



# ACLAND STREET

Six month post-construction evaluation



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## Executive summary

The Acland Street project significantly changed a well-loved street in St Kilda and community interest was high throughout the process. Extensive consultation was conducted on the road closure, transport and streetscape design. Council's advocacy on behalf of the community and traders led to a better design outcome and additional investment from PTV.

The project combines two tram stops into one accessible terminus, making it quicker for passengers to board and alight tram services. The new terminus reduces waiting times for trams and provide a safer, more efficient and accessible tram service to passengers. The tram upgrade was combined with rejuvenating the streetscape, upgrading lighting and providing additional trading space and community open space.

Council has completed a comprehensive evaluation of the Acland Street project six months post construction. The evaluation paints the picture of support from the community regarding the Acland Street project and of a vibrant street with new public space and trading zones performing well.

The respondents to the December 2016 Vibrant Villages survey from Acland and Fitzroy streets were clearly of the view that the recent upgrades to Acland Street and the newly completed Acland Plaza had a positive impact on accessibility, safety, amenity, and atmosphere of the area.

<b>Benefits defined in the project business case</b>	
<b>Improved public space of Acland Street</b>	
25% Increase in pedestrian space	achieved
25% Increase in footpath trading space	achieved
A new shared public space of 500 m2 (approx.) in the Acland St Plaza	achieved
Community satisfaction with public space	achieved
<b>Increased visitation</b>	
Increasing by 10% from previous year	not yet achieved
<b>Traffic Safety</b>	
Injuries to road users involving cars reduced to zero between Belford & Barkly St	achieved
<b>Accessibility for all abilities to tram</b>	
Accessible access for all abilities to trams	achieved
Zero complaints relating to accessibility	achieved
<b>Reliability and punctuality of Tram 96</b>	
Increased punctuality (77%) and reliability (98%)	achieved
<b>Street Activation - Events Program</b>	
Successful program of events that attract locals and visitors to the precinct	achieved
Opportunities for, and participation in, events and cultural activities	achieved

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## Project background

The Acland Street project demonstrate best-practice urban design, integrating public realm improvements and transport infrastructure.

The project is part of a \$72 million Public Transport Victoria (PTV) upgrade to Route 96, improving its safety, reliability and accessibility.

The Acland Street project significantly changed a well-loved street in Melbourne and community interest was high throughout. Extensive consultation was conducted on the project, the road closure and the design. Council's advocacy on behalf of the community and traders led to a better design outcome and additional investment from PTV in partnership with Council and Yarra Trams.

The project combined two tram stops into one accessible terminus, making it quicker for passengers to board and alight tram services on the busy shopping strip. The new terminus reduces waiting times for trams and provide a safer, more efficient and accessible tram service to passengers.

The tram upgrade was combined with rejuvenating the streetscape, upgrading lighting and providing additional trading space and community open space.

The Spring Fling on 12 November 2016 celebrating spring in the new Acland Street plaza marked the completion of construction.

## Evaluation

This report summaries the six month post-construction evaluation of the Acland Street project. This includes transport conditions, public space, visitation, footpath trading, reliability and punctuality of Tram Route 96, maintenance, the Shakespeare Grove two-way trial, as well the ongoing activation program. An additional evaluation will be conducted 12 months post construction, following the same format.

Officers from City Design, Transport Safety Engineering, Footpath Trading, Street & Beach Services, Building Maintenance Services, Sustainable Transport, Parks Services, Vibrant Villages and Economic Development contributed to this evaluation. PTV, Yarra Trams, Victoria Police, Ambulance Victoria, and the Crime Statistics Agency also provided input.



