



# Business parklet policy

Engagement summary report

June 2021



## Contents

|  | <b>Error! Bookmark not defined.</b> |
|--|-------------------------------------|
| Executive summary  | 3                                   |
| Developing the business parklet policy                   | 3                                   |
| Engagement approach                                      | 3                                   |
| Key findings   | 3                                   |
| Introduction   | 5                                   |
| Purpose of this report                                   | 5                                   |
| Purpose of engagement                                    | 5                                   |
| Communications   | 5                                   |
| Limitations  | 5                                   |
| Engagement approach                                      | 6                                   |
| How we engaged   | 6                                   |
| Who we engaged   | 6                                   |
| Engagement findings                                      | 7                                   |
| Survey results   | 7                                   |
| Business parklet visitation                              | 7                                   |
| Community benefits                                       | 8                                   |
| Locations  | 10                                  |
| Timing / Frequency                                       | 14                                  |
| Overall support for business parklets                    | 18                                  |
| Other considerations                                     | 19                                  |
| Neighborhood Conversations                               | 21                                  |
| Overall support for business parklets                    | 22                                  |
| Considerations   | 23                                  |
| Locations  | 24                                  |
| Appendix A: Survey respondent demographic data           | 25                                  |
| Appendix B: Response to open text questions              | 28                                  |
| Appendix C:Neighbourhood Conversations verbatim comments | 49                                  |

# Executive summary

## Developing the business parklet policy

Temporary parklets and activations have been a critical part of Council's response to supporting the economic recovery of local businesses through COVID-19 while indoor dining was heavily restricted. They have provided a safe way for the community to experience a COVID-safe summer period.

An extension to current permits has allowed Council to continue supporting businesses as we move toward recovery. Noting the overall success of this temporary program, officers have begun developing a policy to allow business parklets to continue to be implemented each year. A key part of the creation of a new policy is consultation with our community.

## Engagement approach

The engagement approach includes two rounds of community engagement: consultation to inform policy development (May 2021); and consultation to gather feedback on a draft policy (scheduled for July 2021).

As part of this first round of engagement to inform the draft policy we wanted to understand what our community thinks of the current business parklet program and what they would like to see included in a policy supporting a longer-term parklet program.

The consultation ran from 30 April to 30 May 2021. The primary feedback tool was a survey, hosted online and available in hard copy. One hundred and sixty-seven survey responses were received. Additionally, 93 people participated in an engagement activity through a series of Neighbourhood Conversation sessions and 95 post it note contributions were received in response to considerations in developing the policy and suggested locations for future business parklets.

The consultation was promoted via Council's communications channels, including Divercity Online, social media and e-newsletters. As part of our Neighbourhood Conversation sessions Council Officers also visited local activity centres to promote the consultation and encourage people to participate in the consultation online.

## Key findings

Over 250 people engaged in the consultation either through the online survey (167 responses) or at our Neighbourhood Conversations pop-up sessions (93 participants). Key findings from the consultation are outlined below.

### Business parklet visitation

The majority of survey respondents (146; 87.43%) indicated they had visited a business parklet in Port Phillip.

### Community benefits

In response to the question which asked which of the following benefits business parklets provide to community; support for local businesses (137; 82.04%), more outdoor seating (136; 81.44%) and better atmosphere/vibe (115; 68.86%) were the most selected responses.

Those who indicated there were no community benefits (13; 7.78%) shared concerns about the reduction of carparking spaces and the impact of this on other traders, as well as resident amenity and access to public space.

#### Timing / Frequency

Over half the survey respondents (104; 63%) indicated they would like to see business parklets happening all year round, while thirty-four respondents (20.61%) indicated only during the warmer months. Fourteen respondents (8.48%) indicated at no times and thirteen respondents (7.88%) suggested other times.

#### Overall support for business parklets

The majority of survey respondents (135; 81.33%) were supportive overall of business parklets, with 71 per cent indicating they were fully supportive.

The majority of participants (82; 88.20%) who took part in the Neighbourhood Conversations pop-up session engagement activity indicated they were supportive overall of business parklets, with seventy-one respondents (76%) indicating they were fully supportive.

#### Locations

When asked which locations would be good for parklets, the most mentioned neighbourhood locations were Balaclava, Elwood and St Kilda. Within these neighbourhoods, Carlisle street, Ormond Road and Fitzroy Street were the most mentioned locations. A number of responses also referenced cafes and restaurants more broadly.

However, Elwood and St Kilda were also the most mentioned locations in response to the open text question asking participants which locations they thought were not good locations for business parklets. Ormond Road was the most mentioned specific location.

#### Policy considerations

The majority of responses indicated parking, parklet design and infrastructure, equity among traders and resident amenity needed to be considered in developing the draft business parklet policy.

# Introduction

## Purpose of this report

The purpose of this report is to provide a summary of round one of the community engagement program to inform the business parklet policy. It details the engagement techniques used and presents the findings from this round of engagement.

## Purpose of engagement

The purpose of this engagement was to inform the community of the development of a business parklet policy and to consult with our community about what should inform the draft policy.

## Communications

We communicated with our community about this consultation via the Council's Have Your Say website, and via Council's Divercity Online newsletter. Emails were distributed to the Have Your Say database and information about the consultation was promoted via Council social media channels (Facebook, Instagram, LinkedIn).

Posters advertising a series of neighbourhood-based pop-up sessions (Neighbourhood Conversations) were also distributed and displayed at Council-managed facilities, and in shop fronts at local activity centres where possible. On-site signage was also displayed a few days in advance of a pop-up to further promote these neighbourhood-based sessions.

As part of our Neighbourhood Conversation sessions Council officers also visited local activity centres to promote the consultation.

## Limitations

- Consultative engagement provides only a high-level snapshot of community sentiment and does not reflect any deeper deliberation of issues and challenges.
- Contributions to this consultation do not necessarily constitute a representative snapshot of our community, as people self-selected to participate.

# Engagement approach

## How we engaged

This engagement was hosted on Council's Have Your Say website and feedback was channelled primarily through a survey seeking feedback from the community on where and when they would like to see business parklets, what we needed to consider as we developed the policy.

Feedback was also captured through our Neighbourhood Conversation sessions throughout May. Participants were asked to indicate how supportive they were overall of business parklets and what we should consider as we develop the policy, as well as where they thought would be good locations for business parklets. We received 95 post-it note contributions through this pop-up engagement activity and 93 participants indicated whether they supported business parklets or not through a 'sticker dot' activity.

## Who we engaged

A series of demographic questions were asked as part of the survey. The following provides a brief snapshot of who we engaged through the survey. Detailed demographic data is provided as Appendix A to this report.

- Over half the survey respondents (94; 57.67%) were aged between 35-59 years old.
- Most survey respondents identified themselves as residents (120; 74.53%), followed by ratepayers (25; 15.53%) then business owners (6; 3.73%).
- Over half the survey respondents were female (99; 61.11%).
- A quarter of respondents (42; 25.77%) found out about the consultation through Divercity Online.
- Nearly half of survey respondents lived in Elwood (38; 23.31%) or St Kilda (38; 23.31%).

# Engagement findings

## Survey results

### Business parklet visitation

Q. Have you visited a business parklet in Port Phillip?

One hundred and forty-six of the 167 respondents (87.43%) indicated they had visited a business parklet, while 21 respondents (12.57%) indicated they had not.

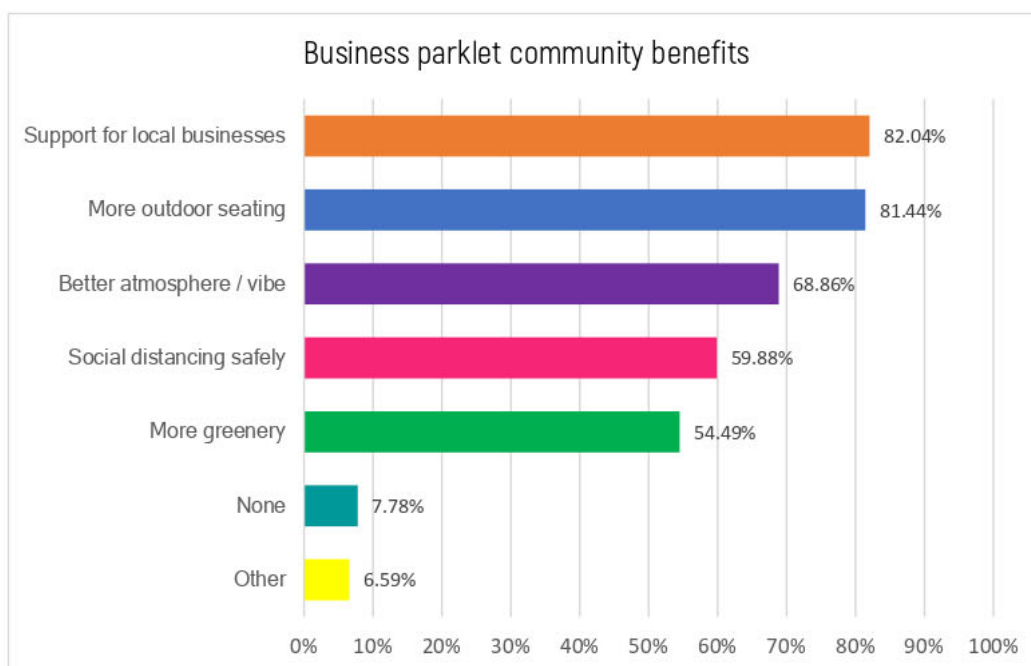
| Yes    | No     |
|--------|--------|
| 87.43% | 12.57% |
| 146    | 21     |



## Community benefits

Q. Which of the following benefits, if any, do you think business parklets provide to the community? (select all that apply)

|                              |        |     |
|------------------------------|--------|-----|
| Support for local businesses | 82.04% | 137 |
| More outdoor seating         | 81.44% | 136 |
| Better atmosphere / vibe     | 68.86% | 115 |
| Social distancing safely     | 59.88% | 100 |
| More greenery                | 54.49% | 91  |
| None                         | 7.78%  | 13  |
| Other                        | 6.59%  | 11  |



Of those who selected 'Other' (11; 6.59%), suggestions included:

- proximity to home
- less cars on the road
- art opportunities
- encouraging more people to walk over driving
- street activation.



Those who selected 'None' (13; 7.78%) indicated concerns relating to the following:

- reduction of carparking spaces
- poor equity among traders; hospitality businesses favoured
- impact on resident amenity; impeding residential access and exposure to antisocial behavior
- limiting community access to open space
- commercialisation of open space
- location of current parklets.

## Locations

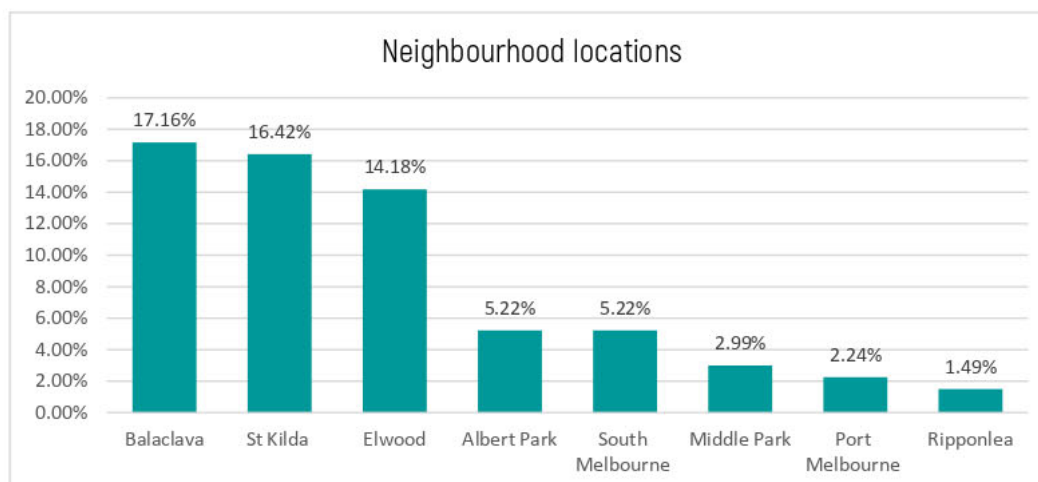
Q. Where in your neighbourhood do you think would be a good location for a business parklet?

One hundred and thirty-four of the 167 respondents answered this open text question.

### Neighbourhood locations

The most mentioned neighbourhood locations were Balaclava (23;17.16 %), Elwood (19; 14.18%) and St Kilda (22; 16.42%). The most mentioned locations within these neighbourhoods were Carlisle Street (13; 9.70%), followed by Ormond Road (11; 8.21%) and then Fitzroy street (9; 6.72%).

| Balaclava | St Kilda | Elwood | Albert Park | South Melbourne | Middle Park | Port Melbourne | Ripponlea |
|-----------|----------|--------|-------------|-----------------|-------------|----------------|-----------|
| 17.16%    | 16.42%   | 14.18% | 5.22%       | 5.22%           | 2.99%       | 2.24%          | 1.49%     |
| 23        | 22       | 19     | 7           | 7               | 4           | 3              | 2         |



### Current parklet locations

Some respondents (4; 2.99%) expressed support for the current locations. However, a number of respondents (9; 6.72%) also expressed negative sentiment, referencing 'no more' or 'nowhere' in their responses. Reasons for this included concerns around the impact on local amenity, parking, public space access.

### Other locations

A number of responses (10; 7.46%) also referenced cafes and restaurants more broadly. While beach locations in St Kilda, Elwood and Port Melbourne were referenced by some respondents (7; 5.22%), a small number of respondents (3; 2.24%) also indicated they were not supportive of the beach as a location for business parklets.

