



RIPPONLEA PLACE PLAN

Engagement Summary Report

January 2026





Acknowledgement of Country

Council respectfully acknowledges the Traditional Owners of this land, the people of the Kulin Nations. We pay our respects to Elders past and present. We acknowledge and uphold their continuing relationship to this land.

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Introduction

Project background

Council is working with the Ripponlea community to shape the future of the area through the Ripponlea Place Plan. Ripponlea Village is a vibrant local shopping and dining area along Glen Eira Road near Ripponlea Station. This project aims to create safer, greener and more welcoming public spaces that support social connection, active transport and accessibility for everyone. There is a unique opportunity to align these improvements with the redevelopment of the Adass Israel Synagogue, ensuring the surrounding public spaces complement this renewal and provide benefit for the whole community.

What we set out to achieve

Through this engagement, we set out to understand what matters most to the Ripponlea community as we plan improvements to the precinct. The purpose of this engagement is to gather community feedback on priorities for public spaces, safety and accessibility, and to explore ideas that could make these areas more welcoming and connected. We wanted to understand how people currently use these spaces, which features they value most, and what improvements would encourage them to spend more time there. This feedback will help shape the Ripponlea Place Plan so it reflects community needs and creates inclusive, enjoyable spaces for everyone.



About this report

This report is a record of the planned engagement process undertaken by Council which outlines the methodology, presents participant demographics (where available), and summarises the feedback received through the process.

Before reading this report

The following should be considered in reading this report:

- The information in this report is based on qualitative research and does not necessarily reflect the views of a statistically representative sample of the community.
- Participants attending the community events were self-selecting. As such, the key themes of conversations at these events may reflect only a limited proportion of the local community.
- Council strives to include diverse voices in our engagement activities. We acknowledge, however, that some people are likely to have experienced barriers to participation in the activities that are outlined in this report – including people with disability, multicultural communities, older people, Aboriginal and Torres Strait Islander people and others.
- The word '**participants**' is used to describe the total group of community members and stakeholders who contributed to this engagement process. The terms '**respondents**' is used to talk about the sub-group of total participants who responded to a specific question or engagement activity.
- The information and views presented in this report are a summary of the feedback heard from the engagement activities. As such, some information maybe factually incorrect, unfeasible or outside of the scope of this project.
- The report summarises the feedback from engagement activities. While every effort is made to include the full breadth of feedback provided, not all comments, views or advice are shown in the findings of this report.



Where appropriate, a mix of quotes, themes and metrics are used to convey community feedback.

- We acknowledge that, while efforts are taken to manage duplication, there is potential for double counting where participants have attended multiple events, and/or completed online activities via the *Have Your Say* website.
- Detailed participant demographic data was not collected or mandatory across all engagement events and activities. This may affect the weight of findings about community participation. Where appropriate, response numbers for each question are displayed or acknowledged.
- This report focuses on the communication and engagement activities delivered by Council in a planned engagement process. It does not necessarily include events, meetings, surveys, petitions, or communications organised by the community or third parties.

Acknowledgement and thanks

We would like to acknowledge and thank the community members who contributed feedback on this project.



What we did

Between **Monday, 17 November and Friday, 19 December 2025**, we let the community know about the Ripponlea Place Plan (called publicly **'Help shape public places and spaces in Ripponlea'**) and collected feedback through a mix of engagement activities.

To increase awareness of the engagement process, we did the following:



Posters in the area x 8

Posters about the engagement process and the opportunity to provide feedback were placed around Glen Eira Road, Glen Eira Avenue, and Burnet Gray Gardens.



Social media posts x2 + 1x paid boosted post

Social media posts were used to promote engagement via the City of Port Phillip's social media accounts:

- Facebook post 4,671 views; 20 reactions, 9 comments, 27 link clicks.
- Instagram story 3,551 views, 71 likes.
- Paid boosted post – 34,339 views; 218 link clicks



Information flyers x 1694

Flyers notifying the community about the project and the opportunity to give feedback about the plan



Newsletters x 2

Project information and an invitation to engage was included in two newsletters during the engagement period: the City of Port Phillip Business Newsletters November and December edition.