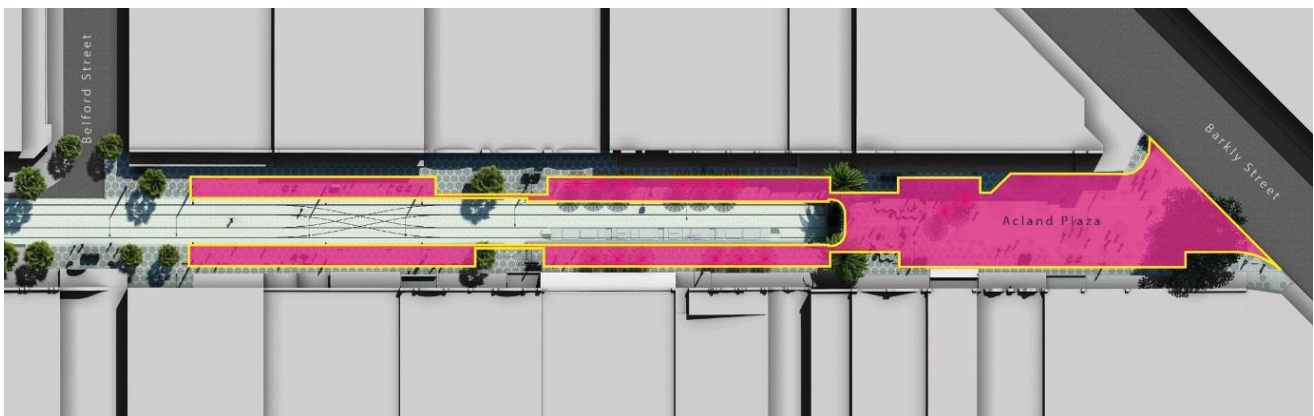
## Public space

Improved public space was a key benefit outlined in the business case defined by ease of access, 25 percent increase in pedestrian space, 25 percent increase in trading space, 500m<sup>2</sup> new plaza and overall community satisfaction.

Principles in the Streetscape Framework Plan relating to public space include *Let it Breathe: Avoid bottlenecks and barriers*, *Free the People: Keep foot traffic moving, especially across the street*, *Change is Life: Design for multiple use and seasonal change*, and *Just Enjoy: Provide non-transactional public spaces*.

## Additional space

The Acland Street upgrade project has repurposed 1300m<sup>2</sup> of road and parking space into pedestrian and open space in Acland Street. 600m<sup>2</sup> of this forms the new Acland Plaza.



Plan between Belford Street and Barkly Street showing 1200m<sup>2</sup> of former road space which has become pedestrian space. An additional 100+m<sup>2</sup> of footpath was created between Shakespeare Grove and Belford Street through the removal of carparks.

## Footpath

The pedestrian zone (unobstructed zone adjacent to the buildings) has increased from 2.0 metres to 2.5 metres bringing it in line with the rest of the street. This allows for improved pedestrian flow and improved access.

## Footpath trading Space

As of 30 April 2017, 23 trading zones have been adjusted on Acland Street. Together, these trading zones have increased 224 percent (137m<sup>2</sup>) from 110 to 247m<sup>2</sup>. The patron capacity of these trading zones has increased 189 percent (166 patrons) from 185 to 351 patrons. See the footpath trading section for more details.

## Community satisfaction

### Vibrant Villages survey

The December 2016 Vibrant Villages survey included a number of questions relating to the recently completed upgrade to Acland Street and the new Acland Plaza.

This set of questions was asked only of respondents surveyed in Acland Street and Fitzroy Street, with a total sample of 143 respondents.

Approximately three-quarters of respondents were satisfied with the upgrade to Acland Street (76.8%) and the new Acland Plaza (77.2%), whilst only approximately thirteen percent were dissatisfied with either the upgrade or the Plaza.

Acland and Fitzroy Street respondents were asked:

“On a scale of 1 (very negative) to 10 (very positive), with five being neutral can you please rate the impact of recent upgrades to Acland Street and Acland Plaza on the following?”

The respondents from Acland and Fitzroy Streets were clearly of the view that the recent upgrades to Acland Street and the newly completed Acland Plaza had a positive impact on accessibility, safety, amenity, and atmosphere of the area.

Results included:

#### Extremely Positive

On public transport accessibility (8.42), pedestrian safety and accessibility (8.05). More than four-fifths of respondents rated the impact on these two aspects to be positive.

#### Very Positive

On the amenity of the street (7.74), the look and feel of the street (7.72), and the sense of connection to Acland Village (7.58). Between three-quarters and four-fifths of respondents rated the impact on these three aspects to be positive.

#### Solidly Positive

On the events and opportunities to participate (6.96), A little less than three-quarters (70.8%) rated the impact on this aspect to be positive, and a little less than one-sixth (14.6%) rated the impact on this aspect to be negative.



## Pedestrian counts

Increased visitation was listed as a benefit in the project business case with weekend and weekday visitation hoping to rise by 10 percent.

