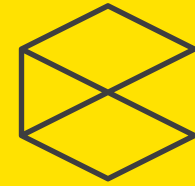


STATION STREET NORTH CARLTON

SUMMARY REPORT
AUGUST 2017

Revision 3



CO
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STUDIO



Prepared for: City of Yarra



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01. OVERVIEW

CONTEXT

City of Yarra is exploring placemaking opportunities that would be made possible by temporarily closing the southern section of Station Street, North Carlton. To understand the longer term implications of this intervention, CoDesign Studio was invited to facilitate a placemaking assessment with local residents and businesses to explore the ideas for re-purposing this road space. This included exploring opportunities and constraints for improved public amenity. From this initial round of community engagement, three concept options were developed with Hansen Partnership and presented to the community for feedback. The concepts were then updated to reflect feedback and form a suite of placemaking recommendations.

This document outlines the project objectives, engagement approach, feedback outcomes, limitations and recommendations for placemaking in Station Street.

WHY IS THIS IMPORTANT?

In 2015, the Southern end of Station Street was closed due to Melbourne Water upgrades. From this, a number of local residents expressed their desire to see the road closed permanently.

Following this, Council resolved to progress with a proposal to temporarily close Station Street for a 12 month period for the purposes of undertaking a traffic diversion experiment. In order to inform this process, Council has commissioned a range of further assessments including this placemaking assessment conducted by CoDesign Studio.

Note: CNLC refers to Carlton Neighbourhood Learning Centre

PROJECT OBJECTIVES

The **overall objective** of the Station Street placemaking assessment, is to offer an opportunity for local businesses and residents to provide feedback and ideas for community led activation in the context of a temporary but full road closure of Station Street. This feedback then formulates a set of placemaking recommendations as outlined in this document.

In undertaking the Placemaking Assessment, CoDesign Studio's objectives were to;

- > Understand possible uses of the site, by inviting placemaking ideas.
- > Improve awareness of the project and provide opportunities for local residents to input placemaking ideas.
- > Provide a forum for local residents to offer their ideas in person, online or via more direct communication lines: (email, telephone)
- > Develop three schematic placemaking concepts for further feedback and review.
- > Provide recommendation for preferred option/s based on feedback.
- > Make recommendations on placemaking aspects of the project.

It was **not** the objective of this project to assess traffic implications of the potential temporary road closure, nor to provide recommendations of whether a full road closure (temporary 12 months, or permanently) should or should not proceed on traffic grounds.

ENGAGEMENT SUMMARY

In April, local residents were door-knocked and invited to attend a drop-in ideas workshop held in May, of which 29 locals attended to put forward ideas and feedback. From this, three placemaking concepts were produced and included in an online survey for further feedback of which there were 29 respondents from Carlton, North Carlton, Thornbury and Northcote.

KEY PROJECT OUTCOMES

- > Key issues and feedback raised at community workshop and via the Your Say Yarra online platform, in relation to a proposed temporary road closure, included: Concern over loss of parking, traffic impacts to neighbouring streets, cyclist safety, child safety, and emergency access.
- > The majority of feedback was not supportive of a road closure (only 6 online responses were in favour of closing the road for placemaking). Some of these responses were not willing to trade off on-street parking which limits the extent of placemaking that can occur. The Carlton Neighbourhood Learning Centre (CNLC) was also not in favour of losing car spaces.

KEY RECOMMENDATIONS

Based on community feedback, CoDesign Studio has provided a placemaking recommendation (See Chapter 7).

02. STATION STREET SITE

KEY PLACE AUDIT OBSERVATIONS

CoDesign Studio conducted a short place audit of the Station Street site to understand pedestrian and driver behaviour as well as site opportunities and constraints. The following key observations were drawn; (see Appendix B for summary sheet)

1. On-street parking outside Carlton Neighbourhood Learning Centre (CNLC) being used by Melbourne Water for storage.
2. Minimal pedestrian and vehicle movements observed on Station Street during site visit.
3. Parking on east of Station Street is 90 degree and west is parallel.
4. CNLC and Brandon Hotel are key public facilities.
5. Proximity of busy Princes Street a potential hazard to encouraging unsupervised active public use of Southern Section of Station Street.



Figure 1 Focus area.

KEY DESIGN PRINCIPLES

From site observations and feedback;

1. **Landscaped closure buffer required**
Proximity of busy Princes Street a potential hazard to encouraging active public use of Southern Section of Station Street.
2. **Focus area for placemaking and street activation** adjacent to CNLC and between 205 Station Street and Princes Street intersection.
3. **Maximise greening opportunities** at closure area and throughout focus area.
4. **Maintain existing footpaths**
5. **Maintain cycle access and pedestrian access.**



Figure 2 Station St and Princes St intersection.