'Have your say' website

Council's dedicated engagement website, 'Have your say' included a page for this project, with information on the process, a timeline, contact details, and opportunities to engage.

Engagement activities

To collect feedback from the community we did the following activities:



**Survey x170
(Available online)**

This survey collected demographic details about participants, and asked for community feedback on:

- The objectives shown in the discussion documentation
- Priorities for the study area



Pop-ups x3

We held three popup sessions during the engagement period at Ripponlea Village, Burnett Gray Gardens and the Elwood Market. These sessions gave community members an opportunity to speak with council officers, ask questions, and suggest or pick their top 3x priorities of feature that they would like to see to be improved in Ripponlea.-



School workshops x2

We ran an interactive workshop with students from Ripponlea Primary School and Sholem Aleichem College to help inform improvements to Ripponlea Village. Students took part in a card matching- activity to prioritise different street design features. Insights and materials from the workshop were recorded and will be used to guide future design outcomes.



**Email and uploaded
feedback x5**

Community members and groups were able to send written submissions to the project team via email. These submissions are often long-form responses that may include information outside the project scope. Because of their level of detail, project teams typically receive and review these submissions first.



Participation

Participation by engagement activity

Approximately 333 community members participated in this engagement process. This was spread across the engagement activities below:

Activity	Number of participants	Insights
Survey (online)	170	<ul style="list-style-type: none"> Women aged 35 to 49 years were the most likely to complete the survey.
Pop-ups	49	<ul style="list-style-type: none"> We conducted 3 pop-ups along Ripponlea Village, Burnett Gray Gardens and Elwood Market during the engagement period where community members could ask questions to council officers and answers three questions about the project.
School workshop	110	<ul style="list-style-type: none"> We ran an interactive workshop with Ripponlea Primary School and Shole Aleichem students to inform improvements to Ripponlea Village.
Email and uploaded feedback	4	<ul style="list-style-type: none"> Email and uploaded feedback provide greater depth and detailed feedback for the project team to consider.
'Have your say' website	904 visitors	<ul style="list-style-type: none"> Most visitors came from direct link (53%). 31% of visitors were from social media. 11% of visitors were from search engine.



Who we heard from

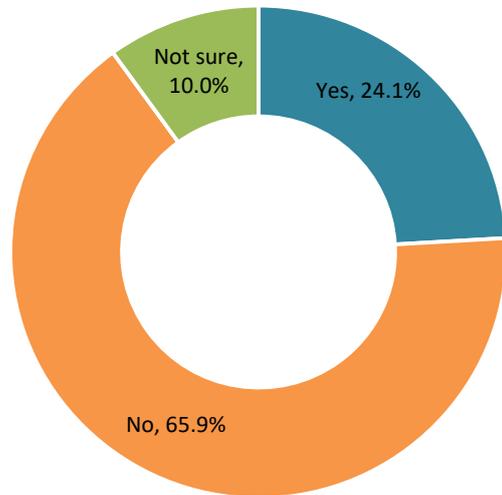
Participant demographics

When we asked for community feedback, we also asked who in the community we were talking to. This helps us understand which parts of the community we have heard from.

