



PART 2: ISSUES & OPPORTUNITIES

Prepared for **City of Port Phillip**
October 2025



ACKNOWLEDGMENT OF COUNTRY

Hansen Partnership acknowledges the Traditional Owners of the diverse lands on which we live and work and recognise their deep spiritual connection to land, air and water as Custodians of Country.

We pay our respects to all First Nations people and to their ancient and enduring culture.

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Version	Title	Date	Issuer	Notes / changes
A	Carlisle Street Streetscape Plan - Part 2: Issues & Opportunities	01/09/2025	CS	FINAL
B	Carlisle Street Streetscape Plan - Part 2: Issues & Opportunities	02/10/2025	CS	FINAL

1 INTRODUCTION

1.1 Purpose of the Streetscape Plan project

The City of Port Phillip is investigating design opportunities for the uplift of the Carlisle Street precinct in Balaclava, with a focus on improving safety, activation, sustainability and inclusion. The aim of the project is to develop a preferred streetscape plan and public realm style guide to inform a cohesive and consistent design approach for future streetscape works and works within adjoining public open spaces. The plan is being developed in collaboration with Council and with input from the community, traders and stakeholders to ensure it is well-considered, site-responsive, and achievable.

1.2 Project Process

The project is a collaborative effort between Hansen Partnership, the City of Port Phillip that considers input from key stakeholders, and the local community. Community and stakeholder feedback will help inform and shape the design concepts. The project process is separated into four phases:

The project process is separated into four phases:

Phase 1 – Background review & Existing Conditions

Develop a clear understanding of the project, contributing documents, and related works.

Phase 2 – Site Analysis, Issues & Opportunities

Undertake site investigations to establish a clear understand the site, relevant issues, and consider design opportunities for further investigation and consideration.

Phase 3 – Draft Streetscape Plan

Develop a range of options illustrating possible design solutions for Carlisle Street. These options will be rigorously critiqued, tested and refined prior to a draft concept being presented to Council Officers at project workshops. Workshops to generally agree on principles, approach and level of service requirements.

Phase 4 – Final Streetscape Plan

Design to be refined following the workshops with a final draft Streetscape Plan prepared for community engagement. Final updates will be made to facilitate Council endorsement.

1.3 Project objectives

The streetscape plan will address the following objectives:

Develop a streetscape plan that outlines upgrades to materials, furniture and finishes, lighting, greening and services infrastructure **to guide the future uplift of Carlisle Street improving access, safety, sustainability and inclusivity.**

Identify and celebrate the **distinctive sense of place** associated with Carlisle Street.

Articulate the preferred future character of the public realm, and public assets adjoining development sites along Carlisle Street to enable more effective negotiation with developers.

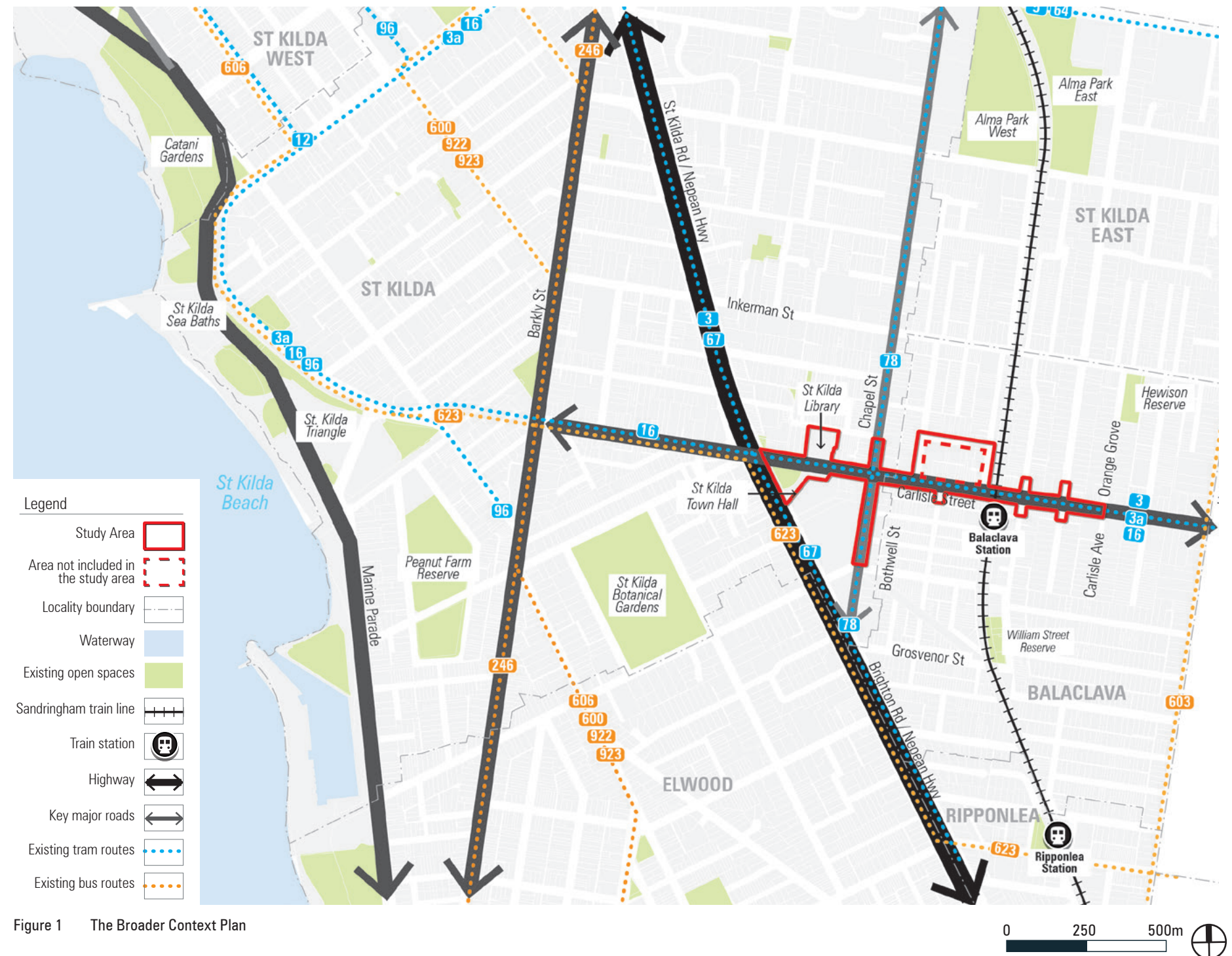
Define a **palette of public realm materials and furniture** to reinforce the identify of Carlisle Street and create a **unified visual appearance** throughout the streetscape environment.

Develop concept designs to inform future improvements to the existing public open spaces associated with the St Kilda Town Hall and St Kilda Library to **encourage activation and community use.**

1.4 The Broader Context

Carlisle Street is the central civic spine, acting as a focal point for commercial, social, and community activities. Located approximately 7 kilometres from the Melbourne CBD within the suburbs of Balaclava and St Kilda, the study area is bound by Brighton Road to the west, Inkerman Street to the north, Carlisle Avenue to the east, and Grosvenor Street to the south, as shown in Figure 1.

Carlisle Street is accessible via major arterial roads, public transport, and active travel routes. Public transport connectivity is highlighted by tram lines 3 and 16, which run along Carlisle Street, and is serviced by Balaclava Train Station providing direct access to Melbourne's CBD and surrounding suburbs located along the Sandringham rail line. Bus routes operate along Brighton Road to the west of the study area and within the broader region.



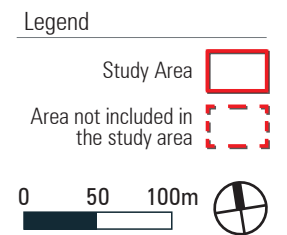
1.5 The Study Area

The study area encompasses Carlisle Street from Brighton Road to Orange Grove, a vibrant corridor that includes key civic, commercial, and residential zones. The streetscape plan focuses on enhancing this key activity street, along with its interfaces at intersecting streets.

This area also includes important public open spaces, such as Town Hall Reserve, a significant community gathering space near St Kilda Town Hall, and the rear open space of St Kilda Library, providing a valuable recreational and social setting for residents and visitors.