Other locations mentioned, in order of frequency:

- Balaclava – Carlisle Street, Inkerman Road, Chapel Street and Nelson Street (23; 17.16%),
- St Kilda – Acland Street, Barkly Street, the Esplanade, Jim Duggan Reserve and St Kilda beach (22; 16.42%)

- Elwood – Ormond Road, Tennyson Street (19; 14.18%)
- Albert Park - Victoria Avenue, Montague Street and Bridport Street intersection (7; 5.22%)
- South Melbourne – near the market, Clarendon Street, Coventry Street (7; 5.22%)
- Middle Park – Armstrong and Richardson street. (4; 2.99%)
- Port Melbourne – Bay Street, the beach (3; 2.24%)
- Ripponlea – Glen Eira Road (2; 1.49%)
- side streets (4; 2.99%)
- laneways (3; 2.27%)
- reserves that are close to retail strips
- adjacent to existing businesses.

Q. Are there any locations in your neighbourhood that you think wouldn't be good for a business parklet?

One hundred and twenty of the 167 responded to this open text question.

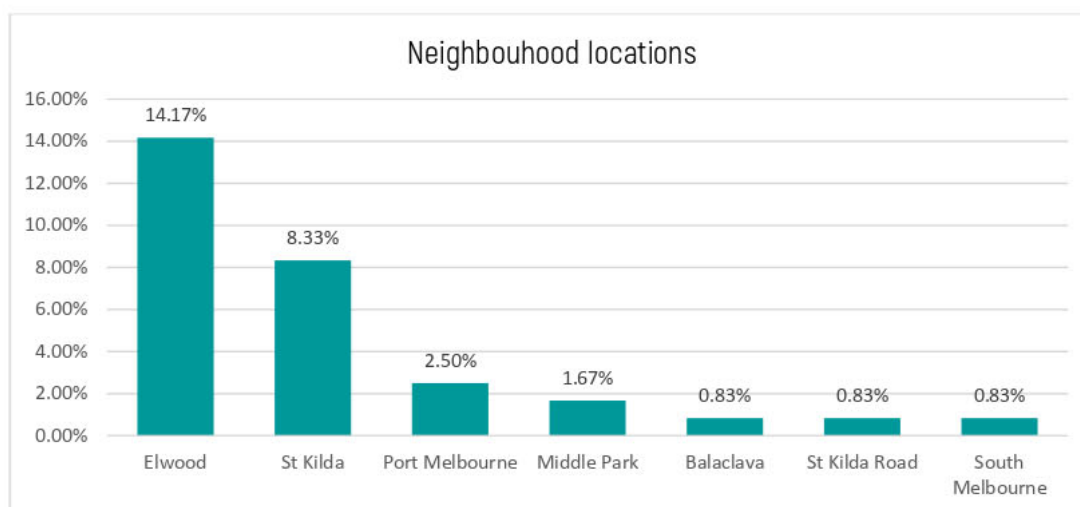
Neighbourhood locations

The most mentioned neighbourhood locations were Elwood (17; 14.17%) and St Kilda (10; 8.33%). However, a quarter of respondents (30; 25%) indicated that there were no locations that wouldn't be good.

Ormond Road was the most mentioned specific location (12; 10%), with a number of responses stating there are too many parklets there currently, and that they impact on parking for residents and other traders' customers. Other locations in Elwood that were individually mentioned included Herbert Street, Elwood Bathers Pavilion (on Elwood foreshore) and Tennyson Street.

For St Kilda, Fitzroy Street was mentioned by a few respondents (3; 2.27%), with a number of locations individually mentioned. These included Acland Street, Barkly Street, St Kilda Junction, Grey Street, O'Donnell Gardens and the Esplanade.

| Elwood | St Kilda | Port Melbourne | Middle Park | Balaclava | St Kilda Road | South Melbourne |
|--------|----------|----------------|-------------|-----------|---------------|-----------------|
| 14.17% | 8.33%    | 2.50%          | 1.67%       | 0.83%     | 0.83%         | 0.83%           |
| 17     | 10       | 3              | 2           | 1         | 1             | 1               |



Parking

Parking was the most mentioned topic (19; 15.83%), with respondents most commonly expressing the view that parklets shouldn't be in locations where parking is limited, or result in the removal of parking spaces for residents and customers.

Other locations mentioned, in order of frequency:

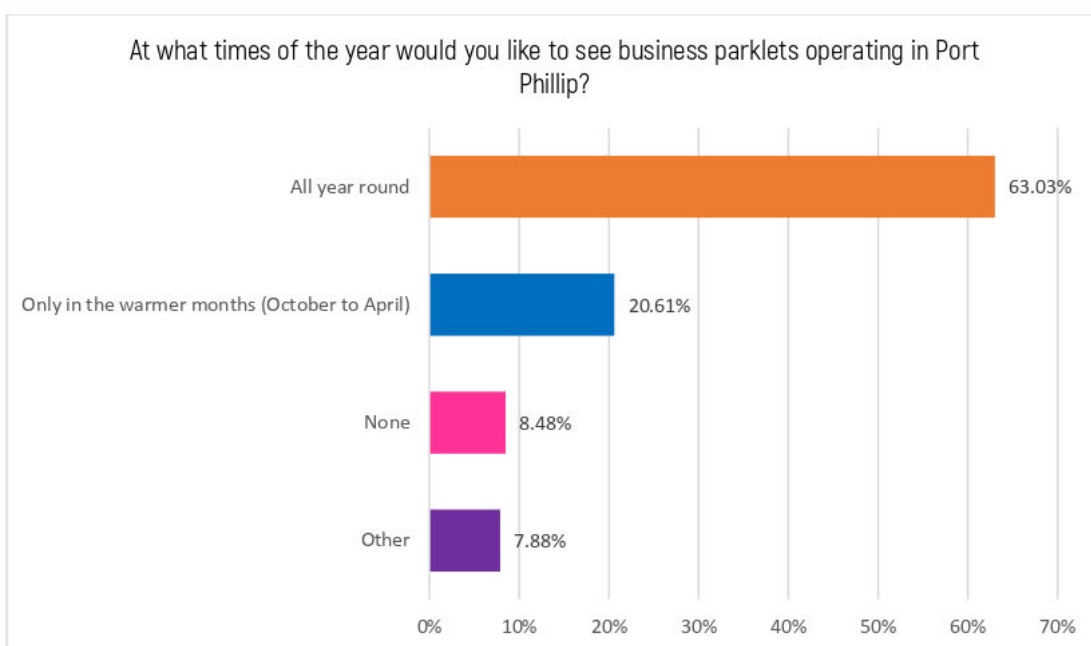
- main roads or roads with higher speed limits, or near intersections (7; 5.83%)
- quieter areas, or places that are out of the way such as back streets (5; 4.17%)
- residential areas (5; 4.17%)
- the beach (4; 3.33%)
- open space (3; 2.50%)
- Port Melbourne – Bay Street and Beach Street (3; 2.50%)
- Albert Park – Victoria Avenue and Danks Street Playground (3; 2.50%)

- South Melbourne – Cecil Street
- Middle Park – Armstrong Street Village
- St Kilda Road
- Balaclava – Chapel Street and Carlisle Street.

## Timing / Frequency

Q. At what times of the year would you like to see business parklets operating in Port Phillip?

|  |        |     |
|--|--------|-----|
| All year round                               | 63.03% | 104 |
| Only in the warmer months (October to April) | 20.61% | 34  |
| None   | 8.48%  | 14  |
| Other  | 7.88%  | 13  |



Respondents were asked to explain their answer to the above question. The following section provides a summary of explanatory comments received for each response option. For a full list of verbatim comments see Appendix B.

All year round

Responses from those who indicated they would like to see business parklets operating all year round (104; 63.03%) are summarised below.

|                                      |   |
|--------------------------------------|---|
| <p>Benefits</p>                      | <p>Many respondents referenced the benefits business parklets bring to the streets, such as vibrancy, atmosphere and activation. A number of respondents also referenced other benefits such as encouraging active travel and the opportunity to support local businesses while being able to dine safely.</p> <p><i>“The parklets bring a really positive vibrancy and energy to the street. I love seeing the spaces activated and it’s so good to know that these parklets are creating much needed financial support to our local businesses by providing extra seating and I believe the parklets also make businesses more visible! I also love that there is less parking - encouraging people to walk or cycle more.”</i></p> <p>A number of respondents also referenced that they would like to continue to enjoy the benefits of outdoor dining even during the colder months, with a few stating that if heating and blankets were provided this would allow them to work well during this time.</p> <p><i>“As long as Business are allowed to offer heating for the parklets I think it should be all year round. It is a great way to social distance and support local business.”</i></p> |
| <p>Infrastructure and investment</p> | <p>A number of respondents referenced business parklet infrastructure in regard to the investment, installation and cost. Some respondents suggested that an all-year program would provide traders with certainty, minimise further disruption and allow for investment in better infrastructure.</p> <p><i>“If permanent arrangements are made business lease holders are likely to invest in facilities that can [be] used all year round in all weather conditions.”</i></p> <p><i>“The time effort and constant behavioural change for the public associated with them starting and stopping would be prohibitive, simply set them and leave them in place.”</i></p> <p><i>“A parklet is a significant investment for a business I think it would be costly for them to construct and remove a parklet every year.”</i></p>  |

Only during warmer months (October to April)

Responses from those who indicated they would like to see business parklets operating only during the warmer months (34; 20.61%) have been summarised below.

|                           |  |
|---------------------------|--|
| Utilisation during winter | <p>A number of respondents shared concerns that they felt that parklets wouldn't be as well utilised during the colder months because of the weather. However, some respondents noted that if heating and shelter were provided, they would be supportive.</p> <p><i>"They're pointless in Winter. Although if they were more permanent structures that allowed heating and shelter, they could stay."</i></p>   |
| Carparking                | <p>Carparking was also frequently mentioned, with a number of respondents referring to a greater need for parking availability during the winter months. Some respondents noted that people would be more unwilling to walk during this time.</p> <p><i>"They are unlikely to be used in the winter and people need to park their cars as they don't want to walk too far when it is cold (unlike the warmer months when they don't mind a walk)."</i></p> <p>A few respondents referenced that traders nearby were particularly impacted as less car parking spaces were available for their customers.</p> <p><i>"There is a trade-off being made by other businesses who lose parking spaces in front/near their businesses. It is not fair on them to have this burden all year round. When they signed leases it would have been on the basis of anticipated flow of people etc."</i></p> <p>One respondent suggested parklet cafes are only used for part of the day and parking spaces are unable to be utilised by other trader customers once the cafe is closed.</p> |

Other comments referenced:

- Justification of cost associated with closing off roads to use outdoor spaces in winter
- concerns around current utilisation of some parklets
- harder for pedestrians to see parklets at night, risk of walking into them
- business parklets helping businesses to stay afloat in the event of another outbreak during winter.



**None**

Responses from those who indicated there were no times of the year (13; 8.48%) they would like to see business parklets operating are summarised below.

|                  |  |
|------------------|--|
| Carparking       | <p>Several respondents referenced concerns around the reduction of carparking spaces and the impact this had on some sectors of the community - such as residents, tourists, and people with accessibility requirements.</p> <p><i>“Elwood st Kilda[sic] etc rely on tourists, they drive. If they can't park, they go elsewhere.”</i></p>   |
| Resident amenity | <p>A few respondents expressed concerns around the impact on residents in relation to loss of parking and open space.</p> <p>One respondent noted that they felt that business parklets inconvenience residents and only benefit businesses, while another respondent stated there was only a small amount of public space available and this should not be reduced further by leasing it out to businesses.</p> |

**Other**

Of those who indicated 'Other', suggestions / comments included:

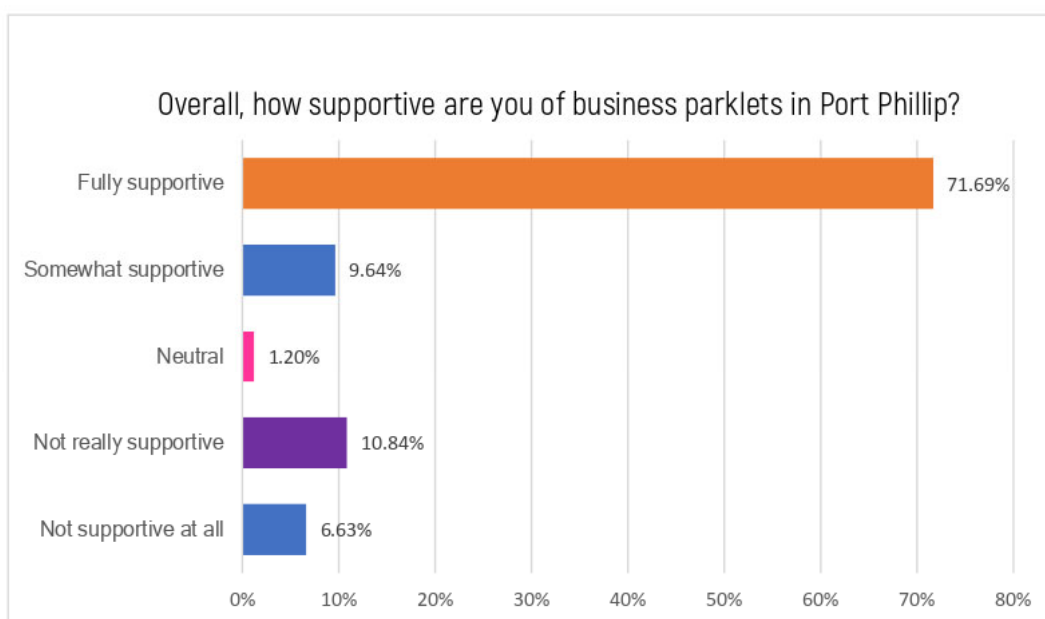
- Shorter periods of time; weekends only, once a month
- Warmer months; November to March
- Once the impact on neighbourhood and other businesses have been identified.
- Dependent on how busy the establishment.