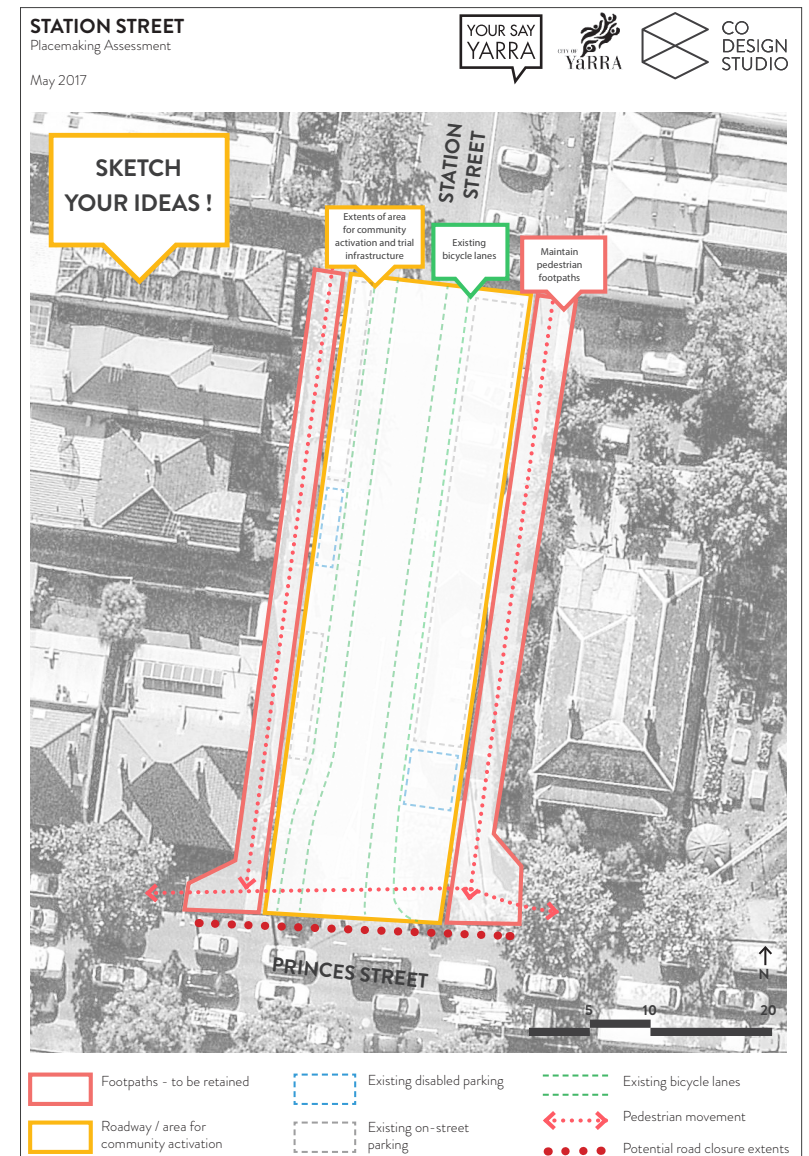


Figure 3 Station St focus area base plan.

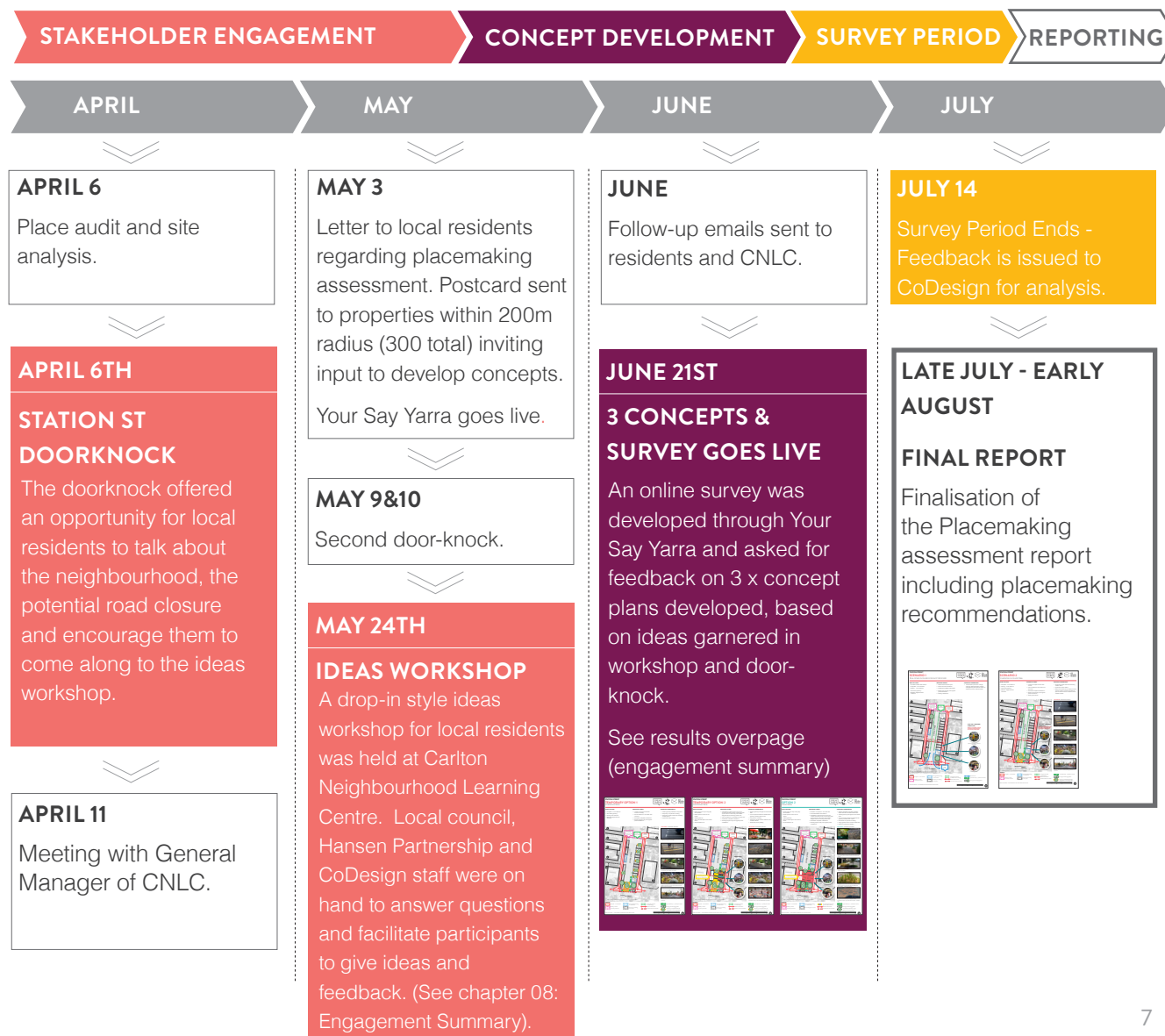
03. ENGAGEMENT APPROACH

CoDesign Studio worked closely with City of Yarra to review the engagement approaches to date to inform the development of a communications strategy and time-line associated with the placemaking master plan (see right). After an inception phase, door-knocking with immediate residents helped get the conversation started. This was followed by a 'drop-in' workshop at the Carlton Neighbourhood Learning Centre (CNLC). Feedback from this workshop was used to inform 3 x placemaking concepts. Finally, a survey was produced offering a chance to galvanise input to date and offer a forum for further comments and feedback on the three developed concepts for a potential Station Street road closure trial.

