions have been considered.

Move to an evening session.

More interactive content / less static paper content.

It will be with the 3D stuff etc.

Simpler / photographic representation of areas - diagrams - map bit confusing.

Looking forward to more visuals and actual proposals.

Getting a chance to discuss concerns and ideas.