Weekday								
Location	Oct-13	Mar-14	Oct-14	Mar-15	Oct-15	Mar-16	Oct-16	Mar-17
Between Belford and Barkly St	10893	9914	9518	10055	9930	10957	10289	10319
Temperature	16C	26C	16C	31C	20C	25C	21C	21C
Weekend								
Location	Oct-13	Mar-14	Oct-14	Mar-15	Oct-15	Mar-16	Oct-16	Mar-17
Between Belford and Barkly St	15569	14276	13969	14652	14183	15972	14610	15689
Temperature	17C	22C	17C	22C	20C	28C	26C	26C

Pedestrian counts captured in March 2017 indicated visitation in line with the long term average and reflective of a high performing street. Noting the slightly less favourable weather this year, the counts show an approximate five percent decrease (-638) in weekday foot traffic and an approximate two percent decrease (-287) in weekend foot traffic compared to 2016. This is the highest in the municipality with the next highest count 11369 for weekend Carlisle Street.

The survey was taken on two single days and is subject to significant variation based on a range of factors. The results indicate the project has not had a significant negative effect on visitation to Acland Street. Acland St continues to have the highest footfall of any street in Port Phillip.



# Six month post-construction evaluation

## Transport Conditions

Traffic safety was a key benefit outlined in the business case, with injuries to road users expected to fall to zero, largely due to the removal of cars and therefore conflict between pedestrians, trams and cars.

### Impact on traffic

To what degree did the Acland Street upgrade impact on traffic on the surrounding road network?

As part of the Acland Street road closure to facilitate the 96 Tram Stop Upgrade at the Barkly Street end of Acland Street, Council undertook with the Community to conduct a 6 month post construction study of the traffic impacts in the surrounding street network as a result of the Acland Street road closure.

This was done by collecting traffic speed and volume data at 23 locations and comparing this data with pre closure data at the same location, thus determining what, if any traffic impacts have occurred as a result of the Acland Street closure.

Surveys were undertaken for 7 days at 23 locations in May 2017. This was then compared with data collected at the same locations in April 2016.

A summarisation of results is as follows:

- 9 of the 23 streets where surveys were undertaken saw a reduction in traffic speed and volumes.

The greatest traffic increases occurred in:

- Belford Street (581 vehicle increase per day) to an average weekday volume of 1599 v.p.d
- Chaucer Street (695 vehicle increase per day) to an average weekday volume of 3117 v.p.d
- Blessington Street (516 vehicle increase per day) to an average week day volume 1417 v.p.d

Other streets where traffic increase occurred were considered minimal in terms of overall traffic volumes.

To put this in context, the following table shows the industry standard for acceptable volumes on roads based on classification

Road function	24 hour traffic volume in vehicles per day
Local Roads	500 – 3,000
Collector Roads	3,000 – 8,000
Aterial Roads	More than 10,000

From the above we can determine:

- Chaucer Street is operating slightly in excess the upper limit for a street classified as local within the road network.
- Blessington Street is operating at an acceptable level for a street classified as local within the road network.



- All other surrounding streets traffic volumes fall within acceptable volumes based on road classification and threshold limits, with some showing decreases in overall volumes.
- There was no excessive speeding above the posted speed limit.

With the removal of car parking in Acland Street, the increase in traffic in Chaucer Street, Belford Street and Blessington is the likely result having the closest on street parking provisions to Acland Street. Further traffic counts in the summer will provide further data to evaluate which in turn will determine any further traffic treatments.

Turning movement surveys were also undertaken at the intersection of Barkly Street and Carlisle Street to determine the number of right turning vehicles. This data will be passed on to VicRoads to consider a dedicated right turn phase at this intersection.

## Traffic Safety

Data from the State Crash Statistic data base and a request for data from the Police Crash data base will be reviewed to determine whether injuries to road users involving cars have been reduced to zero between Belford Street and Barkly Street in the next first 6 months of activity. This data will be sought from third parties; VicRoads and Victoria Police in November 2017.

## Emergency services

### Ambulance

Paul Hauserman, Senior Team Manager at Ambulance Victoria reported anecdotally there has been nothing but positive reports other than some crews have reported that if they are unfamiliar with the address then they may approach from the wrong end of Acland Street. This only results in them having to walk 50m or so to the correct address.