## Overall support for business parklets

Q. Overall, how supportive are you of business parklets in Port Phillip?

The majority of survey respondents (135; 81.33%) indicated they were supportive overall of business parklets, with 119 respondents (71%) fully supportive. Two respondents (1.20%) indicated they were neutral and 29 respondents (17%) were not supportive overall of business parklets.

| Fully supportive | Somewhat supportive | Neutral | Not really supportive | Not supportive at all |
|------------------|---------------------|---------|-----------------------|-----------------------|
| 71.69%           | 9.64%               | 1.20%   | 10.84%                | 6.63%                 |
| 119              | 16                  | 2       | 18                    | 11                    |



## Other considerations

Q. Is there anything else you think we should consider as we develop this policy?

One hundred and twenty two of the 167 respondents answered this open text question.

Key or repeating comments are summarised below. For a full list of verbatim comments see Appendix B.

|                                  |  |
|----------------------------------|--|
| <p>Carparking</p>                | <p>Many responses shared concerns regarding the reduction of parking spaces, and / or the need for this to be better balanced with parklets.</p> <p><i>“Parking availability. If you use parking space to create parklets make sure there is plenty of other available parking opportunity.”</i></p> <p>Some respondents felt especially disadvantaged by the reduction in available parking spaces and felt this had increased pressure on residential street parking.</p> <p><i>“Please free parking to local rate payers living in areas where we are paying to park out on street near our apartments.”</i></p> <p>Some suggestions from respondents included providing guidance/signage to locate alternative parking, increasing the parking length of stay and offering additional off-street parking spaces and free parking spaces to residents.</p> <p>A number of respondents also suggested that additional public transport or infrastructure or other transport incentives should be provided to address the lack of parking.</p> <p>Several respondents also referenced that lack of parking spaces would mean that people with accessibility requirements would have to park further away from their intended destination.</p> |
| <p>Design and infrastructure</p> | <p>A number of respondents referenced the design infrastructure of business parklets, suggesting infrastructure needed to be of good quality in order to withstand all weather conditions, as well as to visually improve the streetscape.</p> <p><i>“Ensure that the ground surface is the safe, similar in construction to footpaths and at a similar level. Also mandate plants / greenery in any design but also support the erection of more permanent weather protection structures.”</i></p> <p>Incorporating greenery into business parklets was also frequently mentioned, with some comments stating this would help increase tree canopy and make parklets more attractive and friendly.</p> <p><i>“... make sure that they add greenery to make the environment and the neighbourhood more attractive and friendly.”</i></p> <p>A few comments stated that safety for patrons, pedestrians and drivers should be considered. Bike lanes and how these would be accommodated alongside parklets was also referenced by a few respondents.</p> <p>A few respondents noted that disability parking also needed to be considered.</p>  |

|                      |  |
|----------------------|--|
|                      | A small number of comments suggested the opportunity for art and design to be incorporated into parklets.  |
| Equity among traders | <p>While some comments referenced the need to support local businesses and economic recovery, a number respondents felt as though some businesses had been unfairly advantaged in having a parklet, while other businesses (without parklets) were disadvantaged by the reduction in parking availability for their customers.</p> <p><i>“Yes - common sense and the ability / necessity to look at the broader picture, so that it takes account of the needs of ALL businesses and ALL residents.”</i></p> <p>One respondent expressed the view that some businesses has been advantaged as some locations were more feasible for parklets than others. While another respondent suggested parklet locations should be rotated alternately between businesses within the street.</p> <p>A few respondents also indicated that utilisation of the current parklets needed to be reviewed and taken into consideration.</p> <p><i>“Make sure you review which ones are actually used. Businesses that use day &amp; night are more productive then a small time period then they sit empty when space is limited.”</i></p> |
| Resident amenity     | <p>A number of respondents were concerned about the impact of business parklets on residents who lived near parklets in relation to parking, noise and antisocial behaviour.</p> <p><i>“Consider impact on surrounding and immediate neighbours, noise impact, smoking policy in public spaces, fees for use of public space.”</i></p> <p>Some respondents suggested consultation with traders and residents be a consideration for the policy. A few respondents suggested consultation with residents prior to deciding on a parklet location.</p> <p><i>“Consult with the local community that it may impact when a site is identified.”</i></p>  |

Other comments referenced:

- concerns around current maintenance of parklets and how this will be addressed going forward
- safety of patrons
- effect on pedestrian and vehicle flow
- fee structure
- analysing patron data to show how many people using parklets
- concerns around public spaces being used for commercial purposes
- setting up a committee of experienced business people to interpret business owner's needs.

## Neighborhood Conversations

Feedback was also captured through seven neighbourhood-based pop-up engagements throughout May 2021.

Participants were asked to indicate their level of overall support for business parklets and if there was anything we need to consider when developing the policy, along with any suggestions parklet locations.

In total, 353 people engaged with Council officers. Ninety-three people took part in the engagement activity and 95 post-it note contributions were received across the seven sessions.

Community members who chose not to provide feedback through the pop-up activity were encouraged to provide feedback online or by completing a hardcopy survey.

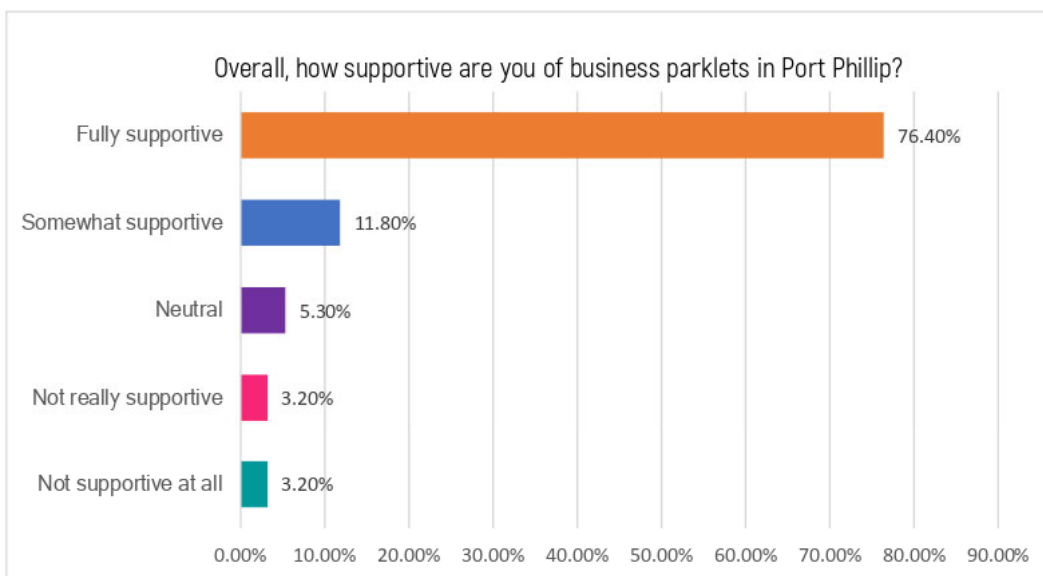


*Image: South Melbourne neighbourhood pop-up session, Market Street*

## Overall support for business parklets

Of the 93 participants who took part in the pop-up engagement activity, the majority indicated they were supportive overall of business parklets (82; 88.20%), with 71 participants (76%) fully supportive. Five per cent were neutral and six per cent were not supportive.

| Fully supportive | Somewhat supportive | Neutral | Not really supportive | Not supportive at all |
|------------------|---------------------|---------|-----------------------|-----------------------|
| 76.40%           | 11.80%              | 5.30%   | 3.20%                 | 3.20%                 |
| 71               | 11                  | 5       | 3                     | 3                     |



## Considerations

Q. Is there anything else you think we should consider as we develop this policy?

We received 81 post-it note pieces of feedback through this engagement activity.

Key or repeating themes are summarised below. For a full list of verbatim comments see appendix B.

|                           |   |
|---------------------------|---|
| Benefits                  | <p>Many comments referenced the benefits that business parklets bring such as atmosphere, activation, more outdoor space and the opportunity to support local businesses.</p> <p><i>"I like them, please keep them please. Improve appearance."</i></p> <p><i>"Brilliant, enliven the streets."</i></p>   |
| Carparking                | <p>A number of respondents shared concerns about the reduction of carparking spaces and the impact this had on parking availability for traders and residents.</p> <p><i>"Good idea but needs to be a balanced approach. Can't take up all the parking, tone down on the number of parking spaces being taken up."</i></p> <p><i>"Balance between hospo vs retail - being able to continue to access services in consideration of broader (local) demographics and their needs."</i></p> <p><i>"Restrictive for some other businesses. Take away short term parking. Concept is great."</i></p> |
| Design and infrastructure | <p>A number of respondents indicated permanent infrastructure and quality of materials and greenery needed to be considered.</p> <p>A few participants indicated that would like to see more permanent parklet infrastructure.</p> <p>A few comments were made about the appearance of current parklets, stating better maintenance was required and that some were designed better than others.</p>  |

Other comments suggestions included:

- the benefits of parklets to businesses
- cost – fees for businesses
- apply council standards to materials and aesthetics
- operating parklet seasonally
- making parklets removable need to balance all business needs
- concern that it impacts unfairly on other traders
- reduction in cars on the roads, encourage people to walk
- parklets need passing traffic
- offering more financial support to businesses instead of parklets
- pet-friendly parklets
- more kids' parklets
- use empty shops for parklets
- safety – impact of drug use and anti-social behaviour in South Melbourne
- improve public transport options
- disability access and parking.

## Locations

Q. Where in your neighbourhood do you think would be a good location for a business parklet?

We received 16 post note pieces of feedback through this pop-up activity.

|                |   |
|----------------|---|
| Albert Park    | A few participants were concerned about parklets in Victoria Avenue expressing they felt they were pointless and took up too many car parking spaces.<br><br>One participant was concerned about the proximity of parklets to the tram at the end of Victoria Avenue. |
| Beach          | A number of participants were concerned about beach parklets, indicating they were not supportive.<br><br>One respondent shared concerns about the commercialisation of public space.   |
| Port Melbourne | Some suggestions for parklet locations in this area included the industrial areas in Port Melbourne, Salmon Street, Bay Street, Park Street and Dodd Street.  |

Other suggestions for parklet locations included:

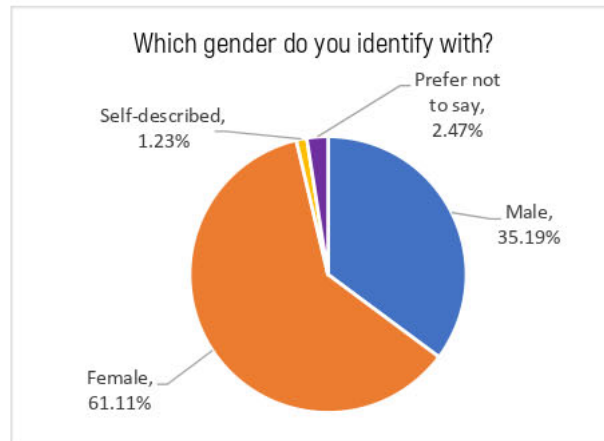
- Elwood and St Kilda side streets
- Middle Park
- South Melbourne - Williamstown Road and Montague Street.



## Appendix A: Survey respondent demographic data

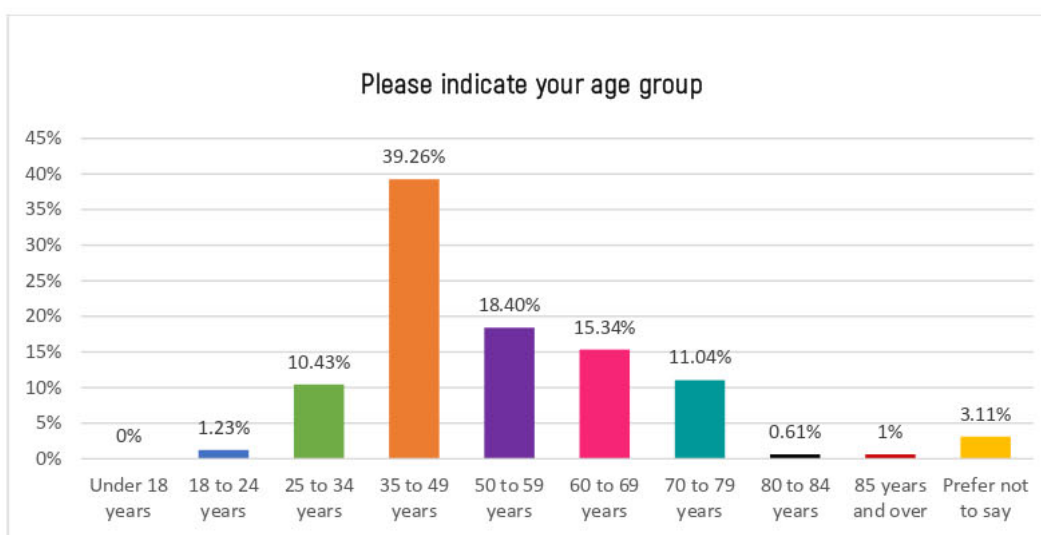
Which gender do you identify with?

|                   |        |    |
|-------------------|--------|----|
| Male              | 35.19% | 57 |
| Female            | 61.11% | 99 |
| Self-described    | 1.23%  | 2  |
| Prefer not to say | 2.47%  | 4  |