ENGAGEMENT PRINCIPLES

1. **Have an open and honest discussion** through various engagement approaches: door knocking, online forum, survey, drop-in workshop, email and telephone.
2. **Use simple, cohesive and inclusive messaging** across all materials and engagement forums.
3. **Have face to face conversations** with key stakeholders.
4. **Have clear resources** and access to information.
5. **Collect and evaluate** by capturing input and conversation data through memos, post-its, email response and online survey responses.

ENGAGEMENT PROCESS



04. ENGAGEMENT SUMMARY

DOOR KNOCK, INITIAL STAKEHOLDERS CONVERSATIONS & YOURSAY YARRA PHASE 1

Over two visits (April 6th and May 9), CoDesign Studio door knocked local Station Street residents towards the Princes Street intersection. Your Say Yarra page went live, inviting input to help develop concept designs.

Who did we speak to: 22 residents homes (door knock) and CNLC (separate meeting).

YourSay Yarra: 139 people visited the page and 13 have contributed.

Key feedback points:

1. Most residents spoken to were keen to be involved in the discussion and ideas workshop.
2. Most residents spoken to were noted to be supportive of the closure.
3. Carlton NLC: Supportive of place-making projects that involve centre students and staff. Noted that CNLC can support local community groups to undertake projects.
4. Carlton NLC: Access and parking are very important as visitors, staff and users of the centre are not local and come via vehicle.
5. YourSay Yarra Phase 1: (as of May 25th) Of the 13 responses, nine opposed the closure and only four provided suggestions for placemaking including added greenery and ball play.

DROP-IN IDEAS WORKSHOP

An open ideas workshop was held at the Carlton Neighbourhood Learning Centre on the evening of 6-8pm, May 25th. Local residents in North Carlton within 200 metres of the site were directly invited.

Facilitators:

CoDesign Studio, Hansen Partnership, and City of Yarra.

Who did we speak to: 29 residents homes

Key feedback points:

1. Some (11) residents stated they were clearly against the road closure on grounds of traffic, protection of Canning Street from added traffic.
2. Some residents stated they are conditionally supportive of the road closure, expressing concerns for traffic impact in neighbouring streets.
3. Residents were generally supportive of short term activation eg. Weekends, festivals.
4. There was support for added greenery in the form of planter boxes.

CONCEPTS - YOUR SAY YARRA PHASE 2

An online survey was developed to provide a single and focussed portal for participants to;

1. Vote on preferred concept option and response to particular infrastructure elements for Station Street road closure (temporary and permanent)
2. Gather basic demographics of respondents (age, gender, local suburb, and relationship to Station Street)

Who did we speak to: 27 respondents completed the survey.

Key results and analysis are as follows: Further summary of results in appendix.

- > 15 Female, 12 Male.
- > Majority from Carlton North 74% with others from Carlton, Thornbury, Northcote and Fitzroy.
- > Majority live in Yarra 74% with less than half 37% working in Yarra.
- > Majority say they cycle through the area 48% than drive 33%.
- > 81% percent of respondents preferred none of the proposed concepts and for Station Street to remain open. This strongly suggests that a full road closure is not supported.
- > Minimal support (68% opposed) for removal of on-street carparking for 12 months or more in exchange for public space.

05. ENGAGEMENT OUTCOMES

This evaluation is a summary of feedback from initial door-knocking, meeting with CNLC, Drop-in Ideas Workshop, Your Say Yarra (phase 1 and 2) and direct feedback via phone/email.

KEY THEMES

The following key themes were identified.

Road Space Reallocation

There was low levels of support for road space reallocation to public space in the context of a temporary full road closure.

'48 Hours' - Short Term Activation

There was stronger support for placemaking initiatives that used the roadway for up to 48 hours. Such as street festivals (jazz, food), temporary sports, pop-up spaces, community mural/art.

Better utilise existing green spaces and The Carlton Neighbourhood Learning Centre

Suggestions were made for placemaking opportunities to be explored at existing public spaces (eg. Nicholson Street Reserve) or the CNLC facility instead of the roadway. Reasons given include established communities already meet and the centre is open to the wider community to hire or host community gatherings.

Child Safety

Concerns were raised about increased risk to child safety due to perceived increase in vehicle traffic around Carlton North Primary as a result of the proposed road closure.

Cyclist Safety

Concerns were raised regarding increased risk to cyclist safety due to anticipated increase in vehicle traffic around Carlton North Primary as a result of the proposed road closure.

Increased Traffic Spillage

Concerns were raised over the impact of increased traffic to surrounding streets, namely Lee and Canning Streets. Some residents suggested they would be more supportive of a road closure if these anticipated traffic impacts could be addressed.

Protection of Canning Street

Canning Street serves as a main bicycle corridor connecting the City and Northern Suburbs. Concerns were raised at both the ideas workshop, online survey and via Bicycle Network that an estimated increase in traffic will increase risk to cyclists and pedestrians using Canning Street. A Change.org petition was initiated to seek support for keeping Station Street open. There were 262 supporters for this local resident led petition.

Emergency Access

Concerns were raised about blocking access of emergency access vehicles should a full road closure proceed. While there may be minimal actual delay or imposition to emergency access, the perception is there is a problem and should be noted.

Parking

The Carlton Neighbourhood Learning Centre and some residents expressed strong desire for parking not to be reduced.



Figure 4 Station St 'drop-in' session.