It was suggested that traders south of the tram terminus be informed that if they call for an emergency service they can stipulate entry by Barkly Street.

### Police

Kev Treacy, Senior Sergeant, St Kilda Uniform, Victoria Police reported the only concerns that have been raised are around passive beggars using the area and also one report of licensed premises spilling beyond their red-line plan into the Plaza.

One fight adjacent to Monarch Cakes in December was reported in the Herald Sun.

### MFB

No response to enquiries.

## Shakespeare Grove trial

Initial plans for the Acland Street upgrade included restricting Shakespeare Grove to one-way to improve road user safety and tram efficiency.

During community consultation on the Draft Strategic Framework Plan, concerns were raised by the community regarding the impact for vehicle access if Shakespeare Grove was converted to one-way traffic movement between Acland Street and Chaucer Street.

At the 8 December Council Meeting, Council resolved to conduct a 12 month trial to maintain two-way access on Shakespeare Grove. The success the trail will be assessed on safety, tram delay and amenity on surrounding local streets.

### Tram delay

Monitored and feedback from drivers was unable to quantify any delays as a result of motorists conducting legal right hand turns. The feedback highlighted an increase in right hand turns during warm weather and on weekends, but nothing generally exceeding a minute.

### Safety

One tram to vehicle collision was recorded on 29 September 2016 which was during the construction period. Minor Tram to Vehicle Collision on route 96 Outbound in Acland St at Shakespeare Grove. Vehicles sustained minor damage. There were no Injuries.

The previous incident recorded at this intersection was in 2014.

### Amenity on surrounding local streets

Streets surrounding Acland (excluding Belford, Chaucer and Blessington Streets) traffic volumes fall within acceptable volumes based on road classification and threshold limits, with some showing decreases in overall volumes. There was no excessive speeding above the posted speed limit.



## Tram infrastructure

All abilities access for all tram users was a benefit outlined in the business case, measured through DDA compliance and community satisfaction.

### Accessibility

The Acland Street upgrade has delivered a new tram stop which accommodates the low floor E-Class trams and allows ease of access for all abilities to trams.

Yarra Trams have received 0 complaints related to accessibility issues at the Acland Street tram terminus.

Nothing negative related to accessibility has been captured on Yarra Trams social media.

Positive comments were received from the Yarra Trams accessibility reference groups and from some passengers in Acland Street when customer service staff were in the area.

The Acland Street upgrade was subject to a series of Yarra Trams and Council accessibility and road safety audits through the design process and post construction. The project delivers a fully accessible tram stop while balancing the intention of the relevant legislation with the practicalities of delivering new infrastructure within an existing streetscape. The post construction accessibility audit made some suggestions, a number of which have since been implemented including additional safety marking, additional and larger signage and changing the yellow crossings along Acland Street to zebra crossings.



Acland tram stop

## Reliability and punctuality of Route 96

Reliability and punctuality of Route 96 was a key project benefit outlined in the business case.

It was expected that the new dual track terminus at Acland Street would increase the reliability and punctuality of tram route 96. Previously, trams banked up waiting to reach the end of the line and turn around. This increased tram delays and meant that some services would be terminated before Acland Street, for example at Luna Park. These factors negatively impacted the passenger experience on route 96.

It is not best practice to determine the performance improvement of an individual infrastructure upgrade by using whole of route performance results, as many factors influence these results including changes in road traffic and passenger loadings due to special events and changes in the weather.

Yarra Trams has therefore carried out a detailed analysis of localised tram performance data to quantify the improvements to tram services due to the Acland Street upgrade. The analysis has focussed on improvements to tram reliability (services delivered) and tram punctuality due to fewer trams banking up waiting to reach the end of the line. Their analysis indicates that:

- The number of short services on route 96 (trams turning around before the end of the route) is around 14% lower than it otherwise would have been due to more trams running on-time
- Punctuality on route 96 is around 0.8% higher than it otherwise would have been due to the improved operation at Acland Street

The reduction in the number of short services on route 96 is shown in the table below.