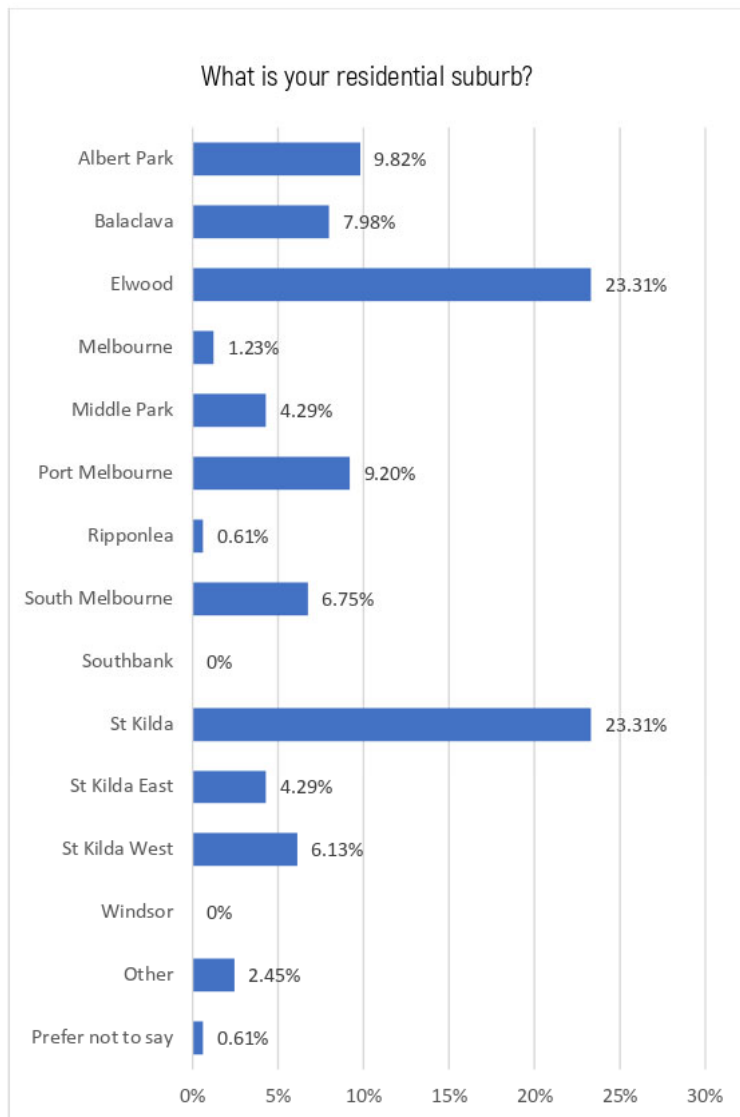
Please indicate your age group

| Under 18 years | 18 to 24 years | 25 to 34 years | 35 to 49 years | 50 to 59 years | 60 to 69 years | 70 to 79 years | 80 to 84 years | 85 years and over | Prefer not to say |
|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|-------------------|
| 0%             | 1.23%          | 10.43%         | 39.26%         | 18.40%         | 15.34%         | 11.04%         | 0.61%          | 1%                | 3.11%             |
| 0              | 2              | 17             | 64             | 30             | 25             | 18             | 1              | 1                 | 5                 |



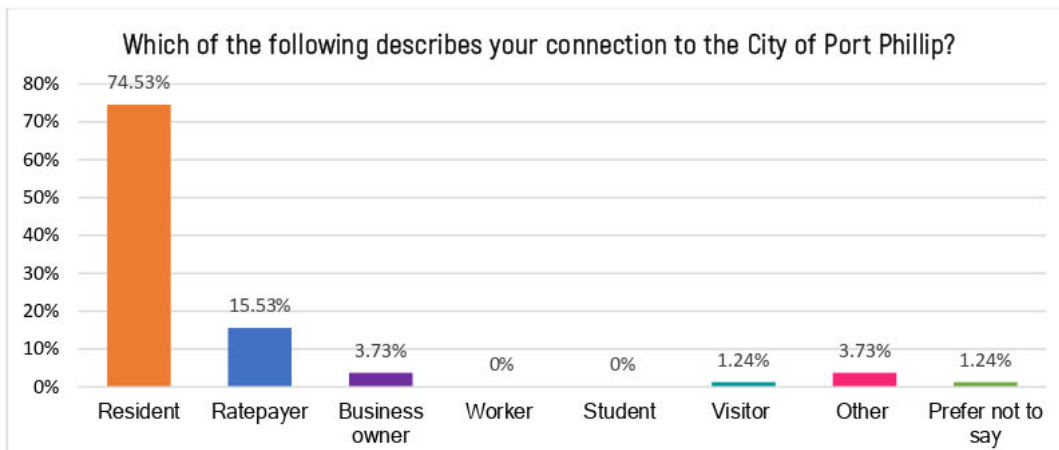
What is your residential suburb?

|                   |        |
|-------------------|--------|
| Albert Park       | 9.82%  |
| Balaclava         | 7.98%  |
| Elwood            | 23.31% |
| Melbourne         | 1.23%  |
| Middle Park       | 4.29%  |
| Port Melbourne    | 9.20%  |
| Ripponlea         | 0.61%  |
| South Melbourne   | 6.75%  |
| Southbank         | 0%     |
| St Kilda          | 23.31% |
| St Kilda East     | 4.29%  |
| St Kilda West     | 6.13%  |
| Windsor           | 0%     |
| Prefer not to say | 0.61%  |
| Other             | 2.45%  |



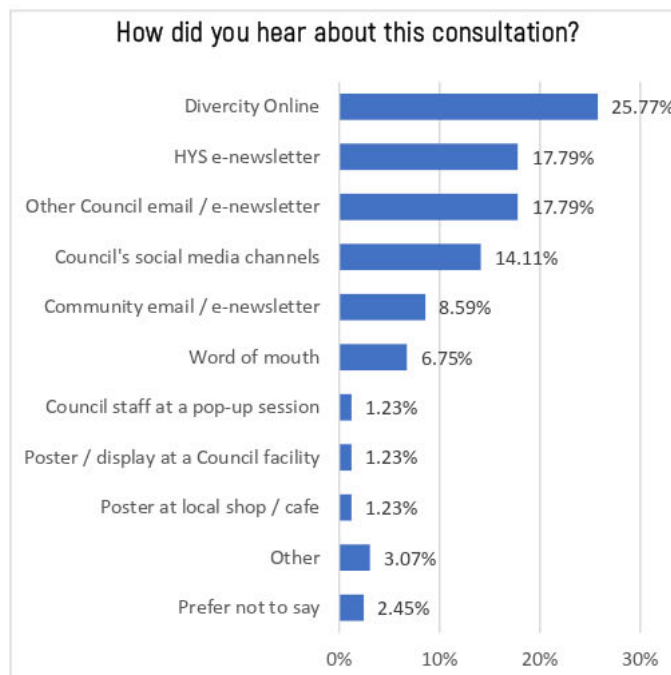
Which of the following describes your connection to the City of Port Phillip?

| Resident | Ratepayer | Business owner | Worker | Student | Visitor | Other | Prefer not to say |
|----------|-----------|----------------|--------|---------|---------|-------|-------------------|
| 74.53%   | 15.53%    | 3.73%          | 0%     | 0%      | 1.24%   | 3.73% | 1.24%             |
| 120      | 25        | 6              | 0      | 0       | 2       | 6     | 2                 |



How did you hear about this consultation?

|  |        |    |
|--|--------|----|
| Diversity Online                       | 25.77% | 42 |
| HYS e-newsletter                       | 17.79% | 29 |
| Other Council email / e-newsletter     | 17.79% | 29 |
| Council's social media channels        | 14.11% | 23 |
| Community email / e-newsletter         | 8.59%  | 14 |
| Word of mouth                          | 6.75%  | 11 |
| Council staff at a pop-up session      | 1.23%  | 2  |
| Poster / display at a Council facility | 1.23%  | 2  |
| Poster at local shop / cafe            | 1.23%  | 2  |
| Other                                  | 3.07%  | 5  |
| Prefer not to say                      | 2.45%  | 4  |



## Appendix B: Response to open text questions

*All inappropriate references to groups, businesses or individuals have been removed.*

Q. Which of the following benefits, if any, do you think business parklets provide to the community?  
 (select all that apply) Answer: Other

Please briefly explain your answer

|  |
|--|
| Fewer cars! So much nicer to have spaces for people rather than space for vehicles.  |
| Longer parking   |
| hindered recovery of other business  |
| More space for citizens, less for cars.  |
| they provide street activation   |
| Fewer cars parking on the streets  |
| Change and positive discouragement from driving  |
| art opportunity  |
| Unfortunately those that encroach onto the road also limit an already limited availability of parking ie Fitzroy St.         |
| encouraging the use of streets for people and not just cars  |
| Possibly close to where I live.  |
| Four seasons in one day  |
| Parklets provide people in the community more options for seating, rest when needed and social distancing                    |
| I support the businesses, brings more customers into local or city businesses. (Lots go - we are all waiting ack to normal). |

Q. Which of the following benefits, if any, do you think business parklets provide to the community?  
 (select all that apply) Answer: None

Please briefly explain your answer

|   |
|---|
| We need more parking spot than outdoor seating.   |
| Parklets have no place in a strip shopping centre. Especially in Ormond Rd Elwood where parking is a problem at all times. Thank you to PPC for removing half the parklets  |
| the value add is difficult to detect given there is compromise of amenity in one respect to 'improve' another   |
| Now that the threat of COVID has passed they provide NO advantage for anyone apart from business owners   |
| They are an inconvenience, take up valuable parking spots, impede direct access to apartment blocks , and encourage rowdy drunken antisocial behaviour  |
| Which I have personally been affected by  |
| There is a shortage of parking and those parklet spaces should revert to carparks.  |
| I remain unconvinced that gifting the incredibly valuable land space to private businesses is the best use of that land and Council Officer time to administer the programs.  |
| I can't park to go to any of my regular shops so now I go to Chadstone  |
| a vibrant local commercial strip should take in every business's needs, not just one group, hospitality. By favouring one over all others, it creates resentment and frustration between traders, and with customers. a vibrant strip consists of many and varied businesses, some everyday shopping, services, gift stores and hospitality.  |
| Car parking and our park lands are for the use of all of us not just those who want to make money. You shouldn't be taking away our access to the very limited parking, our beach areas and limited open space - its not fair for the rest of the community who want to use these areas or who want to enjoy open space such as beaches for quiet time. We shouldnt be made to sit amongst drunks or try and squeeze through an area which feels like it has been taken over by a business. |

|  |
|--|
| The ones I saw were in the wrong locations |
|--|

Q. Where in your neighbourhood do you think would be a good location for a business parklet?

|   |
|---|
| Along streets which are already commercial zones  |
| No where because it takes up too much parking   |
| Acland Plaza, Blessington st (near Iddy Bidy), Ormond rd Elwood, Tennyson St shops Elwood. Carlisle st Balaclava.   |
| Wherever a business requests it.<br>It builds a sense of community and can take away parking spots leading to more people taking public transport and not driving   |
| Centre Ave<br>Around PM TownHall again but perhaps these need to be shared be several nearby businesses not just the lucky corner ones.   |
| Tennyson Street and Ormond Road, Elwood   |
| Tennyson st shops   |
| St Kilda West - Catani Gardens area   |
| Any side street as opposed to main roads  |
| In the next suburb  |
| Carlisle st   |
| South Melbourne Market or other retail centres.   |
| Ormond road in the Elwood shopping area. (Where they are)   |
| Outside St Kilda gardens with pop up food trucks etc  |
| Outside all hospitality businesses.   |
| up to the local cafe to request... and i support the local cafe's   |
| St Kilda Beach, Parks and Gardens   |
| All the existing ones are good  |
| no more   |
| Wherever there is enough space logistically and it suits the vibe of the location. It is great to support local businesses in the area and to expand opportunities for locals and visitors alike to enjoy and support local businesses.   |
| Middle Park Shops, Armstrong Street   |
| South Melbourne Market  |
| Any unused space near Cafés or shops as long as pedestrian footpath traffic isn't negatively impacted   |
| Outside Radio Mexico, Galleon Cafe Carlisle St, St Kilda  |
| More on the beach for summer, St Kilda  |
| Streets and laneways off Carlisle Street/Glen Eira Road   |
| I don't think they are a good idea. Many of the businesses close at 2pm so a lot of parking is lost   |
| I'd like to see more on Carlisle street   |
| Herbert St near Mills St.<br>The current parklet is on Mills St, but hardly ever used. There are trams on Mills st, and although not a busy road for cars, some cars travel fast. So, it doesn't feel relaxing to sit there.              |
| The existing ones are great   |
| stand alone cafes or pubs   |
| I think we could have more parklets on Fitzroy St on the side of the Saint and maybe under archways of the Pride Centre   |
| Garden city shops   |
| Outside the cafe Wall280 in Balaclava - it is not a safe car parking area, and the cafe is very popular so people are constantly on the street. Would be an ideal space to take two car spaces away and allow for more pedestrian safety. |