Figure 2 The Study Area



2 SITE ANALYSIS

Site observations and assessments, research and review of planning controls, strategic documents and policies and initial consultation and engagement with stakeholders has identified a wide range of issues and opportunities associated with the visual character, function and use of Carlisle Street and the public open spaces associated with the St Kilda Town Hall and St Kilda Library.

The issues and opportunities have been categorised into five streams:

- Accessibility & Pedestrian Safety - Improving pedestrian movement, safety, crossings, and access for all users.
- Lighting Design - Enhancing safety, wayfinding, and the overall night time experience with upgraded street and feature lighting.
- Greenery & Environmental Resilience - Expanding tree cover and integrating WSUD for improved stormwater management.
- Public Furniture & Streetscape Design - Upgrading seating, footpaths, and materials for comfort, durability, and sustainability.
- Community Identity & Activation - Celebrating local history and identity through public art, cultural events, and support for local business activation.

The opportunities identified will be tested through an iterative streetscape design process and further engagement with stakeholders and the community.



View from Carlisle Street toward St Kilda Town Hall

2.1 Identified issues

The following images and Figure 3 provide a summary of the issues identified and to be addressed in the Carlisle Street Streetscape Plan.

Accessibility & Pedestrian Safety



1 Traffic speeds of up to 50 km/h (between midnight and 7am) and minimal physical barriers exacerbate and increase the risk of multi-modal conflicts.



5 High vehicle turning speeds at intersections.



2 Side street crossings with the yellow-top surfaces are confusing to navigate for both pedestrians and vehicles as priority is not clear.



6 Minimal mid-block and side street crossings with pedestrian priority.



3 Non-compliant and insufficient DDA car parking.



7 Narrow footpaths limit access and mobility, particularly for prams and wheelchairs, and are further constrained by on-street parking.(e.g. Nelson St)



4 Perception that prioritising other modes and streetscape improvements may lead to car congestion.



8 There is no direct access to Town Hall Reserve from Carlisle Street.

Greenery & Environmental Resilience



1 Limited amenities and features reduce public use of Town Hall Reserve.



2 Underutilised green space at the rear of St Kilda Library caused by limited visibility and access.



3 Lack of greenery/ large gaps in tree canopy cover along Carlisle Street.



4 Frequent inundation and water pollution due to overland flows from the drainage system.



9 Unprotected and unclear bike lanes.



10 Intermodal conflict near Balaclava Station creates safety and navigation issues for pedestrians, tram users, and cyclists.



11 Micromobility use, particularly footpath riding by e-scooters, creates safety concerns for pedestrians.

Lighting Design



1 Lack of warm feature lighting along Carlisle Street.



4 Existing lighting caters for the road with a lack of pedestrian level lighting.



2 Dark spots along side streets and laneways are perceived as unsafe and thus avoided.



5 Anti-social behaviour at community centre corner, Balaclava Station entry.



3 Many under-awning lights are not on or functioning reducing visibility along the footpath.



6 Lack of lighting in open spaces, such as behind the St Kilda Library, affects safety and visibility.

Public Furniture & Streetscape Design



1 Clutter, hodgepodge furniture palette and inconsistent layout of public furniture.



4 Minimal access to public drinking water (only one public fountain identified).



2 Lack of comfortable places to rest (seating/shelter).



5 Footpaths are uneven and inconsistent, and some paving gets slippery when wet.



3 Competition for footpath space between traders, patrons and visitors.



6 Lack of secure and sufficient bike parking.

Community Identity & Activation



1 Local community's sense of identity and cohesion is fading.



2 Disjointed relationships between private development interface with the public realm.



3 Eastern part of Carlisle Street feels lifeless.



4 Lacking a sense of arrival to the Carlisle Street commercial precinct.

Accessibility & Pedestrian Safety

- 1 Traffic speeds of up to 50 km/h (between midnight and 7am) and minimal physical barriers exacerbate and increase the risk of multi-modal conflicts.
- 2 Side street crossings with the yellow-top surfaces are confusing to navigate for both pedestrians and vehicles as priority is not clear.
- 3 Non-compliant and insufficient DDA car parking.
- 4 Minimal mid-block and side street crossings with pedestrian priority.
- 5 High vehicle turning speeds at intersections.
- 6 Narrow footpaths limit access and mobility, in particular for user groups with wheelchairs and prams.
- 7 Perception that prioritising other modes and streetscape improvements may lead to car congestion.
- 8 There is no direct access to Town Hall Reserve from Carlisle Street.
- 9 Unprotected and unclear bike lanes.
- 10 Intermodal conflict near Balaclava Station creates safety and navigation issues for pedestrians, tram users, and cyclists.
- 11 Micromobility use, particularly footpath riding by e-scooters, creates safety concerns for pedestrians.

Greenery & Environmental Resilience

- 1 Limited amenities and features reduce public use of Town Hall Reserve.
- 2 Underutilised green space at the rear of St Kilda Library caused by limited visibility and access.
- 3 Lack of greenery/ large gaps in tree canopy cover along Carlisle Street.
- 4 Frequent inundation and water pollution due to overland flows from the drainage system.

Lighting

- 1 Lack of warm feature lighting along Carlisle Street.
- 2 Dark spots along side streets and laneways are perceived as unsafe and thus avoided.
- 3 Many under-awning lights are not on or functioning reducing visibility along the footpath.
- 4 Existing lighting caters for the road with a lack of pedestrian level lighting.
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Community Identity & Activation

- 1 Local community's sense of identity and cohesion is fading.
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- 3 Eastern part of Carlisle Street feels lifeless.
- 4 Lacking a sense of arrival to the Carlisle Street commercial precinct.



2.2 Opportunities

The following opportunities build on findings from the site analysis and key stakeholder input. They propose targeted design responses to enhance Carlisle Street's safety, amenity, and character, and will inform the next stages of streetscape design and community engagement.

Accessibility & Pedestrian Safety

Issue: Traffic speeds of 50km/h and minimal physical barriers exacerbate and increase the risk of multi-modal conflicts.

Opportunities 1

- Consider a scrambled pedestrian crossing at the Carlisle and Chapel Street intersection, subject to further discussion with DTP and Yarra Trams.
- Protected bicycle lanes separated from other modes including parked cars.
- Prioritise sustainable transport modes and enhance pedestrian, bike riding and public transport activity. (Carlisle Street Activity Centre Structure Plan; Carlisle Street Urban Design Framework)

Issue: Side street crossings with the yellow-top surfaces are confusing to navigate for both pedestrians and vehicles as priority is not clear.

Opportunities 2

- Update pedestrian crossings with standardised markings.
- Create stronger transitions at raised crossings to support pedestrian priority and to slow vehicles.

Issue: Non-compliant and insufficient DDA car parking.

Opportunities 3

- Review existing DDA car parks for access and safety compliance with Australian Standards, subject to further discussion with DTP and Yarra Trams.
- Audit existing DDA car park capacity within the commercial precinct.

Issue: Minimal mid-block and side street crossings with pedestrian priority.

Opportunities 4

- Update line marking on side street crossings to standardised markings and accompanying signage for pedestrian priority.
- Consider additional signalised level crossings along Carlisle Street, particularly near public transport nodes to improve pedestrian safety, subject to further discussion with DTP and Yarra Trams.
- Investigate safety upgrades, including potential signalisation, at the Camden and Carlisle Street intersection in response to increased pedestrian activity and adjacent redevelopment.

Issue: High vehicle turning speeds at intersections.

Opportunities 5

- Provide tighter radii at intersections for turning vehicles.
- Consider reducing vehicle traffic speed limit to 30kmh to increase pedestrian safety and reduce risk of fatality in a collision.

Issue: Narrow footpaths limit access and mobility, in particular for user groups with wheelchairs and prams.

Opportunities 6

- Increase width of footpaths to allow adequate space for both navigation, trading and rest points, subject to further discussion with DTP and Yarra Trams.

Issue: Perception that prioritising other modes and streetscape improvements may lead to car congestion.

- Incorporate traffic calming, clear lane markings, and improved wayfinding to support all transport modes while minimising perceived impacts on vehicle flow.

Issue: There is no direct access to Town Hall Reserve from Carlisle Street.

Opportunities 7

- Explore accessible design solutions to improve pedestrian connection between Brighton Road and Carlisle Street through Town Hall Reserve, while respecting the site's heritage character.