Date period	Number of short services
Pre Acland Street Upgrade (17/8/15 to 30/6/16)	4742
Post Acland Street Upgrade (17/8/16 to 30/6/17)	4013

The improvement in punctuality is due to fewer trams banking up and operational adjustments that could only be implemented following the terminus upgrade which have increased the amount of delays that trams can recover from. These improvements are shown in the table below (for example for a tram heading toward Acland Street with a delay of 5 minutes the tram would head back toward the city with a delay of 1 minute before the upgrade and is now on-time following the upgrade):

Delay heading toward Acland Street	Delay on return trip toward the CBD – before Acland upgrade	Delay on return trip toward the CBD – after Acland upgrade	Delay improvement due to Acland upgrade
5 minutes	1 minute	0 minutes	1 minute
8 minutes	3 minutes	1 minute	2 minutes
10 minutes	4 minutes	2 minutes	2 minutes

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Yarra Trams considers that the operational performance improvements due to the Acland Street upgrade are significant, in particular in reducing delays caused elsewhere on the route. When combined with improvements in accessibility from the new level access platforms the overall upgrade represents a notable enhancement for passengers using route 96.

Yarra Trams minimum targets are 77% for punctuality and 98% for reliability (services delivered).

2016								2017								12 mth avg
Line	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun		
	Pre-construction / early works			Construction				Post construction								
<b>Tram service reliability</b>																
Percentage of timetable delivered																
96	99.3	99.1	99.3	99	99.1	99.3	99.2	99.1	99.1	99.4	99.1	99.3	99.2	99.4	99.2	
<b>Tram average punctuality over trip</b>																
Percentage of services on-time																
96	84.5	82.2	84.4	80.2	82.8	83.3	82.5	79.3	85.1	82.8	81	83.5	83.4	85.6	82.8	

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Acland Street at Acland Court



Acland tram stop



## Activation program

Street activation and the delivery of the events program was a key benefit outlined in the business case, with opportunities for and to participate in events, positive visitor perception and community satisfaction outlined as key measures. Allowing room for new things to happen, such as festivals, concerts, markets, and events was also a key principle in the Strategic Framework Plan.

An important component of the Acland Street upgrade project has been the activation program. Council is funding a 12 month post construction calendar of events and activations in Acland Street to showcase the potential of the street and Acland Plaza.

Between November and the end of April 38 activations in the plaza have been facilitated. These have been well visited and have garnered lots of positive feedback from traders, visitors and community members.

Activation highlights included:

### Spring fling opening festival

November 2016

An all day celebration of Acland Street featuring live music, children’s activities and family fun, roving entertainment, dance, readings and an open air ball.

More than 16 activities with something for all ages and tastes. Revellers enjoyed disco yoga, five live bands and the finale of an open-air masked ball.



Spring Fling

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## A Wheelchair named desire

November 2016

The group has been honing their acting chops which were proudly presented in this joyful public space disruption.

## Acland Vinyl Revival

April 2017

DJ Luke McD and guests playing retro vibes amongst a host of vinyl record stalls. 1000's of records to buy, swap and sell. A rocking day in the plaza!

## ART+CLIMATE = CHANGE 2017

Two site-specific temporary public art works reflecting on climate change and its effects were displayed in Acland Street as part of the ART+CLIMATE = CHANGE 2017 festival that aims to address environmental issues through related arts and ideas.

Cave Urban's *Regenesis* woven bamboo chamber in the shape of a seed pod or chrysalis was on site between mid-April until mid-June before moving to Gasworks Park.

DVATE's preeminent *Thirst* is a mural highlighting the perilous future of one of our most beloved animals—the koala. Koalas are directly affected by climate change because of rising CO2 levels in the animal's food source, substantial decline of natural habitat because of human impact to the environment, and the overall effects of global warming.



Cave Urban, *Regenesis*, 2017, Bamboo, wire, lighting, photo by p1xels

## MITSEIN by One Fell Swoop Circus

March 2017

Mitsein ('being-with') explores the way we connect with others through a large circus installed in the Acland Street Plaza. A spectacular sculpture of aluminium truss came alive with five circus artists performing wire-walking, aerial acrobatics, juggling and physical theatre, from ground-level to nine metres in the air.



MITSEIN by One Fell Swoop Circus

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## Maintenance

### Street cleaning

The Acland Street upgrade substantially increased the area of Acland Street to be manually cleaned and the amount of time this takes.