|   |
|---|
| Fitzroy St  |
| Carlisle street, inkerman st, chapel st.  |
| In the Albert Park village somewhere  |
| Along Vic Ave.  |
| It would be great to revitalize the space on front of Holy Trinity Church in Bay st again. I miss the shipping container cafe with its vertical garden greenery.  |
| Outside the cafes and restaurants in Ripponlea, along Glen Eira Road. Pretty much out the front of any hospitality venue should be prioritised, over car parking  |
| Unsure  |
| I would love to see one outside Woodfrog bakery, though I worry that Barkly Street is too busy with traffic. That being said, if it reduces the feeling of busy traffic that's a bonus!   |
| The one outside Galleon on Carsisle is GREAT.   |
| Jackson Street would also be excellent, as would Fitzroy, making the most of those lovely big trees. Also Chapel St across from the police station - it gets great morning sun and would be a lovely spot to seat more people.  |
| Grey St, all along Chapel/Inkerman  |
| Immediately outside Miss Columbia on Mills St - one was sited opposite on the other side of Mills St but was a total waste - simply in the wrong spot   |
| Tennyson St / Ormond Rd   |
| Lots already  |
| Some of the smaller, traffic quieter streets  |
| Carlisle St, Chapel St  |
| Plenty in my area   |
| There is one on Mills St which is utterly wasted, outside a couple of offices housing half a dozen people. At the same time a popular café on the other side of the road could surely have used it  |
| Not well thought out!   |
| All over  |
| Park at Barkley and oRmond road   |
| Adjacent to existing businesses to help them gain more customers and create more buzz. (The one on Beach Street near Station Pier seems pointless - a few benches in the middle of the ugliest part of the road, when the entire beachfront is nearby   |
| I think they're pretty disruptive anywhere if they're longer for a day or weekend. Multi week or month parklets will always get in someone's way.   |
| - On St Kilda beach. The Beachcomber has opened one, and it's delightful to have a drink with your feet in the sand! Not having more seating spaces on the beach or along the foreshore more generally speaking is such a missed opportunity. It would make the St Kilda beach more livable and improve the vibe.   |
| - The St Kilda esplanade. I believe there will be businesses (Bar/restaurant/café) at the ground floor of the St Moritz buildings. Outdoor terrace/parklets would make this area more lively, with a nice view too.   |
| - Fitzroy st. Anything to make this street more dynamic. Since COVID, some businesses have benefited from the extended outdoor spaces and it seems to work.   |
| █ Barkly St St kilda  |
| Outside cafes and restaurants.  |
| There is a piece of public land on the corner of Blessington St and Barkly St outside Iddy Bidy that is currently a bit of a mess and is ripe to be turned into an outdoor courtyard. A tree fell down and was removed, it fell onto some public sculpture which was damaged, there are ugly phone boxes - the whole thing could be really nice and provide some calm and charm in an area that is currently a bit too bitumen and concrete and ugly. With some seating and greenery it could be great. |

|   |
|---|
| <p>Maybe there is a question coming later about the negatives. But for now, I will answer in here. As far as I am concerned, and specifically in relation to Ormond Rd Elwood, I would not grace them with the name "parklet". A more accurate name would be "parkless", because that is the effect they have on shoppers who wish to use this place for shopping, Post Office etc, rather than just sitting about glorying in the fact that here they are drinking coffee in "the Village" (pretentious rubbish). While I am happy for those businesses who do benefit from these structures, what about all the other business who gain no benefit from outdoor seating, and in fact are severely disadvantaged because of the massively reduced number of parking spaces? Not everyone can walk for miles to park their car and get to the bank or wherever. And there are large chunks of the day when the parkless is not being used by patrons at all or very minimally, yet the surrounding shops are losing customers. I have now found an accessible post office in another suburb, I have decreased my visits to the local supermarket and have to choose from very limited time options when to visit the bank. As for the chemist, same thing. So you are destroying another sector of this lovely local "village" life in an attempt to accommodate the coffee drinkers. Has anybody done some respectable surveys to enable the full pros and cons to be weighed up? And isn't it a bit of a cheek to dub them "business" parklesses, when it is a minority of businesses which actually benefit from their intrusive presence? (Answer: I think SO.)</p> |
| Parklet would be good in areas where they don't effect other business   |
| Elwood - particularly Ormond Rd   |
| NOt where parking is already at a preium, whilst the parklets are great for cafes they are not good for other businesses  |
| ormond road elwood  |
| Tennyson Street shops, Elwood Village, St. Kilda (Acland and Fitzroy Sts.   |
| all cafes   |
| Not at the front of [REDACTED] on Ormond Road.  |
| Middle Park Shops   |
| Along tram line streets (park elsewhere and make more pedestrian or bike friendly)  |
| Smaller shopping strips with good public transportation and cycling links   |
| I don't live in Melbourne but ♥ your work.  |
| I like using a few car parking spaces. They need to be connected to a venue I think as these are the ones I have seen most frequented so far  |
| Pavement space, reinventing car park space, side streets, think it should all be considered.  |
| Carpark behind Carlisle street in balaclava, space next to Woolworths off Carlisle (behind dentist and nail place). There are lots of options. Space in acland street etc   |
| if business parklets are here to stay, then there needs to be a clearly articulated policy and strategy behind them with benefits outlined and validated not just alleged. Presently it seems that parklets are approved/established because a business owner has made a request  |
| I would like to see all areas remain. Perhaps time sharing one space across multiple businesses:  |
| I do not agree with park lots on the beach/sand however. The beach is not a commercial space.   |
| Along Fitzroy St.   |
| There are many in Elwood. Some are well utilised, some are not & therefore take much needed parking space.  |
| Everywhere, except the beach  |
| South Melbourne   |
| Out the front of what was dogs bar in acland street.  |
| Fitzroy St and Acland St  |
| There are Parklets all along ormond Rd which I absolutely love  |
| Nowhere   |

|  |
|--|
| honestly, as someone with a disability who needs to drive many places I'm finding the lack of car parking to be far more troublesome than any benefit.   |
| The ones in Elwood seem fine.  |
| Nowhere.   |
| Carlisle St strip.   |
| Side street off Bay Street   |
| Carlisle st<br>Fitzroy st  |
| Replacing parking spaces   |
| I liked them on Tennyson St and like the ones on Blessington. Perhaps Carsile St could have some too.  |
| Reinstate no 84 Bridport cafe parklet that was unilaterally removed on 18 Apr 2021 by Port Phillip Council.  |
| The Council is supposed to be helping local businesses. Instead it removed a very successful parklet without any consultation with the owner.  |
| Keep around 75% of the COVID-19 park let's<br>Some little used   |
| Carlisle Street in Balaclava- there just isn't anywhere nice and green to sit outside.   |
| South Melbourne Market, Clarendon Street, Coventry Street  |
| Various cafes/restaurants on Carlisle St mostly towards and around Balaclava station.  |
| There are already parklets in our area, that is Ormond Rd. This question should have been asked before decisions were made. No community consultation!   |
| There are plenty already   |
| Elwood Village   |
| Sadly I can't think of anywhere that does not further impost on local amenity. Certainly any consideration of public beaches ie the outrageous grab of a large section of the West Beach foreshore for an "outdoor picture theatre" would not be tolerated again by local residents. |
| beachside - St kilda   |
| not applicable. Parks are great. But Council should not support private business parks.  |
| port melbourne beach   |
| No   |
| Where  |
| Outside any existing business but away from residential apartments to reduce noise   |
| Carlisle Street, Ripponlea   |
| I think it really depends on the businesses that would use it.   |
| Chapel Street Balaclava near corner Rosamund Street, and Nelson St Balaclava near Hole in the Wall coffee place, and Inkerman St near railway underpass  |
| Anywhere near Clarendon St to support those businesses.  |
| In my view, allowing humans to occupy space outside restaurants, bars etc creates a much more amenable and enjoyable atmosphere than a couple of cars parked out the front. Prime space should be utilised by humans, not cars.  |
| in the laneways possibly   |
| South Melbourne / near Market  |
| On the wide Esplanade looking across the bay.  |
| Port Phillip reserves which are close to retail strips   |
| Jim Duggan Reserve   |
| No where. Please leave our public areas for all the community to use.  |
| In front of all cafes & restaurants.   |
| But make parking areas longer stays than 1 hr free.  |
| Carlisle Street  |



|   |
|---|
| Outside cafes   |
| Esplanade   |
| Pool St between Bay and Laylor (PM) - extend existing   |
| Liardet St between Bay and Lyons (PM) - 606 bus would need some minor rerouting   |
| Outside Parklets could only be on Ormond Road, Elwood outside the venue like existing outside dining. Parklets on Ormond Road Elwood need to be assessed on each business independently. Some of the business's have existing external seating on footpath's, some business's had outside dining as part of their existing facilities and some business's that where granted parklets where takeaway only and some business's that applied for parklets got nothing. A fairer system needs to implemented so that all restaurant's and cafes have a chance to install a parklet based on size of restaurant. If the Restaurant/Cafe has existing outside dining or if the original business model was takeaway they do not need an additional car spaces to expand there business. Takeway business's thrived during COVID and business's that where seated dining only suffered severe economic downturn. Why are the takeway business's allowed to expand to the detriment of other essential service business's such as the Dentist, Pharmacy, Grocery stores Vet and Laundry Mat that underpin the Ormond Road Village. |
| Frank and Mary Crean park opposite Middle Park Primary in Richardson Street, Middle Park.   |
| There are currently several parklets along Victoria Avenue and Bridport street. I am in full support of these installations. Some if them are really stylish and are a significant improvement to the area. I think the current locations of the parklets around my immediate area is superb.   |
| The underused island adjacent to the largely obsolete taxi rank at the Montague/Bridport roundabout. Remove car parking and make this a meeting place and focal point for the community.  |
| All cafes and restaurants should have equal access and council should work with lease holders to establish more permanent arrangements to ensure the quality and safety of these parklets   |
| Armstrong st. Cowderoy st. Richardson st  |
| Ormond Rd. Elwood Beach.  |
| In the shopping strips like Ormond Road and Tennyson Street it is a great improvement and bring vibrancy and a greater sense of community. Where they close off traffic for extended part time commercial trading like in Cecil Street they should not continue. Cecil street is a major through route.   |
| Anywhere that doesn't interfere with available parking.   |
| Current locations are great!  |
| Around the 7/11 on Fitzroy Street   |
| Side streets, parklands and beaches   |
| Also where there is a wide enough space ON the footpath then a structure for dining should be allowed   |
| Elwood village but less of them   |
| Victoria ave, middle park shops   |
| Near a pharmacy or doctors surgery where indoor capacity is limited.  |
| Port Melbourne to me is ideal, there are a couple at port and lovely to see locals, walking, exercising with their pets even parents running these. Baby tucked in sucking a dumm; or asleep.   |

Are there any locations in your neighbourhood that you think wouldn't be good for a business parklet?

|   |
|---|
| Depends on the parklet business, but if selling alcohol (and hence there are smokers) then directly next to residential properties would not be a great place |
| Everywhere on Ormond rd because it takes up to much parking for residents that already have to pay for a permit   |
| No. But just need to be mindful to keep enough car parking.   |
| No  |

|   |
|---|
| Where it takes up too much parking in a a single block.   |
| Not really?   |
| Ormond road   |
| No  |
| No  |
| Main roads such as glen huntly rd   |
| Anywhere it replaces too many parking spots   |
| No  |
| In predominantly residential neighbourhoods   |
| As above ( where they are)  |
| All locations please.   |
| some of them are gross (corner of Carlise and Chapel st - so dusty and terrible on the main road - no one wants to actually sit in peak hour traffic while eating cake - think about it)                  |
| No, economic recovery must be at the forefront of everything or the community will be desolate. The whinging left is a minuscule minority, this Council must be strong & deliberate.                      |
| I think all parklets help traders, on what grounds are some ok and others not?  |
| take up too much parking space  |
| locations where it is difficult for food traffic to navigate past and which may mean people use the street which could impact safety  |
| Page street close to Victoria Avenue.   |
| The Parklets took 20 car spaces which make local people harder to find a parking space.   |
| No  |
| Poorly lit areas or locations near places for male predators to hide in ambush for women  |
| No  |
| Busier roads  |
| on busy streets that then lose parking  |
| Ormond rd elwood, tennyson st elwood  |
| No  |
| St Kilda road   |
| No - most I have seen in the area are on roads with not much car traffic  |
| See previous answer   |
| No  |
| Some of them seem to be on backstreets around the corner from actual hospitality businesses, and because they are away from the atmosphere, they don't get used.  |
| Where parking is limited  |
| Not really; they're great.  |
| No  |
| Taking up car spaces in Bay Street would be detrimental to businesses.  |
| Areas of low amenity, where you have too many transport modes coming together - trams plus cars plus bikes. They need to feel safe and enjoyable, and too much activity makes that challenging            |
| Unsure  |
| No I think they're a great addition. I know that some residents will lament the loss of car parks, but we'll look back in 20 years time and think how stupid it was to dedicate so much area to vehicles. |
| NO :)   |
| Must be immediately adjacent to a cafe or restaurant - otherwise useless and takes away valuable parking space  |
| No  |
| not large traffic roads like grey st for example  |
| Parking has to be considered - side streets are probably better   |
| No  |