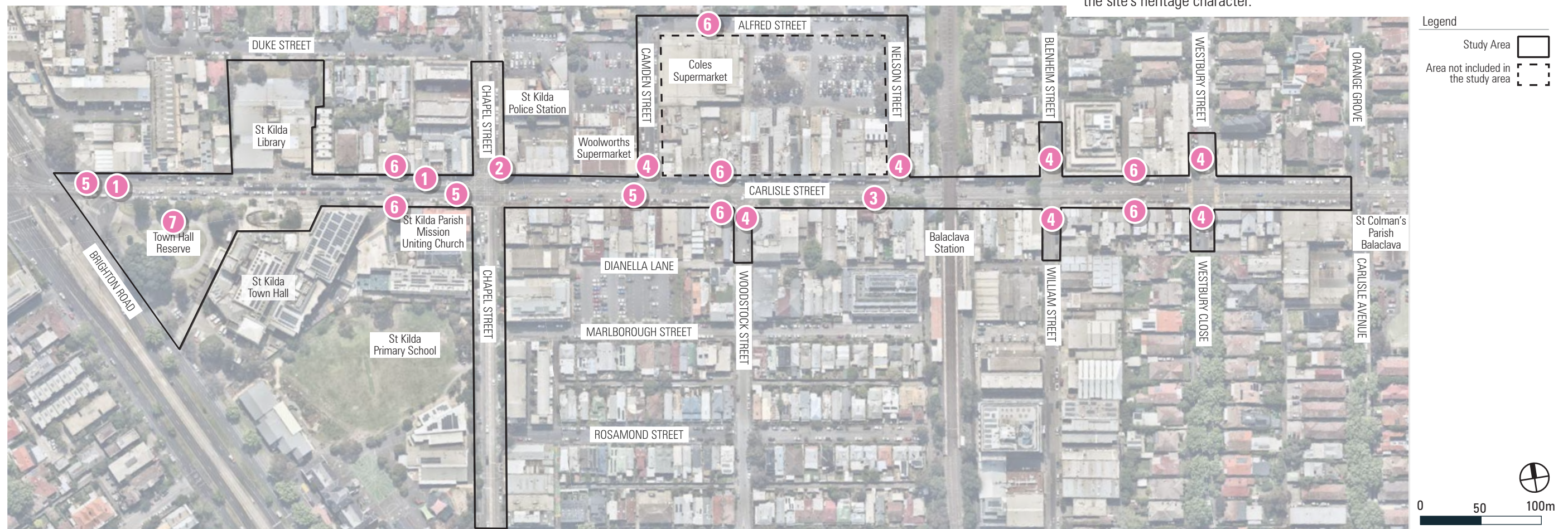


Figure 4 Accessibility & Pedestrian Safety Opportunities Plan

Accessibility & Pedestrian Safety Examples



Improve pedestrian priority with clear and well-placed signage



Bicycle parking provided level with bicycle path for ease of accessibility



Enhance footpath navigation, manoeuvring and legibility with clearly defined and distinctive footpath and trading zones



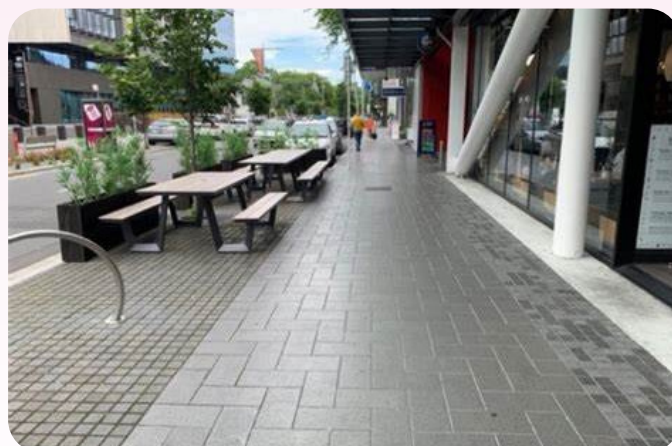
Clearly marked and prioritised pedestrian crossings at intersections with garden bed outstands to improve character and safety



Dedicated bicycle lane with contrasting colour or surface material to visibly enhance cyclist safety



Raised pedestrian crossings for traffic calming



Enhance access and navigation for footpath user groups including wheelchairs and prams with wider footpaths



Review and improve existing accessible on street car parking



Consider integrating more planted buffers between footpaths and vehicles to increase safety and permeable surface area which can assist with stormwater runoff capture and filtration

Greenery and Environmental Resilience

Opportunities to enhance greenery, biodiversity, and climate resilience along Carlisle Street by increasing canopy cover, activating underused green spaces, and integrating WSUD.

Issue: Limited amenities and features reduce public use of Town Hall Reserve.

Opportunities 1

- Enhance Town Hall public spaces with seating, fountains, shade trees, and informal gathering areas, while keeping the open lawn character.

Opportunities 2

- Retain existing healthy street trees and large trees in public spaces for improved biodiversity and amenity.
- Consider a mix of tree and plant species supporting a biodiverse urban forest, healthy ecosystems and habitat.

Issue: Underutilised green space at the rear of St Kilda Library, exacerbated by limited visibility, perceived safety, and anti-social behaviour.

Opportunities 3

- Activate underutilised spaces with improved lighting, seat, shelter and access.

Issue: Lack of greenery/ large gaps in tree canopy cover along Carlisle Street.

Opportunities 4

- Identify locations for street tree planting, garden beds/rain gardens and green façades all along Carlisle Street.
- Consider sun aspect and tree species when siting new trees to allow for sun exposure in cooler months and shade in warm months.
- Provide more resilient tree species to address a changing climate and reduce heat island effect.
- Consider select removal of on-street parking bays to expand footpath and space for tree and garden bed planting clear from underneath existing veranda canopies, subject to further discussion with DTP and Yarra Trams.
- Extend garden beds and incorporate pedestrian seating near mid-block pedestrian lights along Carlisle Street to support passive drainage and improve public realm amenity.

Issue: Frequent inundation and water pollution due to overland flows from the drainage system.

Opportunities applicable for most of the study area 5

- Increase the extent of permeable surface area.
- Incorporate planted rain gardens or other water sensitive urban design treatments such as biofiltration/bioretention tree pits. These treatments can help manage both flood risk and stormwater pollution, improving water quality before it enters the bay.
- Provide more resilient plant and tree species to reduce flood vulnerabilities.
- Rectify intersections at Blenheim Street, Westbury Street and Orange Grove to re-introduce the overland flow paths.
- Consider water storage features such as sunken garden beds to provide passive irrigation and reduce the load on drainage and road infrastructure in minor storm events.
- Introduce permeable pavements in parking areas or bicycle lanes to reduce flood risk and enhance permeability.
- Increase planted areas to improve greenery and stormwater absorption.
- Consider underground tanks below public open spaces to reduce flooding and enable water reuse for irrigation or pavement cleaning.
- Prioritise low-emissions materials for footpaths, street furniture, and other urban elements where nature-based solutions are not feasible.