Street sweepers sweep Acland Street every night. A component of the street is also high pressure washed down 5-6 mornings per week, (this results in the whole of Acland Street being cleaned once per week). There is an additional focus every day on the main eating areas.

Following trader and community feedback, the level of service has increased through the addition of a cleaner to pick up rubbish twice per day on Acland Street Thursday to Monday.

Reported obscene graffiti is removed within 4 hours Monday to Friday with Council contractors visiting the street daily. After hours and weekend graffiti is removed on request.

Since completion of the works, several requests were received from residents, traders and Councillors to seal the Acland Street pavers. Sealants were investigated and a trial of a new type of water-based penetrative sealant conducted with positive results.

An acid wash clean of Acland Street was conducted in April. The acid wash removed residual grout and thoroughly cleaned the pavement. A certain amount of wear and staining of the pavement is expected in a high traffic activity centre. It was also expected that following installation, the pavement would appear at its worst, with stains being more prominent while the materials naturally darken over time.

At the same time as the acid wash, a penetrative sealant was applied to the pavement. The sealant will enable more effective and efficient ongoing cleaning, inhibits oils and liquids penetrating the pavers and will help to protect the pavement. The sealant is expected to deliver at least five years of protection.

Both the acid wash and sealant are environmentally responsible products. The works are being completed at night and are expected to be completed by mid-May.

The paving materials (bluestone, custom concrete) were chosen partly because of their ability to conceal marks and stains by wearing and darkening over time. Bluestone in particular is a proven material used extensively in high traffic pedestrian areas across Melbourne and the CBD.

### Waste

The litter bin collection service took place over the summer period with no major issue, other than private vehicles parking in the Belford Street, loading zones on a number of occasions which took the crews a bit longer to provide the service. We had 2 CRM's regarding non-collection of cardboard back in Nov and Dec 2016, and have made changes to the collection to solve this issue, with the introduction of a trolley to load cardboard to ferry to the collection vehicles.



## Retail Tenancies

Acland Street is Port Phillip's top performing strip with an average rental of \$96,000 per annum and \$2,338,000 capital value for retail assessments falling within the 100 to 150 square meter size bracket. (2014 figures)

Acland Street not only caters for the surrounding residents but is also considered to be a destination strip due to the large number of food and beverage retailers and good public transport linkages.

### Vacancy rates

Retail vacancy rates for Acland Street are as follows:

#### Winter

- June 2015 (pre-construction) – 14 vacancies
- June 2016 (pre-construction) – 15 vacancies

#### Summer

- December 2015 (pre-construction) – 14 vacancies
- December 2016 (post-construction) – 7 vacancies

Figures by the Business Association through their special rate reporting.

### Facebook likes

- June 2016 – 8826
- December 2016 - 9154
- May 2017 - 9,359

These figures come from the bi-annual report of the Special Rate. December is the latest data. The next report is due August 2017.

## Six month post-construction evaluation

## Sociability

Crime statistics data is only available to the end of December 2016 at this stage. Data to the end of March 2017 will be released in June 2017.

**Table 1. Offences recorded in a selected area of Acland St, St Kilda (between Carlisle Street and Belford Street), by offence type - January 2015 to December 2016**