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|--|
| Ormond road  |
| See previous answer - places where they don't serve a real purpose or need, and don't really add to amenity.   |
| Car parks on busy roads like bay street  |
| Not that I can think of.   |
| On a busy road.  |
| Ormond Rd Elwood. I am sure there are many more, but I won't comment on what I am not familiar with. However, the long answer is that a strip of road with a high concentration of businesses is not the place for a business parkless. Or at least, the number of these abominations should be restricted - but then you enter the arena of deciding whose food and coffee gets preference. I am sure there must be plenty of arguments around this issue. Good luck with that! |
| Elwood - there is not enough parking as it is  |
| In busy streets where parking is already tight   |
| brighton road elwood   |
| Any areas with heavy traffic with restricted access e.g. service road area in front of shops in Brighton Road near Milton St.,   |
| no   |
| There's too many on Ormond Road and parking is difficult. They need to be reduced!   |
| No   |
| Main roads with higher speed traffic   |
| Not sure.  |
| No   |
| Supermarket car parks are normally full so probably not the best option  |
| most of the area in which I live (Carlisle street shopping precinct)   |
| Beach/sand   |
| St Kilda junction  |
| Ormond rd Elwood is a busy congested area. One side parklets are well used, the other sits empty.  |
| Beach!!!   |
| The location of the parklets on the beach rendered all the space behind them unusable. Which essentially meant we were sacrificing 2 or even 3 times the footprint on the beachfront. This was very poorly thought through and poorly executed.  |
| Where parking availability is limited causing customers to leave the area due to not being able to find a convenient place to park   |
| No   |
| Fitzroy St and Acland St   |
| No   |
| 145 Fitzroy st   |
| St kilda   |
| There are already too many carparks gone on Fitzroy St.  |
| Ormond Esplanade   |
| There should be none on public spaces.   |
| Chappel St south of Dandenong Rd   |
| Main roads such as Beach Street and Bay Street   |
| Quieter streets  |
| On current open space. Eg parks, beaches   |
| No   |
| on fitzroy   |
| Too difficult to answer  |
| No   |

|  |
|--|
| Within 20 to 30 meters of an intersection. Just too unsafe.  |
| Communities who depend on retail and service businesses such as dentists, chemists, supermarkets that function successfully because people are able to park cars. Ormond Rd is a small but very complex commercial area which offers the community a lot of services, not just day time coffee and food. Current parklets are often empty spaces for much of day and interfere with the ratepayers access to shops and services. There are too many. |
| I think there are too many in Ormond Rd.   |
| On the beach in front of Elwood Bathers  |
| Refer, my previous answer.   |
| Barkly street - too busy   |
| Anywhere within 200m of any existing open space.   |
| Ormond Rd has too many that aren't used at capacity  |
| Ormond road Elwood   |
| Anywhere near residential apartments   |
| No   |
| Where the space makes the footpaths hard to use.   |
| Main thoroughfares such as Carlisle St Balaclava   |
| Armstrong St Village, Middle Park  |
| Any 'out of the way' space that is not a welcoming space to sit and spend time.  |
| yes, the ones that take customer parking.  |
| St Kilda (mon streets where the parklets would take away car parks)  |
| No, any space that can be used for people not cars is a benefit  |
| The O'Donnell Gardens, before Luna Park and extending along the Upper Esplanade  |
| Alma Park  |
| Port Melbourne Beach, car parks in Albert Park and Bay St Port Melbourne. Any public open space area as this should be free for access by everyone in the community not just those that can afford to pay for an expensive meal or drinks.   |
| No   |
| Outside cafe Columbia in Herbert st  |
| No   |
| Danks Street playground on the corner of Mills Street, Albert Park.<br>A GOOD Place needs space where mums bring their children after school to have a chat and for the children to run riot after school. Before selecting a site send someone to monitor the park for human traffic, the more, the better, but the time of day is critical. Businesses that sell low cost food treats, like coffee, cakes, and ice cream would be good.            |
| Anywhere where there is pressure on parking  |
| I think that the current locations are superb. Works very well.  |
| Immediate proximity to residential property  |
| No   |
| Anywhere that makes it tight for cars to move around.  |
| Cecil Street because it closes off traffic flow  |
| Yes, existing parks  |
| Spaces where there would be significant impact to residents. I think that all businesses should have an opportunity to present an idea and have written consent from any neighbouring properties   |
| Esplanade  |
| Outside schools, don't think its appropriate.  |
| Port Melbourne is fine. A few businesses have closed due to covid. I am sorry. But surely get back up, I am very happy in Port Melbourne.  |

At what times of the year would you like to see business parklets operating in Port Phillip?

Answer: All year round

|  |
|--|
| Parklets in commercial zones are great all year around   |
| Creates opportunity for outdoor seating year round, and increases neighbourhood liveliness   |
| Outdoor dining would be great all year round, but more permanent structures & maintenance is required.   |
| Even now (end of May) business are adapting simple by using gas heaters outdoors. With this current outbreak it would be bonkers not to support parklets going forward   |
| Sitting outside is just a nice option, even in Winter  |
| I think they are great addition to neighborhood  |
| Best way to keep social distancing   |
| Outside area give a fabulous vibe but also more capacity for an industry that has been more affected for the restrictions and lockdown than others. That business need all the extra support and money to keep them working.                                     |
| In Ormond road they may reduce parking a little. I think they slow down the traffic. (Hooray) With COVID best to have people eating outdoors rather than indoors. I can see problems near bars etc with people milling on footpaths.                             |
| A couple of outdoor heaters and outside is still pleasant in the cooler months   |
| It creates community, empathy, synergy and support for entrepreneurship.   |
| I think they add such a nice vibe to the street and potentially encourage people to use public transport as there is less parking available. In Winter, there could just be outdoor heaters and blankets supplied. Cosy!   |
| Public space isn't used in Winter, so 'on the off chance' there is an opportunity, why not. Summer is prime time and if great weather it helps business and creates a thriving, atmospheric community and links to Council vision.                               |
| The business parklets have provided much needed support for local businesses & have encouraged more people to socialise outside following COVID. Despite the Melbourne weather, we should continue with the parklets as they provide a much improved atmosphere. |
| They need parklets in the summer to survive the winter and they need them in the winter to survive the winter.   |
| There are many nice days all year round to enjoy outdoor seating. The parklets improve the design and atmosphere of the area. They create more room on footpaths   |
| The business parklets are a huge improvement in our city landscape, our lifestyle and are also helping hospitality business that suffered because of Covid   |
| If shelter was provided people have the opportunity to use all year round  |
| I this this section of Carlisle St is energised by outdoor dining, with minimal disruption to parking or surrounding residents   |
| Why not all year? Unless directly on the beach.  |
| They improve the feel and appearance of the vicinity and make me feel more inclined to stop and have a coffee/glass of wine  |
| They provide much more utility in terms of seating, street calming, safety and greenery than a carspace.   |
| It's good for people to have spaces to meet outside the home and not in a private business.  |
| I not only enjoy using parklets ( with rugs in Winter, but I love the vibe when you walk down Fitzroy St.  |
| You can see what people are eating and that encourages you to visit a place in the future!   |
| They add atmosphere and energy to the streets, draw more people out of their houses it's a waste to set up and break down each year, cost and time and wastage are a factor.   |
| There will always be people that want to sit outside and it discouraged car travel which we should very much be doing!   |
| I prefer sitting outdoors.   |
| They offer great opportunities for social interaction  |
| Encourages people to visit and stay and congregate for business  |
| The fresh air is wonderful and so much more COVID safe   |

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| They make a difference and are a better outcome than having car parking in those locations.   |
| Permanent addition creates certainty, and allows local businesses to have increased capacity all year round   |
| Melbourne weather is always unpredictable, but when it's good it's fantastic to make the most of it. Coffee in the sunshine on a crisp freezing day is lovely - just look at the cafes of Copenhagen with their blankets ready all winter.<br>If they're done well, these spaces can also be lovely even when not in use. They become little street gardens they make the footpath a nice place to traverse.<br>What we DON'T want is crappy semi-temporary, poorly designed "beer gardens" like what has been installed on Blessington St. It just looks like a cheap, tacky tourist trap. |
| I think outdoor ones will work well all year round - and encourage slower driving. Outdoor dining in winter is an experience done well.   |
| I think that sitting outside through winter is still lovely - on lots of days.  |
| Umbrellas heaters<br>Safer for covid  |
| While they might not be as frequently used during the winter months, there isnt really a reason not to have them then.  |
| People seen out and enjoying themselves creates greater social cohesion and supports local businesses by providing extra seating.   |
| I'd like to try them over this winter and then reassess as only over summer may be better   |
| Virus will be with us for a few more years and reasons still valid in winter  |
| A great initiative  |
| I said all year-round because we get some good and fairly warm days even in autumn and winter.<br>If they manage it in Europe, why not here?  |
| It's create good outdoor atmosphere, should be permanent part of St Kilda lifestyle.  |
| All you need is a good coat to enjoy sitting outside in winter, and the rest of the time it's really lovely.  |
| The parklets have given the area such a great buzz and improved the look of the shopping precincts. Outdoor dining is so much better during warmer months and gave me a feeling of being safer with COVID around  |
| adds to our community feel- being outside in winter mth, good for our skin and expands business capacity - plus adds a Mediterranean v European feel  |
| We should be promoting visiting our area and enjoying the outdoors all year round   |
| Whilst the weather may be a little colder, cafes and bars have proven Melbourians will sit outside in any weather. A Puffy jacket or throw is all that's needed. Sitting in the parklets is great   |
| We now understand that we need more accessible places available outdoors to reduce risks. Winter will be more difficult without cover   |
| With some kind of heating you can easily sit outside all year round.  |
| Outdoor dining is a wonderful experience all year round.  |
| Parklets stimulate street activation: some should belong to businesses.<br>Some others could become informal seating spaces for neighbours interaction  |
| The time effort and constant behavioural change for the public associated with them starting and stopping would be prohibitive, simply set them and leave them in place.  |
| They have completely transformed the feeling of Fitzroy street. I love the vibe it brings to our area. It should definitely be available in the summer months but with outside heating and lights it also would work well for winter.   |
| I'm happy to use the parklets all year round. Even in Winter we get still and sunny days<br>The parklets bring a really positive vibrancy and energy to the street. I love seeing the spaces activated and it's so good to know that these parklets are creating much needed financial support to our local businesses by providing extra seating and I believe the parklets also make businesses more visible! I also love that there is less parking - encouraging people to walk or cycle more        |
| Why limit it?   |

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| Outdoor seating areas are used all year round and the planter boxes add to greenery   |
| Creates a better atmosphere in the community, supports local business, reduces cars on roads, less concreted areas  |
| It's possible to have nice weather during winter as well.   |
| We are outdoors all year round so let's offer them!   |
| Even in winter outdoors options are great   |
| People around here want or eat out any time of year   |
| Establish ongoing presence, avoid stop start nature, minimize disruption caused by putting up and pulling down, longer term planning and development of site with permanent furniture, planting etc   |
| Outside heaters could be leveraged in the cooler months and it would still be lovely during outside   |
| having outdoor and more green spaces like that makes for a better vibe and options  |
| Set up once - save ratepayers money   |
| As long as Business are allowed to offer heating for the parklets I think it should be all year round. It is a great way to social distance and support local business.   |
| These spaces should be allowed to become permanent. They have completely changed the look and feel of the area for the better, looking more 'European' and human-centric rather than car-centric. The reality is that inner city residents walk/ride/scoot to their local amenities, not drive. Nearby spaces can be converted to disabled parking to address concerns of those with mobility issues. |
| They are so wonderful for al fresco dining and support our small businesses.  |
| In winter if business are able to cover/heat parklets i see no disadvantage   |
| A lengthily outdoor seating opportunity managed by existing, nearby, commercial operators would enhance the client experience giving them a unique balcony over the bay, whilst enriching Melbournians attraction to St Kilda for its main attraction, the bay.   |
| Alma Park used to have Hank Marvin on a weekend and it was such a success and really bonded community too. It's very missed   |
| Summer or winter why not just rug up in winter & it gives the restaurant a chance to b creative in all seasons on how to present their area.  |
| If business can support business case for year round use.   |
| Provides a vibrant amenity for the public   |
| Melbourne has many seasons....often. We can cope with a bit of rain, don't want to shut down places just because it's winter  |
| The parklets (at least some) are very stylish and if heating can be installed would provide great seating options outside even during the cooler months.  |
| They prove - to a largely disbelieving and car dependent population - that parking can be reduced, cars left at home in favour of walking. They bring life and civility to streets and support businesses.  |
| If permanent arrangements are made business lease holders are likely to invest in facilities that can used all year round in all weather conditions   |
| Great in summer, but cover and outdoor heaters in winter make them good too.  |
| Many Melbournians use outdoor seating even in winter especially on sunny days. If business owner think it will enhance their business they should be allowed to continue.   |
| Parklets create a vibrant place to engage more widely   |
| If heaters were available, eating outside in winter is refreshing, esp on sunny winter days   |
| A parklet is a significant investment for a business I think it would be costly for them to construct and remove a parklet every year.  |
| It's nice to have space to go and nice to see people enjoy our community. It also reduces traffic and parking   |
| Outdoor areas create a good atmosphere, are people & fog friendly   |
| The more the better. Covid has hit hard, we all have to visit happy places to shop - window shop, and have a lovely hot cup of coffee.  |