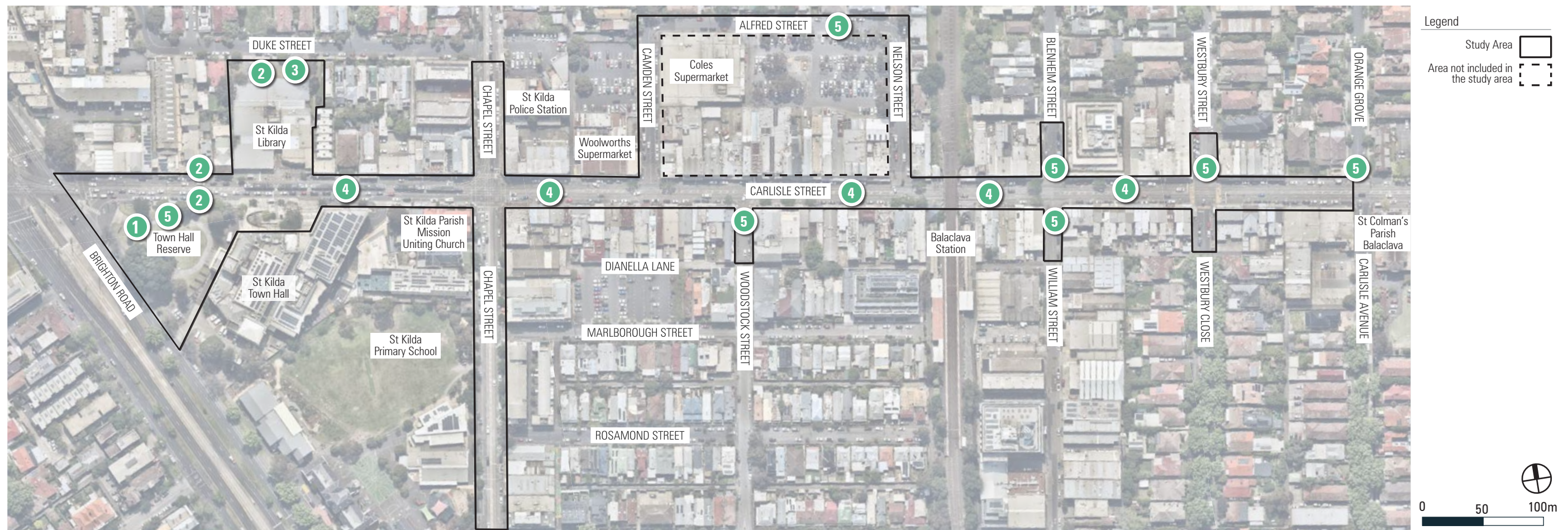


Figure 5 Greenery & Environmental Resilience Opportunities Plan

Greenery & Environmental Resilience Examples



Retain and enhance healthy mature trees within public spaces and along the streetscape



Enhance public open space with tree planting and well-placed public seating



Interactive public space with play and water features to encourage community use



Permeable paving to enhance water absorption and reduce surface runoff



Rain gardens integrated into streetscapes for stormwater management and greenery



Expanded tree canopy and greening to provide shade and cooling



Climbing plants on structures providing dappled shade along footpaths



Incorporate low-level planting to enhance streetscape, maintain sight lines and soften the urban environment



Biofiltration tree pits to reduce flood risks and improve tree health

Lighting & Safety

Opportunities to enhance safety, wayfinding, and nighttime activation through improved pedestrian-scale lighting, warmer feature lighting, and better illumination of underlit spaces and key public areas.

Issue: Lack of warm feature lighting along Carlisle Street.

Opportunities 1

- Incorporate warmer light in key locations for gathering or wayfinding.
- Consider changing LED street lights to warmer colour temperatures.

Issue: Dark spots along side streets and laneways are perceived as unsafe and thus avoided.

Opportunities 2

- Up light wide overhead surfaces like the underside of the rail bridge at train station to help with safety, wayfinding and identity.

Issue: Many under-awning lights are not on or functioning reducing visibility along the footpath.

Opportunities 3

- Request tenants to light shop fronts.
- Project light onto blank façades/under croft areas.

Issue: Anti-social behaviour at community centre corner, Balaclava Station entry.

Opportunities 4

- Widen footpath and improve lighting to provide more distance and visibility for people navigating through the area.

Issue: Existing lighting along Carlisle Street caters for the road with a lack of pedestrian level lighting.

Opportunities 5

- Incorporate pedestrian-level lighting along Carlisle Street and within public open spaces to create a human-scale environment and ensure legibility for pedestrians navigating spaces at night.

Issue: Lack of lighting in open spaces, such as behind the St Kilda Library, affects safety and visibility.

Opportunities 6

- Add lighting to open spaces to improve safety and support activation (e.g. rear of St Kilda Library).



Figure 6 Lighting Design Opportunities Plan

Lighting Design Examples



Warm feature lighting for comfort, visibility, and street activation



Underpass lighting brings colour and vibrancy to the streetscape.



Integrated seating lighting to improve visibility and add character



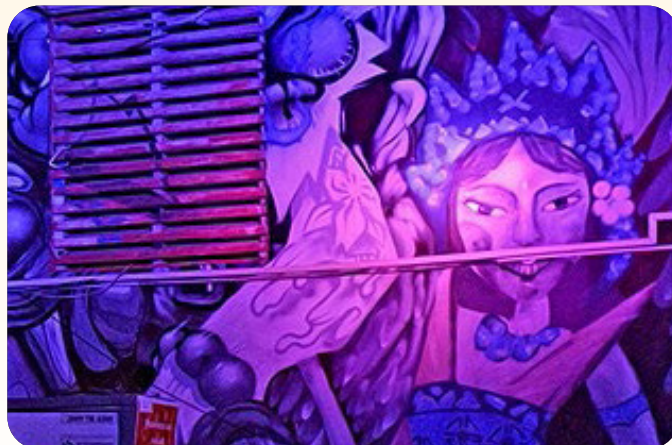
Festoon lighting to brighten the street and create a welcoming atmosphere



Tree uplighting for enhanced wayfinding



Decorative lighting to add vibrancy, warmth, and a lively night-time ambiance



Light as a medium to illuminate artistic building façades



Artistic light projections to activate blank façades



Integrated planter box and textured lighting to enhance visual interest

Public Furniture & Streetscape Design

There are opportunities to improve comfort, accessibility, and visual cohesion along Carlisle Street through a consistent approach to furniture, footpath materials, and layout, while enhancing the overall amenity of public spaces.

Issue: Clutter, hodgepodge furniture palette and inconsistent layout of public furniture.

Opportunities 1

- Nominate a unified materials and furniture palette for the streetscape, with preference for warm, attractive materials.
- Improve waste disposal by strategically placing bins in high-use pedestrian areas, balancing space for seating, planting, and trading.

Issue: Lack of comfortable places to rest comprising seating and shelter.

Opportunities 2

- Provide accessible seating at regular intervals of approximately 50 metres along Carlisle Street and within public open space, with some seating areas co-located with shelter where appropriate (e.g. under mature trees at Town Hall Reserve).

Issue: Competition for footpath space between traders, patrons and visitors.

Opportunities 3

- Reference the City of Port Phillip Footpath Trading Guidelines (Nov 2017) to reduce clutter and minimise conflicts on the footpath.
- Consider widening of footpaths and footpath trading zones by converting select on-street parking bays to public space. (Streetscape Management Plan)

Issue: Uneven and inconsistent footpath surfaces.

Opportunities 4

- Nominate a unified surface material palette for footpaths.
- Review footpath widths and grades for access and safety compliance.

Issue: Minimal access to public drinking water (only one public drink fountain accounted for within study area).

Opportunities 5

- Provide additional accessible drink fountains and water refill stations along Carlisle Street and within public open space.
- Consider replacing existing drink fountain with a new fountain providing accessible access, water refill and dog bowl that is more easily maintained and does not overflow and create ponding on footpath.

Issue: Lack of secure and sufficient bike parking.

Opportunities 6

- Provide more secure bike parking along the street and public spaces



Figure 7 Public Furniture & Streetscape Opportunities Plan

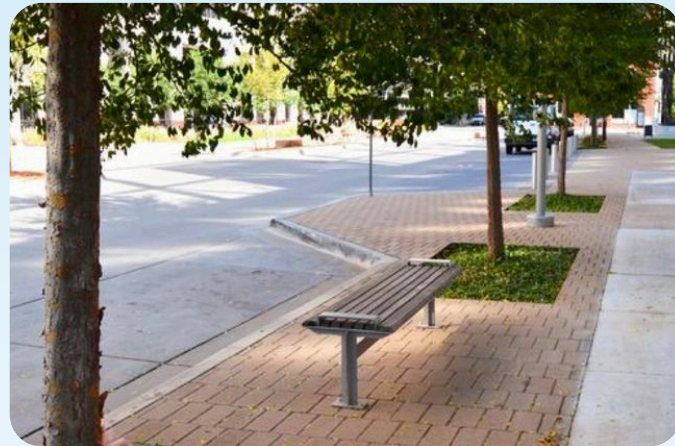
Public Furniture & Streetscape Examples/Inspiration



Celebrate and retain the existing character of St Kilda Library



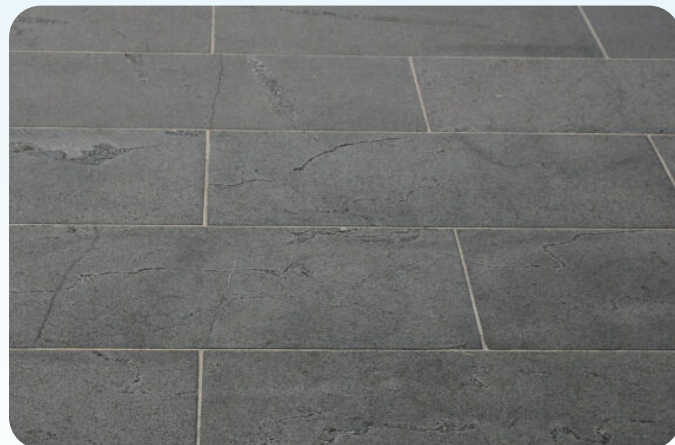
Preserve and enhance wayfinding by reinforcing the distinct identity of St Kilda Library and St Kilda Arts Precinct through consistent signage and public realm elements



Street trees for shade and public seating at rest areas along the street



Upgrade and standardize public furniture, including seating, bins, bike racks, wayfinding signage, and lighting, to create a cohesive and functional streetscape



Retain and consider the use of bluestone paving to identify key nodes/ define activity spaces



Replace existing drink fountain and provide additional accessible drink fountains with water refill stations and dog bowls along Carlisle Street and within public open spaces



Consider permeable paving to improve drainage and reduce surface runoff. Smaller pavers may be used to create a more human scale environment.