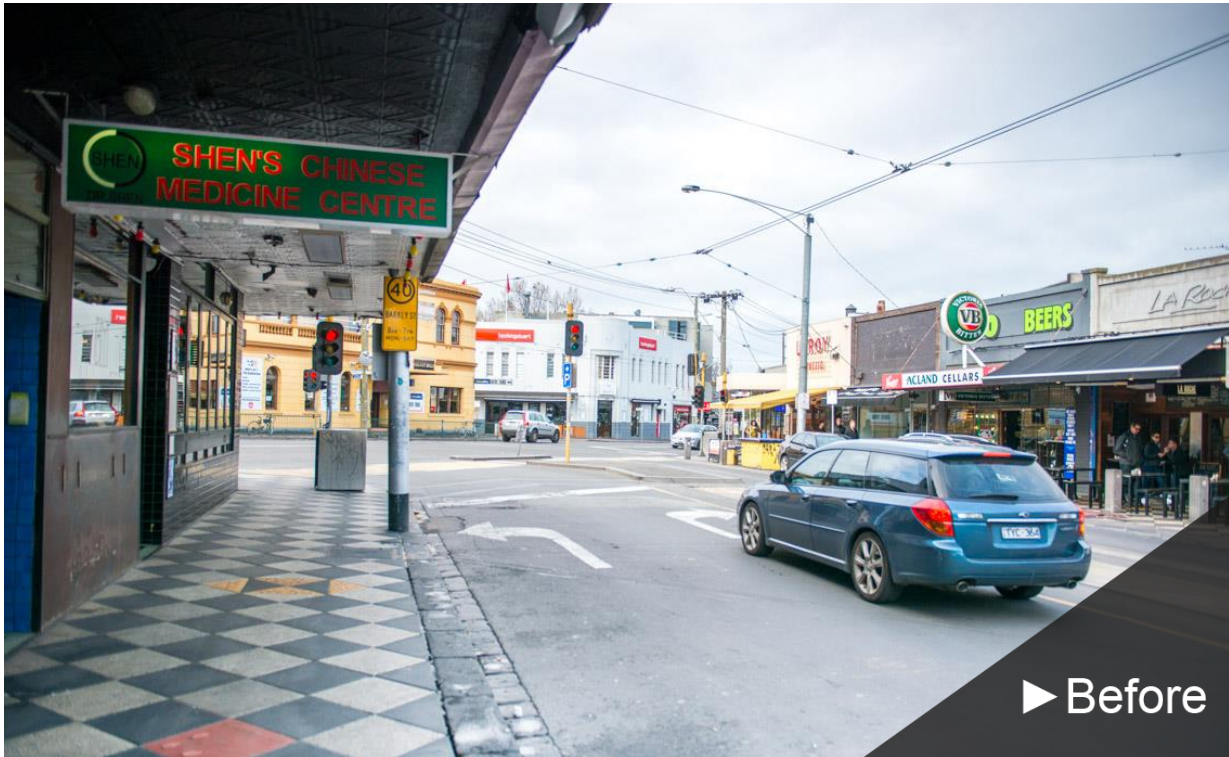
Offence Division	Offence Subdivision	Jan - Dec 2015	Jan - Dec 2016
A Crimes against the person	A20 Assault and related offences	5	23
	A30 Sexual offences	≤ 3	≤ 3
	A50 Robbery	1	3
	Total	8	28
B Property and deception offences	B20 Property damage	1	4
	B30 Burglary/Break and enter	9	6
	B40 Theft	22	41
	B50 Deception	14	10
	Total	46	61
C Drug offences	C30 Drug use and possession	1	4
	Total	1	4
D Public order and security offences	D10 Weapons and explosives offences	1	2
	D20 Disorderly and offensive conduct	1	1
	D30 Public nuisance offences	0	1
	Total	2	4
E Justice procedures offences	E10 Justice procedures	2	3
	Total	2	3
Grand Total		59	100



**Table 2. Offences recorded in a selected area of Acland St, St Kilda (between Belford Street and Barkly Street), by offence type - January 2015 to December 2016**

Offence Division	Offence Subdivision	Jan - Dec 2015	Jan - Dec 2016
A Crimes against the person	A20 Assault and related offences	11	15
	A70 Stalking, harassment and threatening behaviour	0	2
	Total	11	17
B Property and deception offences	B20 Property damage	9	3
	B30 Burglary/Break and enter	7	6
	B40 Theft	31	50
	B50 Deception	27	20
	Total	74	79
D Public order and security offences	D10 Weapons and explosives offences	0	1
	D20 Disorderly and offensive conduct	1	1
	Total	1	2
E Justice procedures offences	E10 Justice procedures	0	1
	E20 Breaches of orders	1	2
	Total	1	3
F Other offences	F30 Other government regulatory offences	3	0
	Total	3	0
Grand Total		90	101

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► Before

Acland Street looking towards Barkly Street



► After

Acland Plaza



## Footpath trading

### Trading performance

There has been a high level of cooperation from venue operators with the re-assessment of footpath trading zones, including the new wider pedestrian zones. As with all activity centres, on-going education is required to ensure compliance and encroachments are kept minimal.

A 25 percent increase in trading space was defined as a measure of success in the business case.