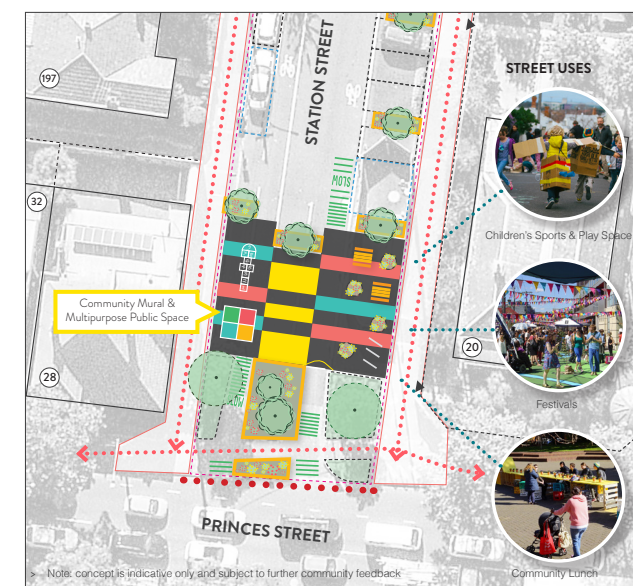


Figure 5 Station St example concept.

06. PLACEMAKING CONCEPT PLANS

KEY PLACE MAKING IDEAS

Following community feedback, 2 x placemaking concept plans were developed to explore options for a 12 month placemaking trial and 1 x concept which formalises trialled interventions as a long term option. All options included maintaining existing footpaths, cycling access and pedestrian access. (See appendix C for estimated costs and larger concept plan images)

TEMPORARY OPTION 1 12 MONTHS TRIAL

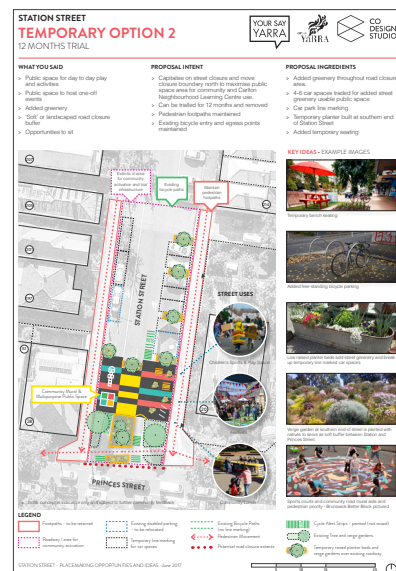
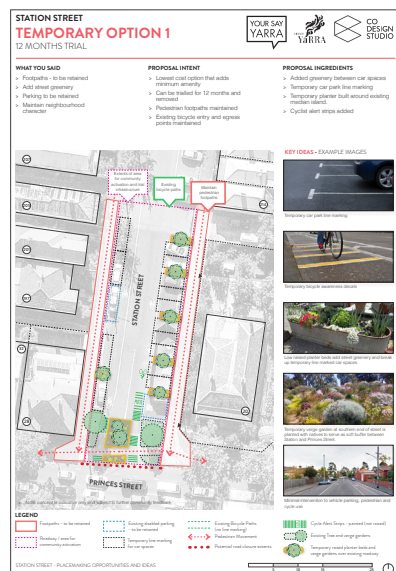
- > Lowest cost option that adds greenery and minimal parking restriction.
- > Can be trialled for 12 months and removed
- > Pedestrian footpaths maintained

TEMPORARY OPTION 2 12 MONTHS TRIAL

- > Capitalise on street closure and move closure boundary north to maximise public space area for community and Carlton Neighbourhood Learning Centre use.
- > Can be trialled for 12 months and removed.

LONG TERM OPTION 3 12 MONTHS TRIAL

- > Evolution of 'Option 2: 12 month trial' which formalise trialled interventions
- > Capitalise on street closure and move closure boundary north to maximise public space area for community and Carlton Neighbourhood Learning Centre use.



See Chapter 07: Recommendations for updated concepts based on potential trial road closure scenarios.

07. RECOMMENDATIONS

PLACEMAKING RECOMMENDATIONS

Should council proceed with the road closure trial, we recommend that a small amount of funding be allocated to support placemaking in this area.

There was some support for one-off placemaking events that would not require a road closure on an ongoing basis, for example a street party or supervised play street event that would require a temporary road closure for only an afternoon of a weekend day.

Recommended placemaking activities include:

- 1. Short term activation** - Allocate funds to support respondents who put forward ideas that would make community-led placemaking events such as events or community lunches simpler and easier to carry out. (See 08 Case Study: The Neighbourhood Project. p13)
- 2. Community road safety initiative** could be explored with partners such as TAC or Vicroads, trialling a community-led, low-cost, high impact road safety intervention. (See case study: South Melbourne Market)
- 3. Greening:** Landscaped buffer to Princes Street is well considered (See diagram right)
- 4. Bicycle awareness:** Bicycle decals are installed to increase awareness (See diagram right)

The diagram to the right represents the road closure proceeding whereby;

- > Small community events (3 hours to 2 days) could be planned subject to traffic management plan and trail closure of southern section of Station Street.
 - > Bicycle access is maintained
 - > Existing footpaths maintained
 - > Existing carparking is maintained
- (See appendix C for larger version)



08. CASE STUDIES

THE NEIGHBOURHOOD PROJECT

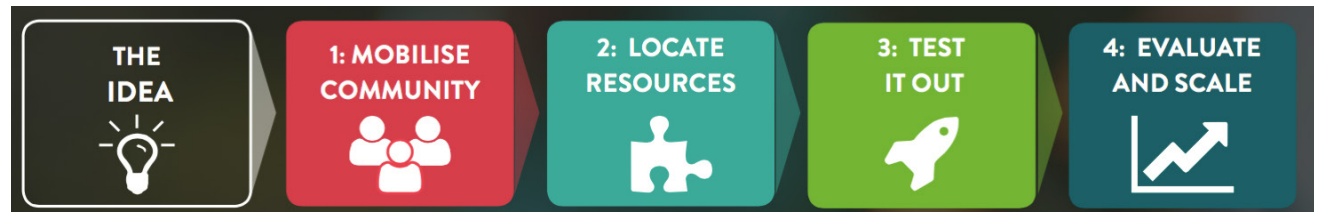
The Neighbourhood project is a CoDesign initiative that invites Councils along with community groups, organisations, residents and local businesses to apply through an Expression Of Interest process to receive funding and training to bring their ideas to life. Selected groups receive mentoring and training across 5 days of time over 3 months to develop and install their project idea.