Community Identity & Activation

Carlisle Street's identity - shaped by cultural diversity, Jewish heritage, and local character - can be strengthened by tackling a fading sense of community through public art, gathering spaces, lighting, and clear gateways.

Issue: Local community's sense of identity and cohesion is fading.

Opportunities 1

- Retain, enhance and encourage public artwork.
- Encourage the arts, culture and creative expression as part of everyday life. (Aligns with CoPP Public Space Strategy Technical Report 2020).
- Provide public spaces for group gatherings within the Town Hall and Library, and at key nodes along Carlisle Street.
- Enhance activation of the street at night with feature lighting such as a trail of light along Carlisle Street, identify a light colour specific to Carlisle Street, highlight graffiti/artwork, heritage façade lighting, tree lighting.
- When people feel safer on their local streets they increase their interaction on a personal level with their local environment. This often results in spending more time on the street. (Aligns City of Port Phillip Integrated Transport Strategy).

Issue: Disjointed relationships between private development interface with the public realm.

Opportunities 2

- Develop streetscape style guide to inform consistent public realm upgrades.

Issue: Eastern part of Carlisle Street feels lifeless.

Opportunities 3

- Introduce features into the public realm such as trees, amenity lighting, seating and public artwork.

Issue: Lacking a sense of arrival to the Carlisle Street commercial precinct.

Opportunities 4

- Incorporate gateway identifiers (artwork, lighting, surface material transition, street trees, signage, etc) at the east and west-ends of the Carlisle Street commercial precinct, ensuring any new elements respond to the existing visual context and avoid contributing to clutter - particularly at Brighton Road.

Other Opportunities

- Celebrate the diversity of community along Carlisle Street.
- Create a diverse and distinctive neighbourhood character for Carlisle Street. (Aligns with City of Port Phillip Public Space Strategy Technical Report 2020).
- Celebrate the existing heritage architecture of the Town Hall and library, heritage façades and fine-grain upper level commercial frontages along Carlisle Street.
- Ongoing effective heritage overlay management preserves local character.
- Include spaces and events that reflect diverse community values.

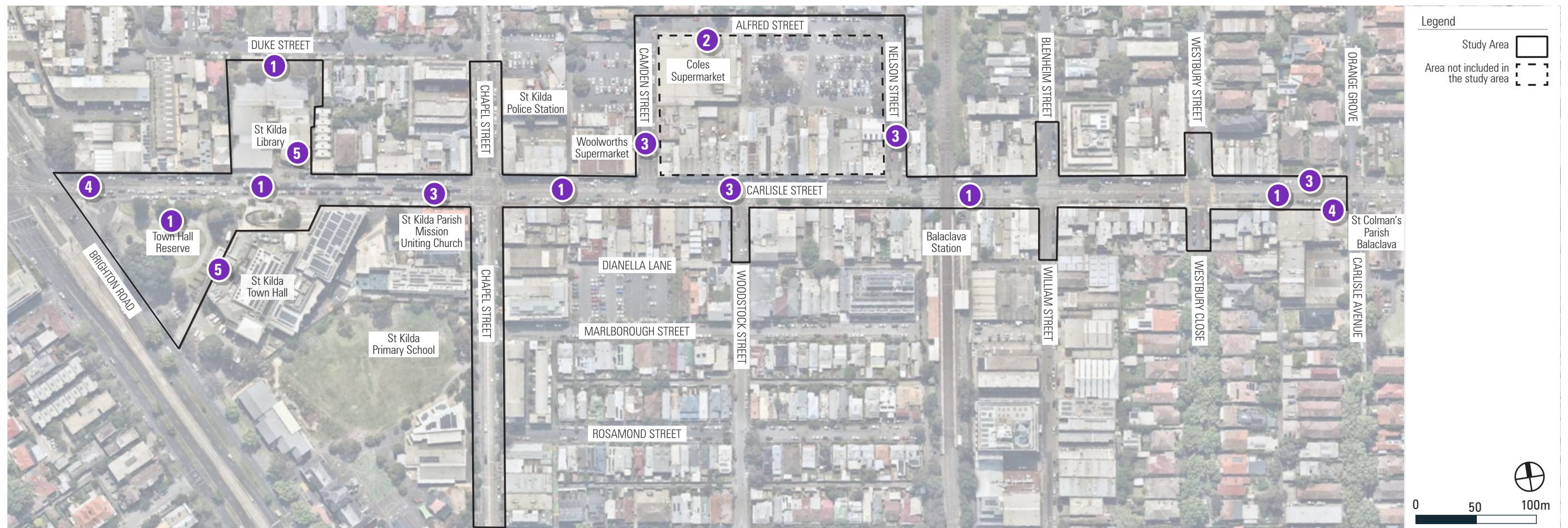


Figure 8 Community Identity & Activation Opportunities Plan

Community Identity & Activation Examples/Inspiration



Respect the history of Carlisle Street by preserving and celebrating its evolving streetscape



Activate laneways with public artwork and outdoor dining to foster street vibrancy



Activate streetscape with tree-lined footpaths and inviting outdoor seating



Celebrate local culture with murals that define street identity



Green façades to soften built form and enhance the public realm



Celebrate heritage architecture contributing to community identity and local character



Building facade with public art



Public artwork and seating areas activating underutilized spaces



Encourage night-time street activation with improved lighting and on-street trading opportunities

3 CONSULTATION & ENGAGEMENT

The Carlisle Street Streetscape Plan (publicly promoted as ‘Help Shape the Future of Carlisle Street’) was open for community comment from Thursday 8 May to Sunday 15 June 2025. Council sought feedback from local community members and stakeholder groups to better understand their priorities, aspirations and concerns for the future of Carlisle Street.

To increase awareness of the engagement process, a range of communication and promotion activities were undertaken, including posters, flyers, newsletters, social media posts and the dedicated Have Your Say website.

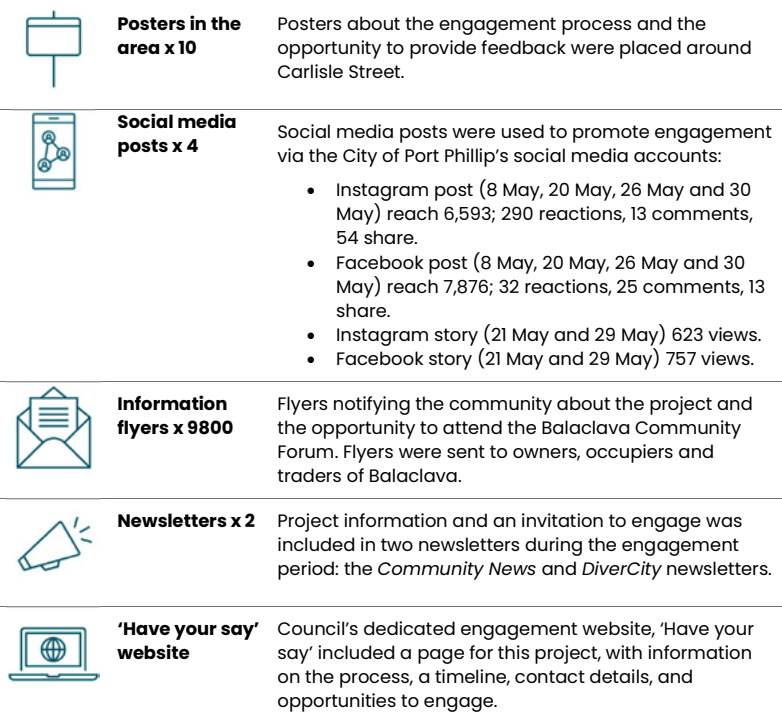


Figure 9 Awareness activities (CoPP infographic)