Answer: Only in the warmer months

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| I use my car more to get to the shops in winter so want more car parks available. Even with heaters I much prefer to sit inside in winter.  |
| Melbourne gets very cold in winter and I personally wouldn't sit outside in that type of weather happy to support them in winter if there is a need and heating. depending on the cost of moving them and replacing them - happy for them to be permanent for some cafe's. It really depends on the cafe and if THEY deemed it successful and what seasons THEY need it in. |
| I have only seen the parklets work well in summer months, i am not against winter but would like to see how they would work (or not) with weather before i would suggest year round.  |
| There is no one sitting outdoor during winter because it is too windy and cold. but took public parking space.  |
| Prefer temporary structures only  |
| There is heavy rain during the colder months it may not be good for the timber used   |
| parklets are totally under utilised in cold wet weather   |
| The attraction of being outside is more significant during summer, during the same period alternate transport options are easier and more comfortable to access as well.  |
| During winter, the increased parking will mean customers are still more willing to visit the stores in Port Phillip   |
| Whilst I supported them, over summer - I think they should be removed for winter, as indoor capacity is back to normal and they encroach on too many valuable car spaces  |
| Can't imagine they would warrant the space in cooler months   |
| Majority of times during the day the are empty and often not used at night. Several of them on Ormond Rd ie the one outside of [REDACTED] have never been used.   |
| There is a trade off being made by other businesses who lose parking spaces in front/near their businesses. It is not fair on them to have this burden all year round. When they signed leases it would have been on the basis of anticipated flow of people etc  |
| No one wants to be outdoors in winter anyway. Unless it was heated, undercover and non smoking. Even then would you get the numbers during winter? A question for business owners perhaps   |
| Not as well utilised in winter & take up valuable parking. At times I bypass local shops because I can't park.  |
| I'm conflicted because as much as I want to encourage outdoor dining and support other businesses in the area ... and I enjoy the outdoor experience, I see and hear first hand of the customer parking issues it causes and directly affects visitor numbers to our small business.  |
| They are unlikely to be used in the winter and people need to park their cars as they don't want to walk too far when it is cold (unlike the warmer months when they don't mind a walk).  |
| They're pointless in Winter. Although if they were more permanent structures that allowed heating and shelter, they could stay  |
| I'm not sure the cost (closure of parts of road etc) out weight the benefits during winter. i'm unsure whether the volume would be there in June/July etc to justify outdoor spaces.  |
| They take up valuable parking areas and many cafes are only open until 2 or 3 and there is not ability for customers to use parking so that they can visit other businesses, such as supermarket and food stores  |
| eating/shopping outside is easier to do in the warmer months and is less disruptive when you can see them easily (walking around them in the dark is frustrating and can be dangerous)  |
| <ul style="list-style-type: none"> <li>- Ormond Rd doesn't have car parking options, or a large car park.</li> <li>- During colder months when raining we need parking</li> <li>- all existing parklet's aren't used at capacity bow in summer so won't be used during the colder months - so takes up necessary parks for the street.</li> </ul>                           |
| I don't mind all year, but I think the seasons are worth observing - it's a bit grim seeing people huddled up outside :)  |
| The perennial issue of the variability of Melbourne's weather tends to dictate some of these decisions, but if there is another major outbreak of Covid, then social distancing outside, in most weather, would help businesses stay afloat   |
| No one is going to sit outside in winter  |



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| Melbourne is seasonal, the parklets have not external awnings to protect diners from the elements and during the cooler/wetter periods of Summer in 2021 the parklets where not used during the day or in the evenings.  |
| I am saying playgrounds because I visit them a lot with my grandchildren. Wet playgrounds are no good as children's slides get wet and as they go down slides children's clothes get wet. Playground are empty in wet weather. Also any business that organises children's parties or games for children would be worth contacting for their ideas and level of interest. Many parents would prefer to have their kids birthday party in a park rather than a tiny home with no back yard. |
| I don't think outdoor gas heaters are environmentally friendly. They burn gas (unenvironmental) and a waste of energy heating an outdoor space   |
| I think they add atmosphere and its nice to recognise a change in seasons. If they were to be in winter then you should allow braziers etc   |

Answer: None

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| It's caused too many parking issues  |
| They block the foot path for disabled  |
| I only have on street parking. I cannot use public transport or walk for a long distance. As parking spots have been steadily removed for delivery vans, parklets and share car spots, it is getting more difficult for the elderly in particular. I spent three cold hrs one night recently waiting for an empty spot near enough for me to access my house. Disability spots were taken up by cars from another street.  |
| Elwood st kilda etc rely on tourists, they drive. If they can't park they go elsewhere   |
| They've served their purpose.<br>If Council wants to activate other public spaces rather car parking, go for it.   |
| the value/benefit has not been validated or quantified   |
| There is no need for them<br>They enable greedy business owners to benefit from councils generosity and inconvenience residents  |
| As before, I have a disability that means I can't ride a bike and my walking is limited, so often have to drive. The removal of more and more carparks has reduced how often I frequent places like Fitzroy St as I can no longer find a close park. This means I don't drive down to pick up dinner etc as I don't know if I order it if I will even be able to find a park. Other shopping or going to the post office to pick up a parcel are even harder as you have to carry items.   |
| Spaces for parking are needed. Shops should be contained in the areas they own or rent. Curbside seating should only be available on footpath by permit, as it was pre Covid.  |
| none   |
| I can't get to my regular shops because of the cafe parklets that literally have no one in them it's ridiculous  |
| please see above!  |
| We are one of the councils with the lowest amount of public open space for residents. By taking more of our open space away for use by businesses you reduce this even further. We want to use our open space all year round - especially in the warmer months. We should be able to spread pout on our beaches not be further crammed in because Council has leased it to someone who just wants to make money. There is no chance for quiet time because the venues play music - just consider the residents for once please - and yes this is begging you to put us first for once. |
| Don't need them as there is plenty of outdoor space for eating already ..one is ok in a shopping village like elwood but there are just too many of them   |

Answer: Other

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| Only when specific impacts on the neighborhood were determined. |
| Dependent on how busy the establishment is                      |

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| All year where traffic would justify it  |
| Whenever they're viable - all year round for businesses that can sustain them, or seasonal if not.   |
| Weekends only / short periods of time  |
| I would have said "in the warmer months and on weekends", but the issue is that these things are more or less permanent. If they were to be removed at various times, I can just see the hassle that would cause.  |
| warmer months in areas that don't impact other business  |
| Warmer months preferred but should be worth considering in winter to accommodate smokers   |
| Maybe in the middle of summer but not at the expense of the rest of the businesses.  |
| Selectively and certainly only Dec-Mar inclusive...it went too long this year  |
| Parklets (not for private businesses) would only be useful for Nov-Mar.  |
| once a month from 1st Saturday or sun in February to and IncMay  |
| Some all year round and some in warmer months only (e.g. outside pubs and restaurants; [REDACTED], Post office lane alongside [REDACTED], Spring St East alongside the [REDACTED])   |
| <i>"Yes, it gives many businesses to extend their numbers of customers...but there is an impact on the rest of the community...whether it be for pedestrians, for local car parking for cyclists...so I think we need to balance to benefits with the impacts more in future."</i> |

*Is there anything else you think we should consider as we develop this policy?*

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| Parklets in residential zones where neighbours are adversely affected should be reconsidered.  |
| Car Parking  |
| Alternative parking, or increased accessible parking to ensure those who need to park close can do so  |
| Many restaurants/bars have 'not maintained' their outdoor areas and they are looking very run down, graffitied, broken. A good example is Blessington st (██████████). Looks terrible. Plants are dead, fence is broken, signs are graffitied. Venues should be made to maintain the presentation.   |
| Maybe there might be a higher demand on public transport.<br>Can businesses extent there licensed area to serve in a parklet potentially across the road from venue, like the small parklet across from the ██████████. Apart from the market once a week the strip is barren 6 days a week  |
| Is the ██████████ part of this policy? I really like it but don't think it should be on the dog beach.   |
| More parking   |
| No   |
| Yep. Consider how much money you can make for the council. After all, the elderly, particular those with walking problems, will disappear in time and stop being a nuisance.   |
| Give the business a long term permits for that, so they can build better areas when they know they are going to be permanent.  |
| Consider impact on surrounding and immediate neighbours, noise impact, smoking policy in public spaces, fees for use of public space.  |
| The area. Mix of shops bars eateries etc in area. Whether they work in winter. Do they need covering and if so are some advantages lost. Effect on pedestrian and vehicle flow. Costs v revenue. Control numbers. A few may be okay, too many an eyesore and may create impediment to pedestrians and traffic. Standards and responsibilities, cleanliness. Artistic contribution. |
| Keep a balance of car parking availability   |
| Maintain a presentation standard.  |
| Consider the fact that the Government has set the distancing - not the people, I don't want the people to have to pay for decision beyond their control. I think we should INCREASE the length of stay on parking meter's to encourage visitors to stay longer and eat locally   |
| Economic Recovery must be at the forefront of the Council's agenda for once, or the precincts will fail and we there will be a massive, intergenerational mess   |
| Bike lanes... how do you accommodate cyclists where the parklets have been established?  |
| The CoPP needs to do everything in its power to support business survival. We cannot afford for more shops to be empty.  |
| Carspace also important. It is not fair for some of the cafe/restaurant have extra outdoor dining area but cause unconvience for locals live around here.  |
| In my opinion, the parklets should be "green", with plants and/or flowers in them  |
| Surrounding neighbourhoods privacy & noise restrictions  |
| Food truck park  |
| n/a  |
| Yes, access to parking for all ie disabled may have to park further away if parking is reduced   |
| Whilst I know council policy seems to assume no one drives, in the real world they do. It is unfair for those businesses who rely on customers being able to park, eg supermarket, dentist,pharmacy, bookshop, laundromat. The non food businesses seem to have been forgotten.  |
| Good to talk to locals before setting up site. Locals who frequent Miss Columbia would support a parklet closer to the cafe (not across Mills St, but in Herbert St which is much quieter and picturesque).  |
| N/A  |

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| Not really  |
| They should not exist over winter. Street parking is more important   |
| If we can align this with active transport, then outdoor seating becomes more pleasurable. Less noise and air pollution.  |
| Perhaps opportunities for music performances  |
| More greenery,  |
| I'm concerned with public land being reserved only for businesses. If the parklets can be used by anyone then it's great. They provide additional seating and greenery. But if you have to buy an overpriced drink or meal to be able to access them, then they are a waste of public space. Public space should not be restricted to certain categories of people nor should it be pseudo-privatised.  |
| Any patron data that shows people using parklets are walking there to show the impact on parking is not major.  |
| Fairness and equity where possible....i.e some businesses more advantaged than others   |
| There needs to be a certain standard of design, so that these become positive additions to the public streetscape, both during AND outside of business hours. They can't simply be chained up plastic tables and chairs once the business shuts for the day.  |
| Make sure parking is minimised. Alt. public transport could be enhanced. i.e. community buses or community ubers :D   |
| Pay more attention to where sited   |
| to balance parking  |
| I would really like to see more general parklets or green space parklets in st kilda. Like the one at south melbourne that isnt attached to a particular cafe. It would be nice to just have places to sit, perhaps with a table to do 'work from home' outside.  |
| car parking availability, how much use they actually get - for eg: I haven't ever seen anyone in the parklet outside the Port Melbourne Library.  |
| Should be a usage justification for placement. Clearly not the case for Mills St and also Moubry/Vic Ave  |
| If part of the trade to build more parklets is to remove parking spots, then we need to provide car drivers with incentives and other convenient ways to come and stay so we do not increase traffic jams within the council furthermore.<br>More bike lanes? New public transport routes or stops and/or more often? else?   |
| All applicants  |
| Incorporating some trees or bushes into the parklets would make them look nicer.  |
| Yes - common sense and the ability/necessity to look at the broader picture, so that it takes account of the needs of ALL businesses and ALL residents.   |
| the impact on surrounding business and residents  |
| Need to carefully consider the impact on all business not just on cafes.  |
| Loss of access to businesses which are not hospitalit-y related.<br>Change to loading zones so that during business hours 9-5 these spots are made available for other users -general public. For example in front of [REDACTED] there is a loading zone, whilst the pharmacy next door Roths' has lost 3 parking spaces. Older and low mobility people have to park and walk for a long distance to get to the pharmacy. It is likely people choose to go to a big chain pharmacy rather than battle parking for a small shop.<br>Also, angle parking next to some of the parklets makes car reversal fraught due to low visibility from side.<br>Also, at night these need reflectors on the corners of the parklet fences. |
| all good  |
| The impact on locals and retail businesses. Whilst conceptually, it was a great idea at a given point in time, Ormond Road was well and truly oversubscribed. For some businesses (ie predominantly takeaway), they really weren't needed or warranted. There should have been a limit of what percentage of spaces in the street could be used for this purpose.<br>Seeing them completely underutilized whilst trying to get a park was extremely frustrating for locals.   |
| Ensure bicycle lanes are maintained in all designs  |

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| Fee structure<br>Disability access<br>Trials   |
| They need to be accessible. I have seen some which have the small ramp but a table at the top of the ramp. The park lets can't block the accessibility for people in a wheelchair to move past on the sidewalk. Safety from cars and people who may use cars to hurt others ie ramming   |
| Make them permanent  |
| Facilitating collaborations between local artists and business owners to decorate the parkettes  |
| Yes - benefits need to be identified and these need to be objectively measured and reviewed with community contribution invited.   |
| Thank you for all the wonderful work you do. A great council to live in.   |
| Create a rotating program of different uses in parklets to be used by neighbours: children playground, tiny veggie patch, little exercise, shared tables, etc  |
| Make sure you review which ones are actually used. Businesses that use day & night are more productive then a small time period then they sit empty when space is limited  |
| Repositioning or removal of all beach parklets.  |
| Rolling applications for businesses or communal parklets available to multiple venues  |
| Maximise greenery within the design  |
| Other small businesses who don't benefit from the outdoor dining areas   |
| N/A  |
| Love the parklets! It would be great to encourage business to install more greenery in their parklets too.   |
| The rights of residents in this area especially disadvantaged and unwell   |
| You need to acknowledge that those with disability can't always use public transport / walk or ride. Then there are those who don't feel safe using public transport or walking or riding at night. There are also many with a disability who aren't disable enough to get a disability permit (though there are not many disabled carparks) or those that are disabled enough but don't wish to drive a car with the disability permit showing. |
| It only makes sense if they are helping out the restaurants during COVID restrictions and are cost effective   |
| Movement of people and vehicles. There are more vehicles being used because people are reluctant to use public transport.  |
| No   |
| The parklets need to be well constructed so they will not fall down or become dilapidated too quickly.<br>Footpaths need to be kept clear for foot traffic.  |
| Adding permanent greeny to these and other areas, more trees, fewer cars   |
| Consult with business owners in a bona fide way.   |
| Set up a committee of experienced business people to interpret business owner's needs.   |
| We would love to see art and design involved with them.  |
| No   |
| Make sure outdoor area have trees, plants, some greenery around them   |
| Parklet's provide greater outdoor culture and community feeling  |
| Please examine the different needs of each small commercial area. Don't assume that ratepayers can go about their lives without using cars, at least some of the time. It is not the role councillors and council officers to tell people how to live. Also consider that having coffee outdoors for a few hours a day is not the main function of a thriving community area.  |
| As I mentioned above. Some cafes have hugely expanded their businesses with the parklets. It does seem to be no very fair  |
| I think it was a really good one-off for the summer of 2020-21 given our lockdowns in 2020 and there may be exceptions where a parakeets only had benefits...so that makes sense...but   |