Previous engagement with Council

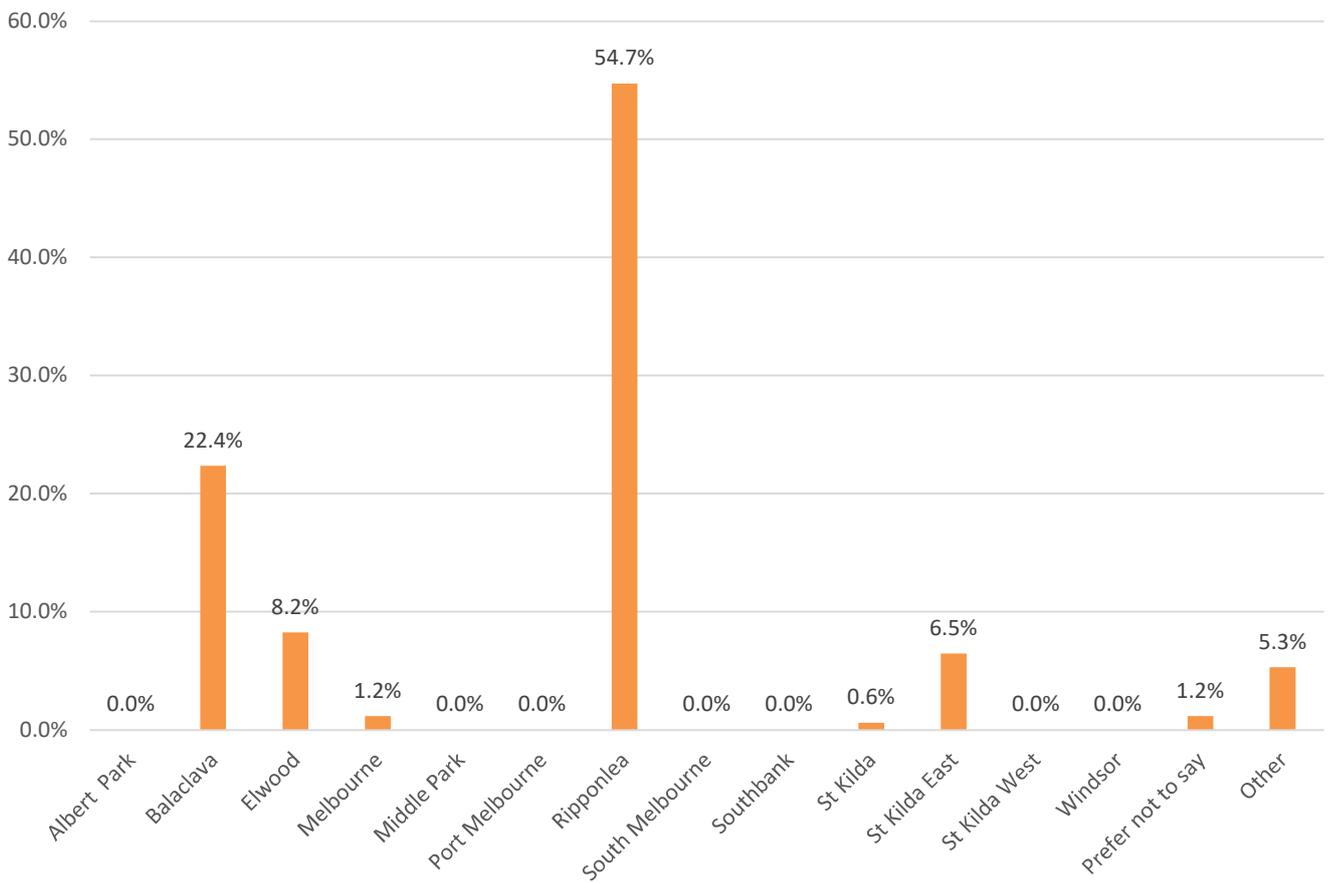
We also asked if participants had engaged with Council on any other projects in the past 12 months. We had 170 responses to this question and the majority (112 participants, 65.9%) of these said 'No' they had engaged with Council in the past 12 months. 41 participants (24%) said 'Yes', and 17 participants (10%) were unsure.