Community groups from different councils have worked together to achieve projects such as a trial local dog park, community art festival and a laneway greening initiative.

Images - Top: Process Diagram

Left: Community Art Fair, Cardinia Lakes, VIC

Right: Dog Park, Brooklyn, VIC

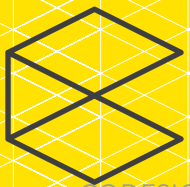


SOUTH MELBOURNE MARKET

In late 2016, Cecil Street South Melbourne, CoDesign Studio worked with local council and market traders to design and install low-cost infrastructure changes including public seating and novel surface decals to increase awareness of pedestrian priority zones to passing drivers. Traders successfully lobbied the council and Mayor to increase the length of the trial

This is a successful outcome showing how consistent, open and engaging consultation and testing can lead to low cost, high impact interventions shaped by the community for the community.





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APPENDICES

- A: SURVEY RESULTS
- B: PLACE AUDIT
- C: CONCEPT DESIGNS
- D: ENGAGEMENT MATERIALS

APPENDIX A: SURVEY RESULTS SUMMARY

SURVEY RESULTS

- > 27 respondents completed the survey.
- > 15 Female, 12 Male.
- > Majority from Carlton North 74% with others from Carlton, Thornbury, Northcote and Fitzroy.
- > Majority live in Yarra 74% with less than half 37% working in Yarra.
- > Majority say they cycle through the area 48% than drive 33%.

Q1: Which concept design do you prefer?

81% percent of respondents preferred none of the proposed concepts and for Station Street to remain open. This strongly suggests that a full road closure is not supported.

Q2: What is your view of the following elements being included in the final concept design?

Q2.1: Do you support additional greenery throughout the road closure area.

54% were strongly opposed, 32% supported or strongly supported, 14% were neutral. This suggests that there is only minor support for additional greening in the street.

Q2.2: Car-park linemarking

50% opposed or strongly opposed, 36% supported, 14% neutral. It is noted that key stakeholder CNLC strongly supports line-marking of the car-parks adjacent to the centre to increase parking efficiency

Q2.3: Tables and Seats

63% opposed or strongly opposed, 18% supported and 19% neutral.

Q2.4: Additional Bike Parking

50% opposed additional bike parking, 40% supported

Q2.5: Space for play, activities and events

62% strongly opposed or opposed, 28% supported

Q2.6: Remove some on-street parking to create additional public space

68% strongly opposed or opposed, only 18% supported.

Common themes from respondent comments; (as per 04: Engagement Outcomes)

- > Road space reallocation
- > Short term activation of road space (ie. weekend event)
- > Look at other local public spaces or CNLC for placemaking initiatives.
- > Child safety due to redistribution of traffic with a temporary road closure in place.
- > Cyclist safety due to redistribution of traffic with a temporary road closure in place.
- > Concern over increased traffic spillage with a road closure in place.
- > Protection of Canning St.
- > Emergency Access
- > Parking

Note: City of Yarra has raw survey results and comments on file, hence only a summary is included here.

APPENDIX B: PLACE AUDIT



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1716YAR
STATION ST
ISS: For information
APR 2017

DATE: Thursday 06/04/2017

TIME: 3 - 5pm

PERFORMED BY: Ryan Moroney and Albert Chong

SITE: Station St / Princes St, North Carlton - Sunny 25 degrees

WHO WAS USING THE STREET?

PEDESTRIANS
21

RESIDENTS

CYCLISTS
36

SKATE-
BOARDERS

SCOOTER

DOG
WALKER
7

KEY OBSERVATIONS - PEDESTRIANS

- > KEY RISK BEHAVIOUR: Lack of awareness due to looking down at phone whilst walking.
- > Minimal pedestrian traffic - predominantly street residents walking home.
- > People driving and parking along street and walking to nearby destinations - 9
- > Few dog walkers - 7
- > Families with pram and child - 7
- > Slight increase of pedestrian traffic around 4:30-5pm.
- > Destinations located at either end of audit site - Brandon Hotel and Carlton Neighbourhood Learning Centre.
- > Few people sitting in small groups outside Brandon Hotel.

KEY OBSERVATIONS - CYCLISTS

- > 36 cyclists observed.
- > Minimal cyclist traffic along Station St. Large volume on Lee St. Larger volume of cycling traffic expected along Canning St (parallel to Station St).
- > Bicycle numbers increasing at 4.30 - 5pm. Note: decrease in car traffic at same time.
- > Other modes observed - scooters (2), skateboards (3) and a tandem bike.
- > Very little cycling traffic at Princes St end of street due to high volume of car traffic and lack of dedicated cycle lane.
- > Parking space outside Learning Centre unavailable due to sewage works.

MAP KEY

↓ pedestrian movement

↓ cycle movement - weight represents predominance

□ parking occupied by works

× standing

● sitting

◇ audit position



NORTH

APPENDIX C: CONCEPT DESIGNS

PLACEMAKING RECOMMENDATION

RECOMMENDATION

12 Months Trial

Estimated Cost: \$3,000 - 6,000 (low)

Pros: Trial only, adaptable, low-cost, high impact changes.

Cons: Additional maintenance

Main Works:

- > Temporary planter built around existing median island.
- > Cyclist alert strips added.
- > Small events (3 hours to 2 days) could be planned subject to traffic management plan and trail closure of southern section of Station Street.

PLACEMAKING ASSESSMENT OPTIONS

OPTION 1

12 Months Trial

Estimated Cost: \$3,000 - 6,000 (low)

Pros: Trial only, adaptable, low-cost, minimal intervention on carspace

Cons: Durability risk, ongoing maintenance

Main Works:

- > Added greenery between car spaces
- > Temporary car park line marking
- > Temporary planter built around existing median island.
- > Cyclist alert strips added

OPTION 2

12 Months Trial

Estimated Cost: \$6,000 - 10,000 (low-medium)

Pros: Trial only, adaptable, low-cost, high impact changes.