3.1 Engagement Approach

Feedback was collected through a range of engagement activities:

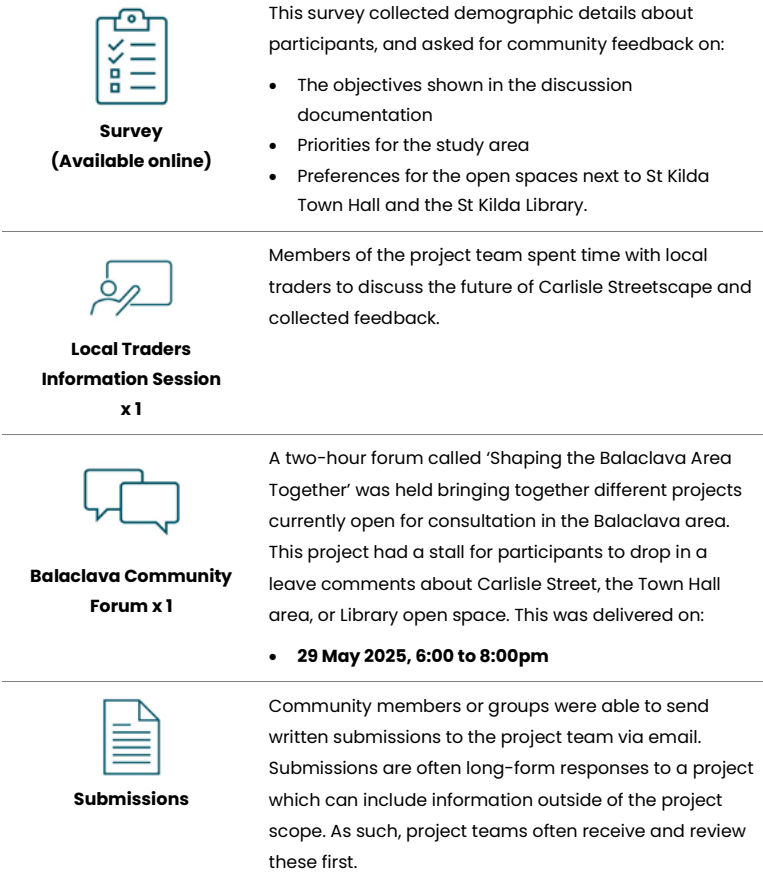


Figure 10 Engagement activities (CoPP infographic)

Feedback was collected through a range of engagement activities:

- Online survey - 137 responses
- Local traders' information session - 6 participants
- Balaclava Community Forum - 122 participants
- Written submissions - 2 received
- 'Have Your Say' website -964 visits, with 21.6% of visitors contributing

In total, approximately 267 community members participated in this first phase of engagement.

Activity	Number of participants	Insights
Survey (online)	137	Women aged 35 to 49 years were the most likely to complete the survey.
Information Session	6	The information session provided a good opportunity for retailers and shop owners to understand the engagement process and provide feedback.
Community Forum	122	- Participants were largely local to the area, attending to discuss some, or all, of the current projects around Balaclava and Carlisle Street. - Post-it notes were a great way for participants to see what other feedback community members had provided and engage with the project team.
Submissions	2	Submissions provide greater depth and detailed feedback for the project team to consider. (add extra submission)
'Have your say' website	964 views	- Most visitors came to the website directly (66.7%). 13.6% of visitors were found the website via a search engine. - More than a fifth (21.6%) of visitors made at least one contribution on the website.

Figure 11 Participation summary (CoPP infographic)

3.2 Participant Profile

Of the 267 participants, 138 provided demographic data:

- Relationship to Carlisle Street: 95% residents, 4% visitors, 1% workers.
- Suburb representation: Balaclava (38%), St Kilda (29%), St Kilda East (22%).
- Age profile: Ages 25–49 most represented; 15–24 and 60+ underrepresented.
- Gender: Female 50.4%, Male 46%, Non-binary 1.5%.
- Diversity: 33 LGBTIQ+, 14 from non-English-speaking background, 10 with disability, 1 Aboriginal and/or Torres Strait Islander.

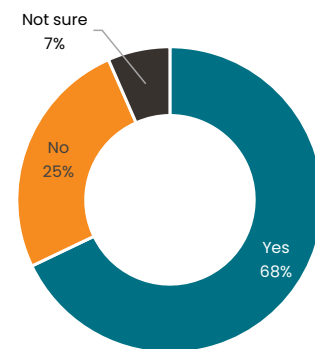


Figure 12 Previous Engagement with CoPP (CoPP infographic)



Figure 13 Relationship to Carlisle Street

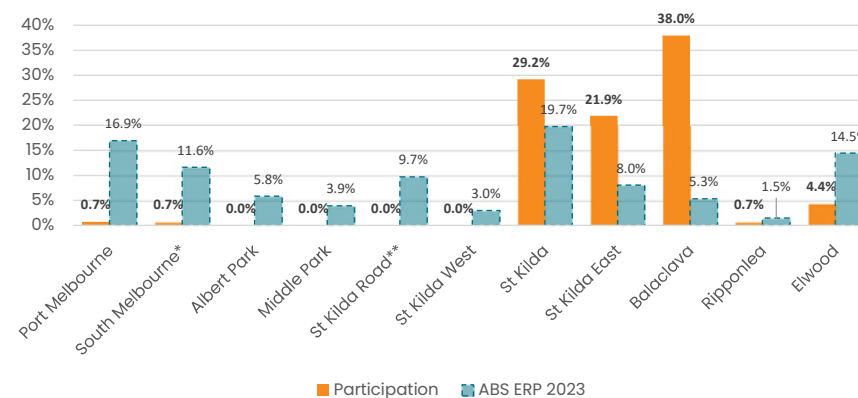


Figure 14 Project Participation vs Census data by Suburb (CoPP infographic)

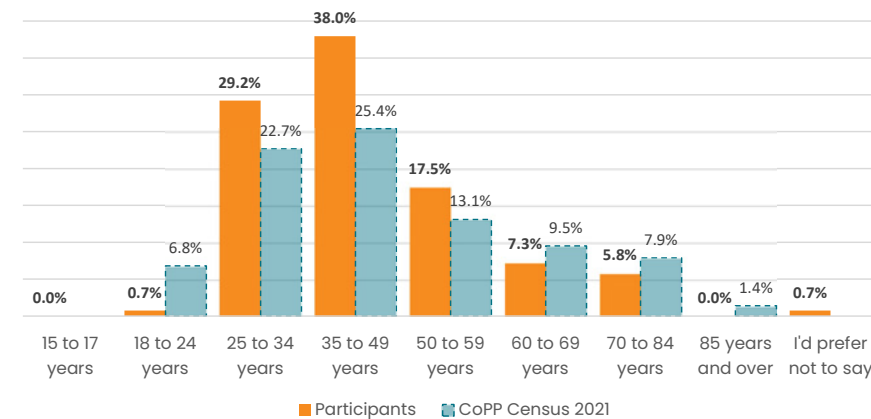


Figure 15 Age profiles: Participants v Census data (CoPP infographic)

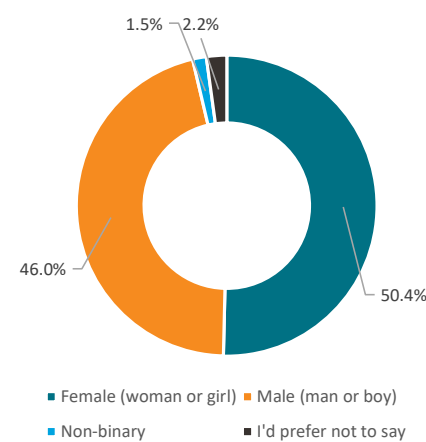


Figure 16 Participant Gender (CoPP infographic)

3.3 Key Findings

Participants were asked to comment on the draft objectives outlined in the Issues & Opportunities paper. Of the 43 survey respondents who made general comments:

- 49% were supportive of the objectives.
- 28% were supportive, but raised concerns (e.g., empty shopfronts, implementation challenges).
- 21% were critical, calling for broader scope or questioning the value of the exercise.
- 2% expressed concern about potential negative impacts if poorly executed

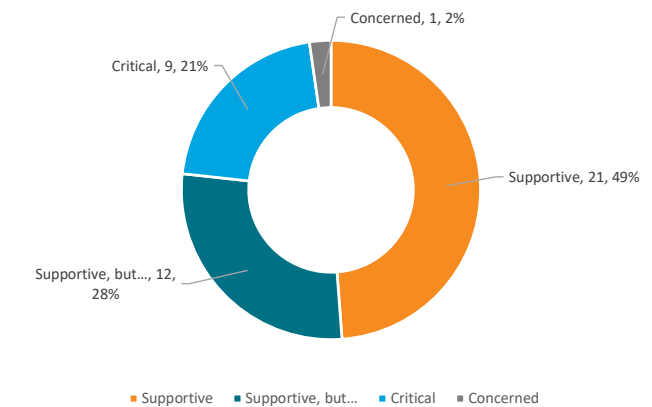


Figure 17 Sentiment on Streetscape Objectives (CoPP infographic)

Ranking Streetscape priorities

Survey participants were asked to rank a series of design priorities. 115 responses were received. Highest ranked: Consistent street furniture, and integration with St Kilda Town Hall open space.

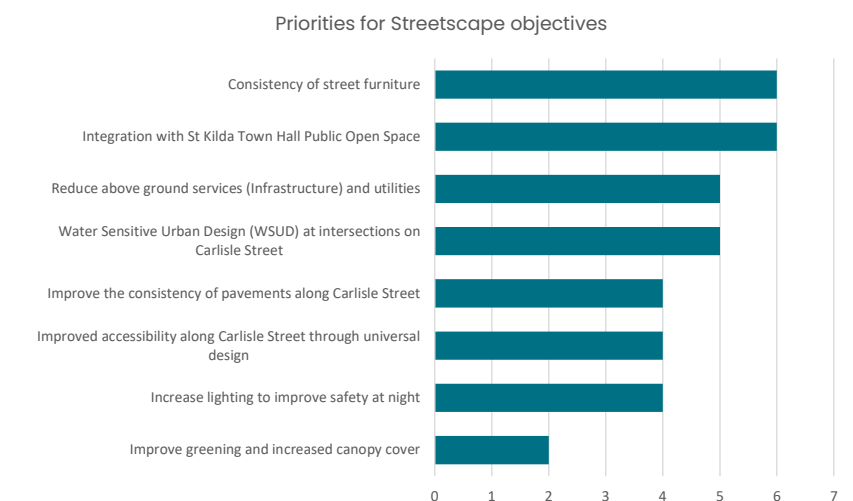


Figure 18 Priorities for Streetscape Objectives (CoPP infographic)

St Kilda Town Hall Open Space

128 participants selected their top three preferred elements for the Town Hall open space. The most popular element was ‘relaxation for sitting and reflecting’, followed by ‘community gather space’, and ‘biodiversity and education of flora and fauna’.

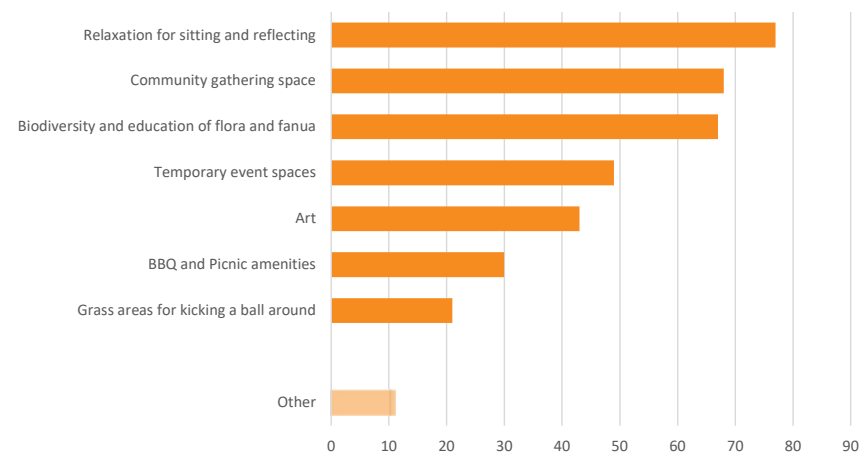


Figure 19 Preferences for Town Hall open space (CoPP infographic)

St Kilda Library open space

128 participants also voted on elements for the Library open space. The most popular element was ‘Outdoor library area’, followed by ‘relaxation for sitting and reflecting’, and ‘biodiversity and education of flora and fauna’.

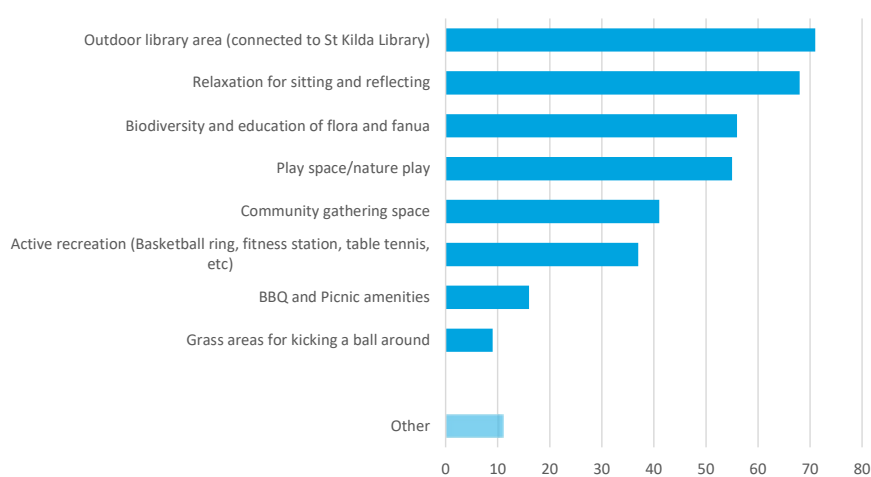


Figure 20 Preferences for St Kilda Library open space (CoPP infographic)

Community Forum Feedback

At the ‘Shaping the Balaclava Area Together’ Community Forum, the Carlisle Street Streetscape Plan had a stall where participants could speak with the project team and share feedback on different parts of the study area.



Figure 21 The project stall at the ‘Shaping the Balaclava Area Together’ Community Forum. (Image:CoPP)

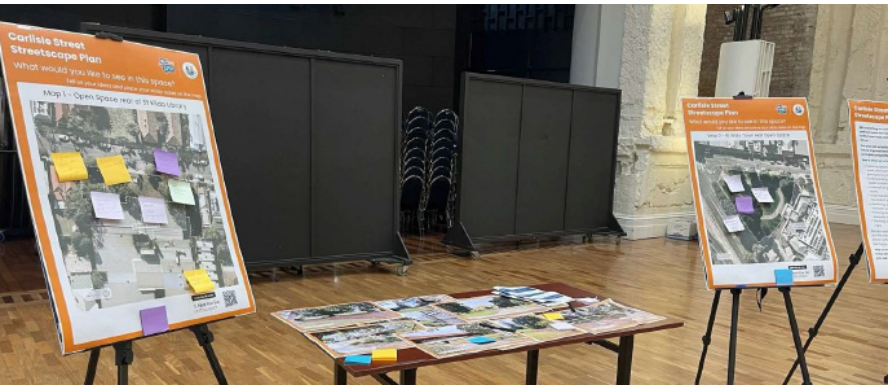


Figure 22 Participant comments at the Community Forum stall (Image:CoPP)

At the Balaclava Community Forum (29 May 2025), 122 participants left a total of 158 comments at the Carlisle Street stall..