Previous Engagement with CoPP



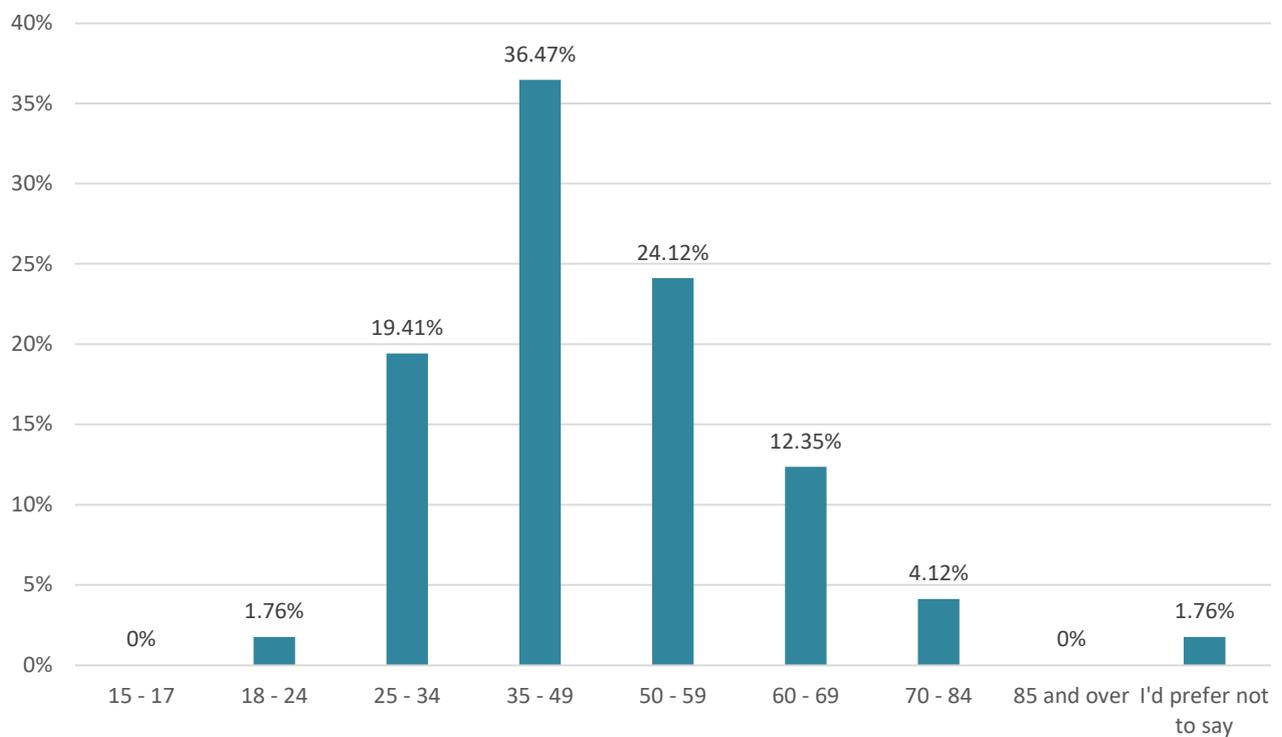
Suburb

170 participants told us which suburb they live in, with an additional five participants living in suburbs outside of Port Phillip. The most common suburb was Ripponlea, representing 54.7% (93 participants) of all responses. Balaclava (22.4%, 38 participants), and Elwood (8.2%, 14 participants) were also highly represented. This concentration of responses makes sense given the specific location of the project.



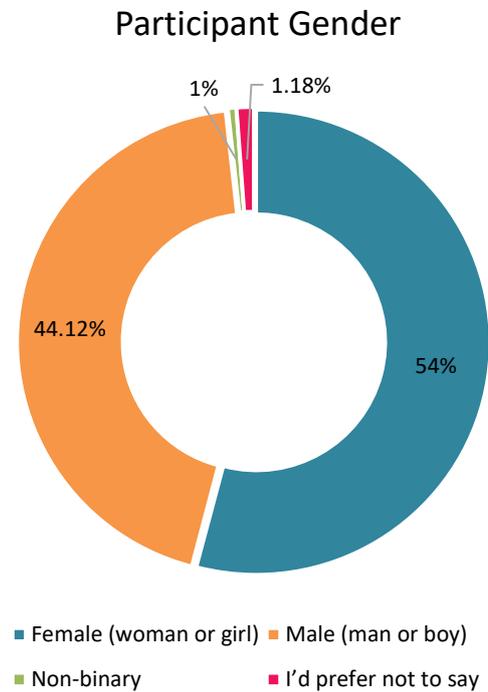
Age

From the Have Your Say (HYS) survey, in total 170 participants told us their age group. The higher proportion of ages 35 to 49 followed by 50 to 59. Participants aged 25 to 34 were high whereas age groups 15 to 24, and 70+ were underrepresented in the HYS survey. (To balance and broaden the feedback we capture the voices of children of age 9–10 through school workshops – refer to the next section of the report under School Children’s feedback)



Gender

In total, 170 participants provided an answer to this question. 54%. 92 participants respondents identified as 'female', and 44 (44.1%, 75 participants) identified as 'male'. 1 respondent identified as non-binary



Diversity statements

We asked participants if they identified with any of a range of statements, to help us understand if feedback had been collected from different groups within community.