Cons: Additional maintenance

Main Works:

- > Added greenery throughout road closure area.
- > 4-6 car spaces traded for added street greenery usable public space
- > Car park line marking
- > Temporary planter built at southern end of Station Street
- > Added temporary seating

OPTION 3

Long Term / Permanent

Estimated Cost: \$10,000+

Pros: Permanent, medium-cost, high impact.

Cons: Higher cost than temporary options. Would require additional and ongoing maintenance

Main Works:

- > Raised pedestrian footpath at Station Street and Princes Street intersection.
- > Added greenery throughout road closure area.
- > 4-6 car spaces traded for added street greenery usable public space
- > Permanent car park line-marking
- > Verge garden bed at closure intersection
- > Space for temporary seating

STATION STREET RECOMMENDATION 12 MONTHS CLOSURE TRIAL



WHAT YOU SAID

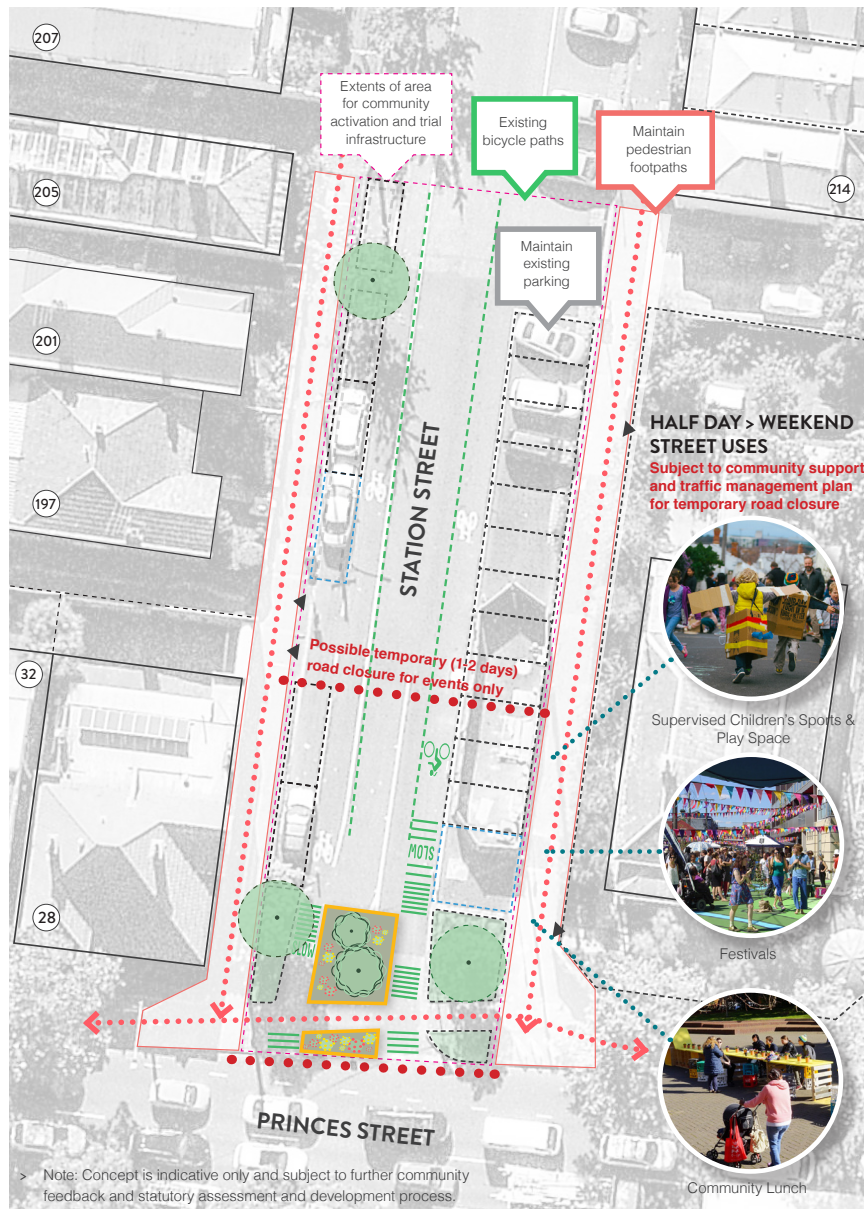
- > Footpaths - to be retained.
- > Parking - to be retained.
- > Add street greenery.
- > Maintain neighbourhood character.

PROPOSAL INTENT

- > Lowest cost option for trial road closure.
- > Can be trialled for 12 months and removed.
- > Pedestrian footpaths maintained
- > Existing bicycle entry and egress points maintained.
- > Parking maintained.

PROPOSAL INGREDIENTS

- > Temporary planter built around existing median island.
- > Cyclist alert strips added.
- > Small events (3 hours to 2 days) could be planned subject to traffic management plan and trail closure of southern section of Station Street.



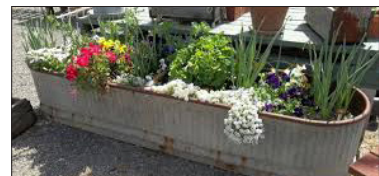
KEY IDEAS - EXAMPLE IMAGES



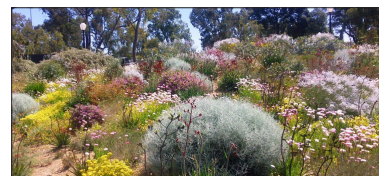
Temporary car park line marking



Temporary bicycle awareness decals



Low raised planter beds add street greenery



Temporary verge garden at southern end of street is planted with natives to serve as soft buffer between Station and Princes Street.