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| they do have many impacts and the summer of 2021-22 is likely not to be as unique as this last summer   |
| I'm sorry, I wish I could, I understand how difficult the issue is for council.   |
| safety of those in the parklet and for drivers and pedestrians trying to drive or walk around them  |
| This must be cost neutral to Council. So the time spent by Council Officers organising this, and time spent building the parklets, must be paid for by the private businesses benefiting from them. Council subsidies to private businesses is not acceptable.  |
| to make sure that they add greenery to make the environment and the neighbourhood more attractive and friendly.   |
| If parklet's stay compensation for other business on Ormond Rd need to be considered as they are hung impacted by boosting the hospitality industry only.   |
| Parking is a MAJOR issue for Ormond Rd and needs to be looked at.   |
| Please stop killing the local shops   |
| Businesses receiving any reduction in fees or subsidies for parklets should pass this on to the consumer  |
| Grants for including more greenery into the parkleta  |
| I'd like to see some use of parks like the reserve next to the National Theatre used occasionally by local traders, pop-up style.   |
| It would help to have street signs warning that parking spaces have been reduced due to "parklets" being erected. In some streets, ie Glen Eira avenue, cars travel very close to the barricades erected by cafe owners. Customer safety must be paramount in these parklets and perhaps some changes to traffic movements could address this   |
| As parklets are removing car spaces, ensuring another way for people to park near by to utilise facility  |
| Allow for heating in these areas.<br>Have more.<br>Support Local Business as much we can.   |
| Trees. A lot more trees planted wherever possible. It is well established that lack of tree canopy coverage is causing 'heat sink' effect in urban areas. We need as much shade as possible. Not to mention the positive impact this would have for wildlife.   |
| People need to take centre stage. For too long car advocates have won the day whenever there is competition for space in the inner suburbs. With car share and other sharing economy options resulting in car ownership rates falling rapidly, we need to give the spaces back to the people.   |
| yes, what is your policy for retail strips in general?<br>there seems to be some obsession with supporting hospitality at the detriment to all other businesse  |
| Long term if business are using parking for customers instead of cars, then longterm infrastructure could be updated to reflect this preference...  |
| Later night opportunities to trade. Only limiting trade after they cause interruption to neighbours, not before. I believe pre-empting all the things that could possibly go wrong is taking a muting position on creativity other suburbs enjoy.   |
| Consult with the local community that it may impact when a site is identified   |
| Not that I can think of   |
| Please consider the residents. We live here, pay rates and have some right to expect access to open space and car parking. My daughter was harassed sitting on the beach in Port Melbourne by patrons of the [REDACTED]. I complained and was told there is nothing anyone could do to help - including reporting this to Council - who said there is nothing that can be done as patron behaviour does not form part of the permit process. A thirteen year old girl should be able to sit on the beach without being sexually harassed and have comments made about her body. I'm so disgusted about this and the Council response is ridiculous. Also we all cant afford to go to these businesses so you are taking away our access to open space and parking. The more parking you take away to benefit one business the more pressure it puts on local residential street parking. Other business such as retail shops also loose |

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| business because if you cant park here you may as well go to a shopping centre. Please stop trying to make money from our public amenities. It severely affects our ability to live comfortably and put so much pressure on residents who just want to walk down the street, sit on the beach etc. When you walk through these areas it makes you feel uncomfortable. Please dont have them.  |
| Please free parking to local rate payers living in areas where we are paying to park out on street near our apartments.   |
| Safety of patrons and general appearance.   |
| The parklets that are done well and are consistently used by the public should definitely stay  |
| Look at the locations   |
| Pet friendly...   |
| Some locations are more feasible for parklets than others, so we need to make sure that some businesses are not favoured over others due to an accident of their geography.   |
| Additional off street parking. Parking for staff members to allow diners to park within walking distance of the Restaurant/Cafe. Fairness test. Business plans. Restaurants/Cafes need to share the use parklets. If the Restaurant/Cafe had a parklet for Summer 20/21 then another Restaurant/Cafe in Ormond Road Elwood should be entitled to install a parklet for Summer 21/22 and the existing business with a Parklet loose there expanded outside dinning space.  |
| Whatever you decide there will be a group of old people that will fight you not to do it. They would rather have an empty park, than one vibrant with children having fun. Frame your policy as one to attract people to parks. I know Albert Park Lake is a Parks Victoria site, but they maybe have some options for "after school activities" in their park as there are two primary schools that are in the park. There is also the "wooden playgroud" (Albert Park Community Playground) that is used a lot by little kids during the day. It is near the Armstrong Street Shopping Centre, has toilets and drinking fountains, and big kids love racing over the "castle". Sound out the local trader's association. You seldom see the kids in the park after school, and organised activities after school maybe would be welcome. Contact [REDACTED] to sound [REDACTED] out on the idea. Here is his contact details.<br>[REDACTED]<br>[REDACTED]<br>[REDACTED] |
| Ensure good community consultation/input  |
| Not that I can think of.  |
| Outdoor dining on Bridport Street can be unsettling: the footpaths slope. Not ideal. The surface needs updating. There must be something cooler looking. The black asphalt is hot and dirty especially in summer and does not invite patronage.   |
| Ensure that the ground surface is the safe, similar in construction to footpaths and at a similar level. Also mandate plants / greenery in any design but also support the erection of more permanent weather protection structures   |
| The infrastructure should be of a minimum quality to ensure they weather well and don't look tawdry with time   |
| Guidance on where to park if parklets take up car spots (side streets etc)  |
| It should benefit small local businesses and enhance community shopping strips. It should not be applied to the major commercial area of South Melbourne which inconveniences traffic 24 hours a day for part time commercial activities.   |
| Parking availability. If you use parking space to create parklets make sure there is plenty of other available parking opportunity  |
| Parking spaces in the area  |
| Think about the safety and the effect on the natural environment.   |
| Uniform construction and design of parklets.  |
| How to cut costs of council to save traders money so they can trade profitably  |
| Make it easy for shopkeepers  |
| You and your staff are doing a good job so keep up the good work.   |
| Consider all ages of the community, everyone needs a place to rest, stop, greenery is much needed.  |





## Appendix C: Neighbourhood Conversations verbatim comments

*Is there anything else you think we should consider as we develop this policy?*

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| Keep them   |
| Please keep them at least during summer   |
| I like them, please keep them please. Improve appearance  |
| Brilliant, enliven the streets  |
| Keep them happy with supporting busines   |
| Adds vibrancy to streets at the cost of a couple of carparks - GREAT  |
| Yes, some are better designed than others!  |
| Keep all year round to support business. Could be semi permanent roof structure in 1/4 for multi business. Use empty shops?   |
| Yes love them. Would be great to keep during Winter with heaters etc,   |
| Outdoor dining is something Melbourne should be doing more of   |
| They work well. Full at night.  |
| People can walk. They look great. Not everyone crowds inside.   |
| They are great, provides more outdoor space. Creates atmosphere.  |
| More Parklets! It works well in Middle Park.  |
| The sooner we have outdoor dining the more businesses will survive.   |
| More of them please. Car parking is wasted on cars. Give spaces back to the people. More green!   |
| Would love to see more kids parklets, especially near outdoor restaurants. I think kids need more spaces to get together and play.  |
| Loved the ones in the park. North Port. Need to do better to deal with cigarette butts (Railway Club)   |
| Yes but not ongoing use of tacky materials  |
| Yes, but not for free. Safe.  |
| Good idea but needs to be a balanced approach. Can't take up all the parking, tone down on the number of parking spaces being taken up.   |
| Need for disability access  |
| Sufficient disabled parking spaces  |
| Tailored to hospitality. Need to make it more exposed on the main street.   |
| Some parklets are pointless. Victoria Ave.  |
| They're in poor locations, e.g. Mowbray street, Port Melbourne). Car parking in Victoria Avenue is an issue. Community Parklets were inappropriately placed.                                  |
| They look ugly look like they will blow over. They take up a lot of car parking spaces. If you keep them, don't make them as big as they are now.   |
| Think it's enough time to move on. Other traders rely on car parks, it's unfair to other traders.   |
| Taking up to many car spaces. Albert Park village the are taking up 8 or 9 spaces.  |
| Businesses are the right mix like the more car parking and less driving. Would prefer there to be no parklets.  |
| Love the foreshore /pier and the beach. Great jobs!   |
| Worried about beach, don't think it should be expanded on to the beach. If it happening on the foreshore it shouldn't be taking up too much space. No benefits to locals with massive events. |
| Anywhere in the sun. They're cold when in shadow, winter friendly spaces please   |
| Hard for visitors no where to park.   |
| Try not to remove carparks. More financial support for local businesses.  |
| Apply standards as per Council's own, to use of materials and aesthetics  |
| The beach parklet is messy and should be temporary  |

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| Fake grass confuse my dog and she think its toilet   |
| Reduce the fees for business! E.g, Permits for operating or outdoor dining and speed up the process.   |
| Encourage people to have fewer cars. Expand the trams more. In summer more issues with car parking from other areas. Better in the winter because people aren't going to the beach.        |
| Think its enough time to move on. Other traders rely on car parks, unfair to other traders.  |
| Outdoor dining is something Melbourne should do more of.   |
| They look ugly, look like they will blow over. They take up a lot of car parking spaces. Not as big as they are now.   |
| Good idea, but needs to be a balanced approach. Can't take up all the parking down the number of car parking spaces taken up.  |
| People can walk. Looks great. Not everyone crowds inside.  |
| They work well. Full at nights.  |
| They were great - provide more outdoor space. Create atmosphere.   |
| more business will survive   |
| Maybe parklets should be seasonal  |
| Can use plastic blinds around them re winter months  |
| The benefit to locals and businesses is huge. Please don't make business owners pay. They will go broke.   |
| Need to balance all business needs   |
| Could incorporate sculpture in parklets or outstands   |
| Would support parklet to permanent outside   |
| Not taking away too many car parks - not all businesses can have a parklet   |
| Operate them during daylight savings. Parking issues prevent access  |
| Parklets should be removable so parking can take place when the shop is closed   |
| Restrictive for some other businesses. Take away short term parking. Concept is great.   |
| Need a precinct parking survey include Docker/ Pine etc. All the way to the beach to manage parking issues.  |
| Balance between hospo vs retail - being able to continue to access services in consideration of broader (local) demographics and their needs.  |
| Worried that removing car parking will drive away business and make it unduly hard on families to access their local shops.  |
| In Melbourne city centre as parking spaces are valued at \$\$ in a multi storey car park. Car parking is valuable.   |
| Away from residences please  |
| Should allow more permanent infrastructure   |
| Really good, hospitality deserves support local pub has no outdoor space so its been great to be outside.  |
| Should be all the time   |
| Needs passing traffic. Plants just die. Vic Avenue outside chemist is poor. Need to broaden the ownership so that the community buys in. Need to connect businesses to benefit perception. |
| Drugs and drug affected people in South Melbourne.   |
| Feel these are dangerous end of Victoria Avenue. At tram stop should be able to walk through without needing to push past a table. Council should inspect more of these.                   |
| Where there is greenery + generally attractive. O'Connell's pub is beautiful.  |
| Worried about impact of road closures on traffic. Don't mind parklets taking up car parking. This area (South Melbourne) is so walkable and more more people should walk.                  |

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| Conflicts between parklets, bike paths and cars, especially on Chapel street near the Police Station.  |
| As long as there is enough parking. Improve public transport options.  |
| A lot more people have noticed the venue. People like to be outside, heaters needed now. Makes the street feel more homely.                          |
| Parklets should occur on ongoing basis. Like to see more parklets.   |
| Confronting at first because its private business taking over private space. But they're really nice! Should encourage participating in public life. |
| Needs to be consultative e.g other businesses  |
| Great public transport!  |
| More plants  |
| If Coles would give up their parking to public we could have more parklets on the street.  |
| As long as they don't take up more car parking.  |
| Should be all year round.  |
| After covid they are not needed! Taking up car spaces.   |
| Great idea, but worry about it being down the main street and lack of parking.   |

*Where in your neighbourhood do you think would be a good location for a business parklet?*

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| Williamstown Road, Montague, South Melbourne - away from the market.   |
| Like the Library use the front. Rather than the side of Bay Street.  |
| Industrial Port Melbourne, Salmon Street and Dodd Street.  |
| Port Melbourne - Bay and park Street and beaches. Albert Park and Middle Park.   |
| Elwood, St Kilda - side streets  |
| Not Elwood maintained, it's tired, rundown, needs a makeover   |
| Some parklets are pointless. Victoria Ave (community parklets).  |
| More parklets! Works well in Middle Park.  |
| Loved the ones in the park. North Port. Need to do better to deal with cigarette butts (Railway Club)  |
| Some parklets are pointless. Victoria Ave.   |
| They're in poor locations, e.g. Mowbray street, Port Melbourne). Car parking in Victoria Avenue is an issue. Community Parklets were inappropriately placed.             |
| Taking up to many car spaces. Albert Park village the are taking up 8 or 9 spaces.   |
| Keep the Elsternwick Park WILD   |
| The beach parklet is messy and should be temporary   |
| Great idea, but don't like them on the beach.  |
| Feel these are dangerous end of Victoria Avenue. At tram stop should be able to walk through without needing to push past a table. Council should inspect more of these. |
| Don't support additional seating on the beach > impacts public land access for private gain.   |