- Focus areas:
 - Carlisle Street (72% of comments)
 - St Kilda Library open space (19%)
 - St Kilda Town Hall open space (9%)
- Balance of feedback: 61% identified opportunities; 39% identified issues

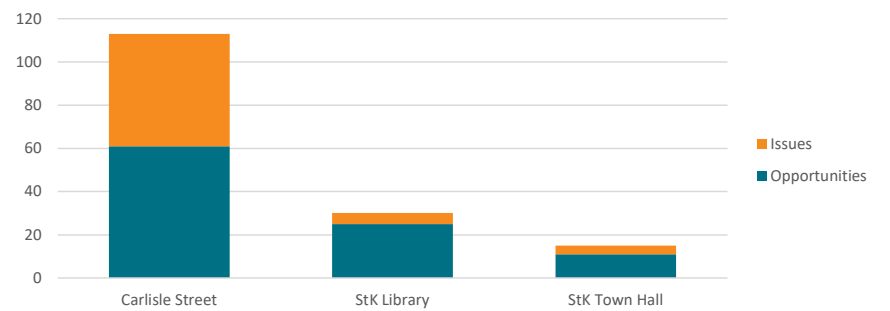


Figure 23 Forum comments by location – Issues and Opportunities (CoPP infographic)

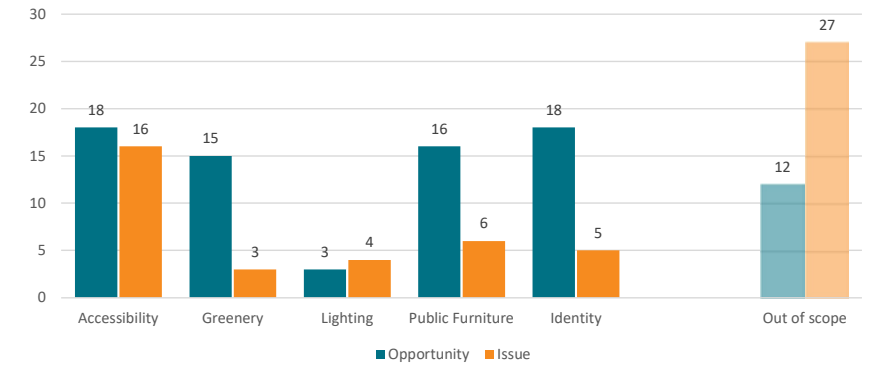


Figure 24 Forum feedback – Carlisle Street themes (CoPP infographic)

Key themes raised

- Carlisle Street: Accessibility & pedestrian safety (crossings, cycling lanes), streetscape identity and activation, furniture consistency, greenery, lighting. Some comments fell outside scope (cleanliness, homelessness, Coles redevelopment).
- St Kilda Library: Identity and activation (27%), furniture (25%), greenery (20%), accessibility (16%). Issues mostly related to homelessness.
- St Kilda Town Hall: Greenery and furniture (25% each), identity (20%). Issues included pruning, plant selection, and traffic noise abatement

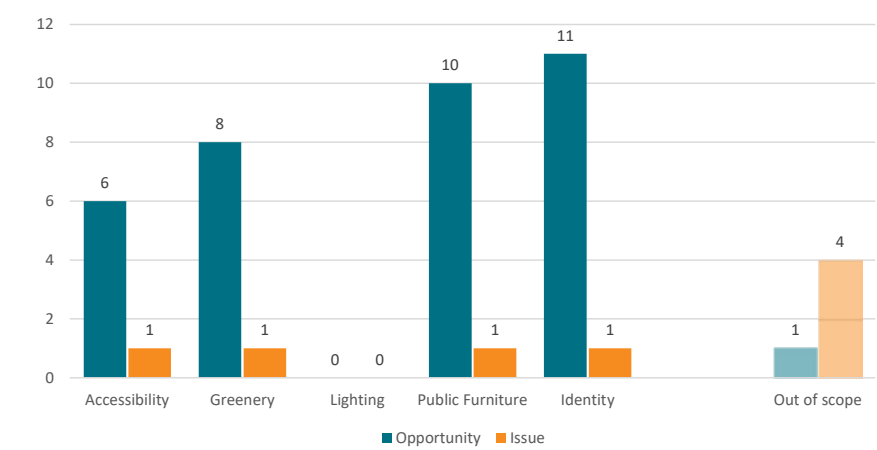


Figure 25 Forum feedback – St Kilda Library open space themes (CoPP infographic)

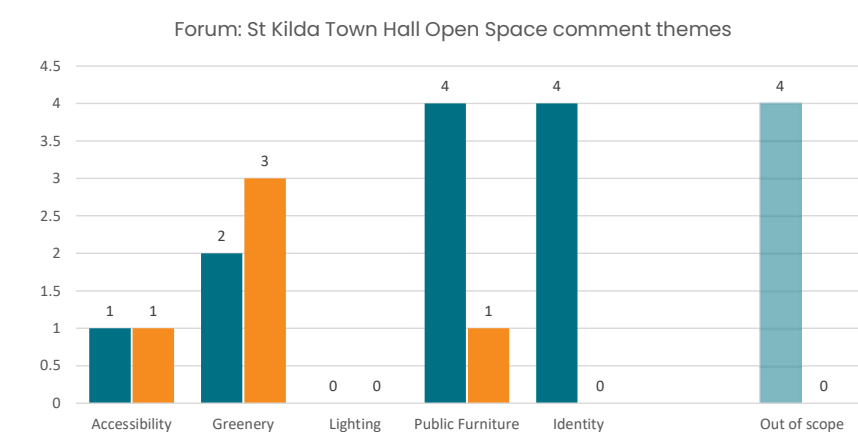


Figure 26 Forum feedback – Town Hall open space themes (CoPP infographic)

Overarching themes

Feedback from surveys, forums, and submissions was grouped into overarching themes:

1. Accessibility & pedestrian safety (22.9%) - safer crossings, wider footpaths, protected cycling lanes, prioritising pedestrians over cars.
2. Community identity & activation (20%) - protecting Carlisle Street’s character, filling empty shops, creating vibrant public spaces, and supporting local businesses.
3. Public furniture & streetscape design (17.3%) - consistent pavements and street furniture, more inviting spaces, while avoiding clutter.
4. Greenery & environmental resilience (17%) - more shade trees, native planting, canopy cover, and habitat/pollinator gardens..
5. Lighting (5.4%) - safer at night, especially for women and people with vision impairment.
6. Other / out of scope issues (18%) - concerns about homelessness, shopfront facades, graffiti, Coles redevelopment, parking.

Differences in feedback across genders

Analysis of the online survey responses (137 participants) showed some variation in priorities between genders:

- Female participants were more likely to comment on planting and greenery, highlighting the importance of shade, biodiversity, and softer streetscape elements.
- Male participants were slightly more likely to focus on accessibility, particularly issues related to cycling and pedestrian movement.
- Lighting and identity/activation were mentioned across all genders, but remained less frequently raised overall.

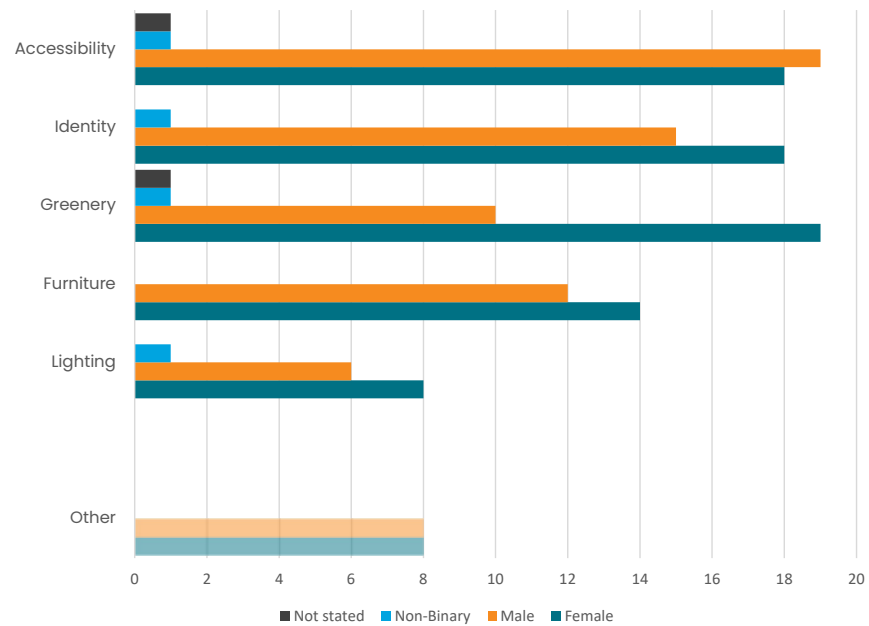


Figure 27 Feedback themes by Gender (CoPP infographic)