Minimal intervention to vehicle parking, pedestrian and cycle use

LEGEND

- | | | | |
|---|--|--|---|
| Footpaths - to be retained | Existing disabled parking - to be retained | Existing Bicycle Paths (no line marking) | Cycle Alert Strips - painted (not raised) |
| Roadway / area for community activation | Temporary line marking for car spaces | Pedestrian Movement | Existing Tree and verge gardens |
| | | Potential road closure extents | Temporary raised planter beds and verge gardens over existing roadway |

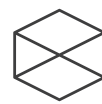
STATION STREET - PLACEMAKING OPPORTUNITIES AND IDEAS



STATION STREET

TEMPORARY OPTION 1

12 MONTHS TRIAL



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WHAT YOU SAID

- > Footpaths - to be retained
- > Add street greenery
- > Parking to be retained
- > Maintain neighbourhood character

PROPOSAL INTENT

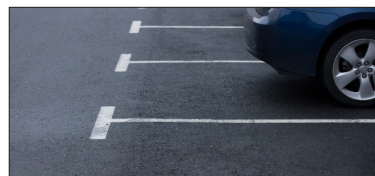
- > Lowest cost option that adds minimum amenity
- > Can be trialled for 12 months and removed
- > Pedestrian footpaths maintained
- > Existing bicycle entry and egress points maintained

PROPOSAL INGREDIENTS

- > Added greenery between car spaces
- > Temporary car park line marking
- > Temporary planter built around existing median island.
- > Cyclist alert strips added



KEY IDEAS - EXAMPLE IMAGES



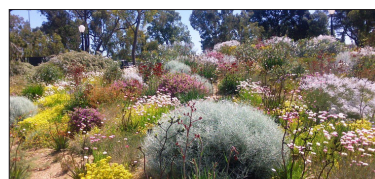
Temporary car park line marking



Temporary bicycle awareness decals



Low raised planter beds add street greenery and break up temporary line marked car spaces



Temporary verge garden at southern end of street is planted with natives to serve as soft buffer between Station and Princes Street.



Minimal intervention to vehicle parking, pedestrian and cycle use

LEGEND

Footpaths - to be retained	Existing disabled parking - to be retained	Existing Bicycle Paths (no line marking)
Roadway / area for community activation	Temporary line marking for car spaces	Pedestrian Movement
		Potential road closure extents

Cycle Alert Strips - painted (not raised)
Existing Tree and verge gardens
Temporary raised planter beds and verge gardens over existing roadway

STATION STREET - PLACEMAKING OPPORTUNITIES AND IDEAS

5 10 15 25



STATION STREET

TEMPORARY OPTION 2

12 MONTHS TRIAL



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WHAT YOU SAID

- > Public space for day to day play and activities
- > Public space to host one-off events
- > Added greenery
- > 'Soft' or landscaped road closure buffer
- > Opportunities to sit

PROPOSAL INTENT

- > Capitalise on street closure and move closure boundary north to maximise public space area for community and Carlton Neighbourhood Learning Centre use.
- > Can be trialled for 12 months and removed
- > Pedestrian footpaths maintained
- > Existing bicycle entry and egress points maintained

PROPOSAL INGREDIENTS

- > Added greenery throughout road closure area.
- > 4-6 car spaces traded for added street greenery usable public space
- > Car park line marking
- > Temporary planter built at southern end of Station Street
- > Added temporary seating



KEY IDEAS - EXAMPLE IMAGES



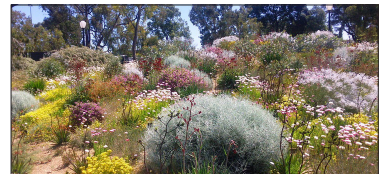
Temporary bench seating



Added free-standing bicycle parking



Low raised planter beds add street greenery and break up temporary line marked car spaces



Verge garden at southern end of street is planted with natives to serve as soft buffer between Station and Princes Street.



Sports courts and community road mural aids and pedestrian priority - Brunswick Better Block pictured

LEGEND

- | | | | |
|---|---|--|---|
| Footpaths - to be retained | Existing disabled parking - to be relocated | Existing Bicycle Paths (no line marking) | Cycle Alert Strips - painted (not raised) |
| Roadway / area for community activation | Temporary line marking for car spaces | Pedestrian Movement | Existing Tree and verge gardens |
| | | Potential road closure extents | Temporary raised planter beds and verge gardens over existing roadway |

STATION STREET - PLACEMAKING OPPORTUNITIES AND IDEAS - June 2017



STATION STREET OPTION 3 LONG TERM



WHAT YOU SAID

- > Public Space for day to day play and activities
- > Public space to host one-off events
- > Added greenery
- > 'Soft' or landscaped road closure buffer
- > Opportunities to sit

PROPOSAL INTENT

- > Evolution of 'Option 2: 12 month trial'
- > Formalise trialled interventions
- > Capitalise on street closure and move closure boundary north to maximise public space area for community and Carlton Neighbourhood Learning Centre use.
- > Pedestrian footpaths maintained
- > Existing bicycle entry and egress points maintained

PROPOSAL INGREDIENTS

- > Raised pedestrian footpath at Station Street and Princes Street intersection.
- > Added greenery throughout road closure area.
- > 4-6 car spaces traded for added street greenery usable public space
- > Permanent car park line-marking
- > Verge garden bed at closure intersection
- > Space for temporary seating

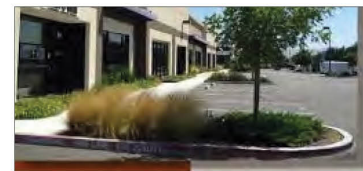
KEY IDEAS - EXAMPLE IMAGES



Maintain planters bicycle parking for long term use and added street greenery.



Raised pedestrian crossing with bluestone square sawn setts, tactile ground surface indicators and directional signage.