As of 30 April 2017, 23 trading zones have been adjusted on Acland Street. Together, these trading zones have increased 224 percent (137m<sup>2</sup>) from 110 to 247m<sup>2</sup>. The patron capacity of these trading zones has increased 189 percent (166 patrons) from 185 to 351 patrons.

Uptake – There was a slower than anticipated uptake to amend outdoor dining furniture and maximise patron numbers. This may be a result of waiting for the summer trading period prior to making these investments.

### Plaza footpath trading

The plaza is a community space balancing the spatial requirements of a range of functions including pedestrian movement, events and trading. This is reflected in the vision principles set out in the Streetscape Framework Plan developed which incorporated 1,500 pieces of community feedback: Relevant principles include:

- Change is Life: Festivals, concerts, markets, events – allow room for new things to happen  
*Design for multiple use and seasonal change*
- Just Enjoy: You don't have to buy stuff to be here (but if you want to, that's ok too)  
*Provide non-transactional public spaces*
- Small is Beautiful: There's enough here so long as none of us want too much  
*Nurture diversity – lots of little businesses, not a couple of huge ones*
- Let it Breathe: Make it easy to move around, let everyone get to where they're going  
*Avoid bottlenecks and barriers*

Footpath trading in the plaza has doubled in size in the plaza post-project. Further increase will limit the usability of the plaza as a space for events. For example, stages and larger events such as the One Fell Swoop circus and spring fling would not fit within a narrowed plaza. Events planned for the rest of the activation program which would be affected by a narrowed event space include the Father's Day Classic and a 'Note from the Future of Live Music' which will be setting up three to four bell tents on the plaza.

Council could explore opportunities for businesses located within the plaza to expand trading zones at times when there are no events. Considerations include Council financial support for:

- Re-assessments and amending Planning/VCGLR liquor licenses
- Resourcing an Officer to facilitate permit(s) amendments

Key challenges would include:

- Compliance challenges of enforcing two different trading zone arrangements for each venue.
- The ability for each venue to store excess furniture during events.

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- Increased patron capacities may further impact on the amenity of nearby residents.

The plaza is currently successfully balancing the competing demands on the space of flexibility, residential amenity, commercial and community use. Further expansion of footpath trading into the plaza is not recommended at this early stage.

*Advice prepared by footpath trading and City Design*

## **Can additional footpath trading be accommodated behind the tram platforms?**

Footpath trading zone widths cannot be increased in this location. Guidance is required to resolve how much occupancy overall could be permitted to each side of the tram platforms. Any additional trading would impact on tram user's ability to board and alight from trams. A future review of The Footpath Trading Guidelines, including Acland Street Standards must consider this issue.

*Advice prepared by footpath trading and City Design in collaboration with PTV / YT*



### Change to footpath trading permits on Acland Street

Business	Pre upgrade m <sup>2</sup>	Patron capacity pre upgrade	Post upgrade m <sup>2</sup>	Patron capacity post upgrade
Leroys	5.82	7	6.6	TBD
Big Mouth	5.22	16	11.2	36
La Roche	2.85	4	7.44	24
Veludo	2.75	6	8	22
Chakra	2.05	N/A (Displays)	5.64	N/A (Displays)
Euro bites	8.61	12	5.72	13
Falafel Extra	4.73	4	15.36	12
Jacky Jones	N/A (no permit)	0	6.54	13
Saint Burgers & Kebabs	4.4	6	10.28	19
Chulo	9.24	14	10.92	N/A (business closed)
Shi Fu	5.16	8	4.56	8
St Moritz	N/A (no permit)	0	9.05	28
Abbey Road	12.96	24	34.2	50
Schnitz	4.1	8	13.28	20
Cicciolina	6.48	12	22.78	24
95 Espresso	3.28	6	11.76	16
Pink Flake	5.16	8	10.82	8
OKI2GO	5.4	12	10.64	12
Amigos	4.8	12	10.64	16
Chilli Chilli	4.32	8	10.64	12
Roxborough	9.57	18	10.44	18
Funky Moda	2.56	N/A (Displays)	8.96	N/A (Displays)
His & Her Shoe Imports	1.2	N/A (Displays)	2.4	N/A (Displays)
<b>Total</b>	<b>110.66</b>	<b>185</b>	<b>247.87</b>	<b>351</b>

# Six month post-construction evaluation



Acland Street and Barkly Street



Acland Street and Barkly Street - After