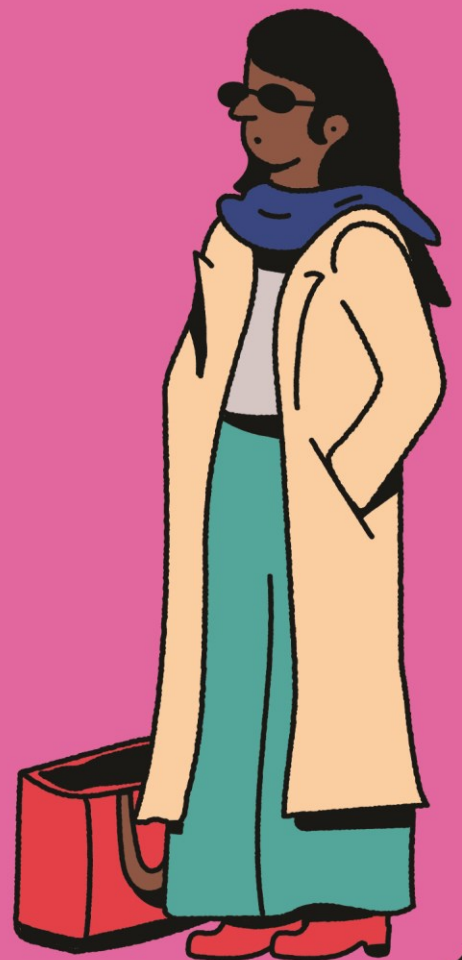


Melbourne Street Temporary Footpath Extension Trial

Consultation Summary



**Our
Adelaide**



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Melbourne Street Temporary Footpath Extension Trial



Project Information

As part of the revitalisation for Melbourne Street, temporary footpath extensions (TFEs) were installed in late November 2022 to trial new street designs and create vibrant public spaces. This trial directly responded to feedback received during community consultation in March/April 2022, which highlighted concerns about the existing on-street pedestrian experience and a strong desire to improve walkability. The trial enabled Council to assess the impact of more outdoor space on visitor activity and to explore that opportunities to shift perceptions of Melbourne Street from a primarily arterial route into the city to a welcoming precinct destination.

Two locations for temporary footpath extension were identified in consultation with adjoining businesses, including The Lord Melbourne Hotel, Botten + Bowser and the Himalayan Kitchen. These footpath extensions were edged with planter boxes to increase usable pedestrian space whilst introducing low-level greenery to enhance the streetscape. The installation of the TFEs requires the use of kerbside road space typically allocated to on-street parking, loading zones or bus stop. The selected location took advantage of the kerbside space made available following the removal (and pending reinstatement) of an existing bus stop (stop 4, south side) opposite to the Botten + Bowser development site, thereby minimising impacts on existing on-street parking.

However, the trial prompted community feedback requesting the reinstatement of bus stop 4 and revealed some misunderstanding that the bus stop had been removed specifically to accommodate the TFEs. In response, only one temporary footpath extension (TFE) went ahead, and the bus stop was reinstated following further public consultation. This engagement summary presents a comprehensive overview of community feedback received in relation to the TFE and does not include feedback received on suitable location for bus stop 4 reinstatement.

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Consultation Summary

Community consultation on the TFE was undertaken from 8 December 2022 to 28 September 2023. A total of 33 responses were received during the consultation period.

What we asked

We asked the community to rate their agreement with the following statements, and to provide feedback about why they chose their response.

Who we heard from



24 local residents

11 visitors to the area

1 respondent was both a local resident and visitor to the area

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What we heard



The footpath extension trial is a positive initiative for Melbourne Street

22 agree

11 disagree

'Develop streetscape. Make the street more of a destination. Promote outside dining. Attract businesses.'

Of the 11 respondents who disagreed that the temporary footpath extension (TFE) trial was a positive initiative for Melbourne Street, over half (6) appeared to base their response on a misunderstanding that the trial resulted in the removal of bus stop 4. Two (2) respondents prioritised the retention of on-street parking. Other individual concerns included that the extensions were unnecessary in the selected locations; that they moved diners closer to traffic, noise and exhaust fumes; that Melbourne Street functions as a busy arterial route; that the trial was perceived as a token gesture with limited tangible benefit; and that wider footpaths could encourage increased E-Scooter and cycling activity on the footpath, creating potential safety risks for pedestrians.

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**The trial footpath extension
improves the pedestrian
experience at this section of
Melbourne Street**

20 agree

3 neutral

10 disagree

*'It creates more space for pedestrians
and makes the experience of visiting
more welcoming.'*

Of the ten (10) respondents who disagreed that the trial footpath extensions improved the pedestrian experience, five (5) considered the extensions unnecessary, while two (2) appeared to base their response on a misunderstanding that the trial resulted in the removal of the bus stop. Other individual concerns included that the extensions moved diners closer to traffic, noise and exhaust fumes; increased safety risks for pedestrians due to E-Scooter and cyclist use; and that the temporary footpath extensions were visually unappealing and should instead be delivered in a more permanent, higher-quality manner. Respondents who provided a neutral response did not include comments explaining their position.

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**Would you like to see more
footpath extensions at suitable
locations along Melbourne
Street?**

20 agree

5 unsure

8 disagree

*'The footpath extension should be
permanent. There should be more
footpath extensions.'*

Of the eight (8) respondents who disagreed with introducing additional footpath extensions along Melbourne Street, five (5) indicated they would not support further extensions if this resulted in the loss of bus stops, and two (2) if it resulted in the loss of on-street parking. A total of three (3) respondents considered the extensions unnecessary, while one respondent raised concerns about increased E-Scooter and bicycle use on footpaths. Respondents who were unsure indicated this was due to a lack of support for extensions that could negatively impact public transport, with one respondent noting the importance of ensuring footpath extensions do not detract from the active transport experience.

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Main Street Revitalisation

Additional consultation feedback relating to the future streetscape upgrade included suggestions for a reduced speed limit and traffic-calming measures; prioritising convenient public transport, pedestrian movement and active transport; and support for the removal of on-street parking, while ensuring the culture and character of the street are retained for existing users and local residents. This feedback will be considered during the design phase of the Melbourne Street Main Street Revitalisation Project.