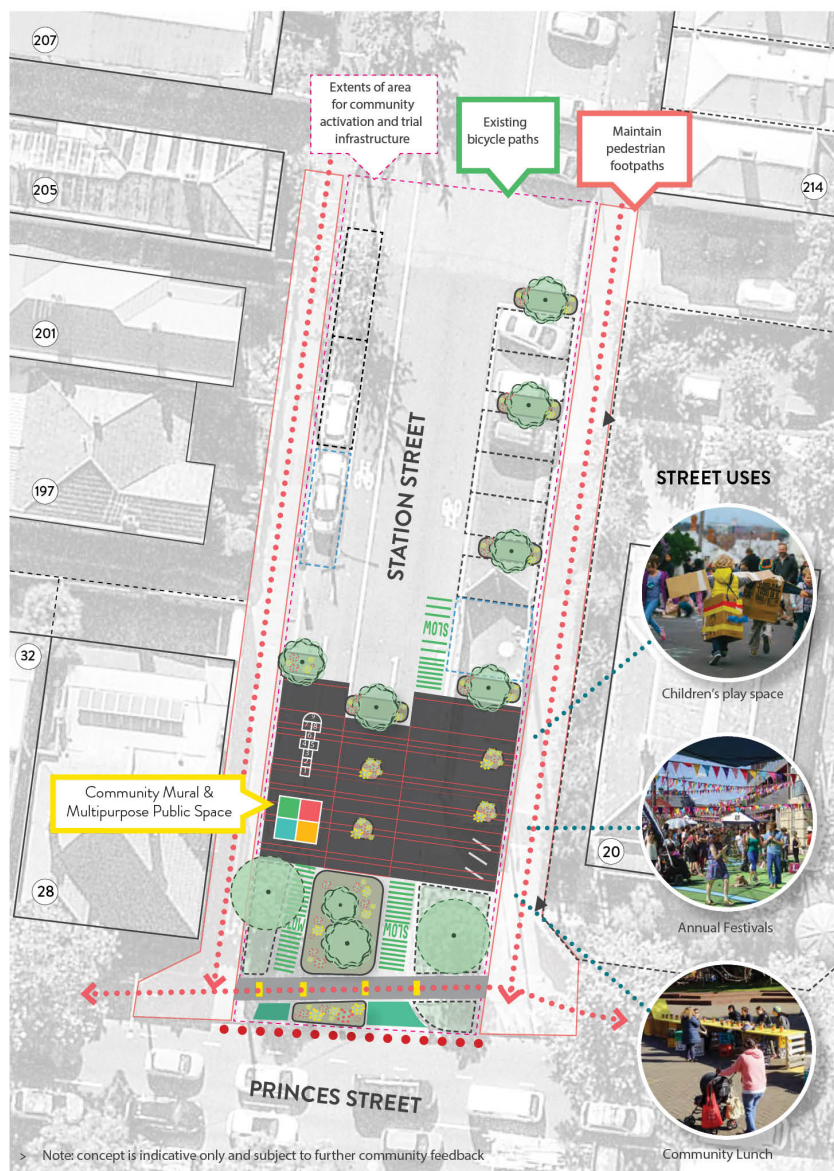
Planter beds add street greenery and break up line-marked car spaces



Verge garden at southern end of street is planted with natives to serve as soft buffer between Station and Princes Street. - image City of Yarra



Long term road mural inlay or asphalt surface treatment for sports, play and sense of place - example only.



> Note: concept is indicative only and subject to further community feedback

LEGEND

- | | | | |
|---|---|--|---|
| Footpaths - to be retained | Existing disabled parking - to be relocated | Raised footpath with tactile ground surface indicators | Cycle Alert Strips - painted (not raised) |
| Roadway / area for community activation | Line marking for car spaces | Pedestrian Movement | Existing Tree and verge gardens |
| | | Potential road closure extents | Permanent planter beds or verge gardens over existing roadway |

STATION STREET - PLACEMAKING OPPORTUNITIES AND IDEAS



APPENDIX D: ENGAGEMENT MATERIALS

DROP-IN IDEAS WORKSHOP

Workshop participants were walked through the follow sequence of panels, and encouraged to contribute ideas and vote on other ideas using the postcards and post in notes;

A1 Board # 1 - Big Framing Question: "How can we make Station Street happier, healthier and safer?"

A1 Board # 2 - Ideas Board - 48 hours: What activation or community ideas could be implemented over 48 hours

A1 Board # 3 - Ideas Board - 48 Days (1-2 months): What activation or community ideas could be implemented over 48 Days.

A1 Board # 4 - Ideas Board - 48 Weeks (10 -12 months): What activation or community ideas could be implemented over 48 Weeks

A1 Board # 5 - Other Comments: Throughout the process, they may have comments on issues such as parking, access, greenery, safety, noise to name a few. These were noted down on post it notes and placed on this board.

A1 Board # 6 - Large Aerial Plan: A large aerial map marked up with non-negotiable design elements (footpaths, cycle access, disabled parking) and extent of important areas ie. closure area, and existing parking.



YOUR IDEA! SHARE YOUR IDEA TO MAKE STATION STREET HAPPIER, HEALTHIER AND SAFER?

WHAT'S THE IDEA?

HOW DOES IT WORK & WHATS NEEDED

HEY! LOVE THIS IDEA? VOTE FOR IT WITH A STICKER BELOW

○ ○ ○ ○ ○ ○ ○ ○

HOW CAN WE MAKE STATION STREET HAPPIER, HEALTHIER & SAFER?

A POTENTIAL TEMPORARY ROAD CLOSURE IS PLANNED FOR THE SOUTHERN END OF STATION STREET, MAINTAINING PEDESTRIAN AND CYCLE ACCESS - HOW MIGHT THIS INSPIRE YOUR IDEAS?

IDEA - 48 HOURS

INSPIRATION

YOUR IDEAS

CODESIGN STUDIO

IDEA - 48 DAYS

INSPIRATION

YOUR IDEAS

CODESIGN STUDIO

IDEA - 48 WEEKS

INSPIRATION

YOUR IDEAS

CODESIGN STUDIO

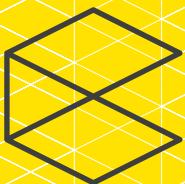
OTHER COMMENTS & IDEAS GO HERE!

CODESIGN STUDIO

STATION STREET PLAN

Legend:

- Footpaths - to be retained
- Existing disabled parking
- Existing cycle lanes
- Stationery / area for community activation
- Existing on-street parking
- Pedestrian Movement
- Potential road closure extents



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