- 'None of these apply to me' (102 participants)
- 'I identify as LGBTIQ+' (26 participants)
- 'I am from a non-English-speaking background' (22 participants)
- 'I am a person with disability' (7 participants)
- 'I am from an Aboriginal and/or Torres Strait Islander background' (3 participant)



Participants relationship with Ripponlea

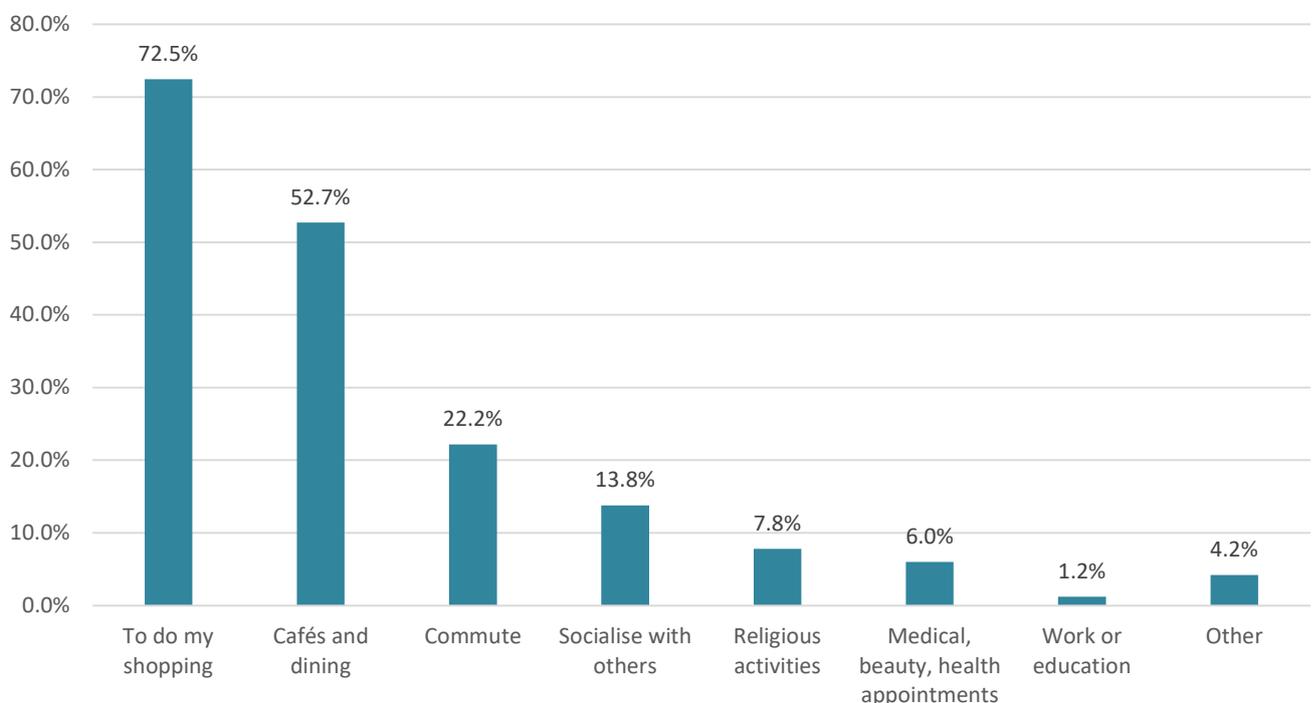
Ripponlea Visitation

We asked participants how often they visit Ripponlea Village, to help us understand if feedback had been collected regular users of the village.

- ‘Daily’ (88 participants)
- ‘A few times a week’ (61 participants)
- ‘Once a week’ (11 participants)
- ‘A few times a month’ (4 participants)
- ‘Once a month’ (2 participants)
- ‘Rarely / Almost never’ (1 participants)

Reason for visitation

When asked why they visit Ripponlea Village, most participants said they come “to do my shopping” (72.5%, 121 participants). This was followed by “cafés and dining” (52.7%, 88 participants) and “commute” (22.2%, 37 participants). The lowest responses were “work or education” (1.2%, 2 participants) and “medical, beauty or health appointments” (6%, 10 participants).



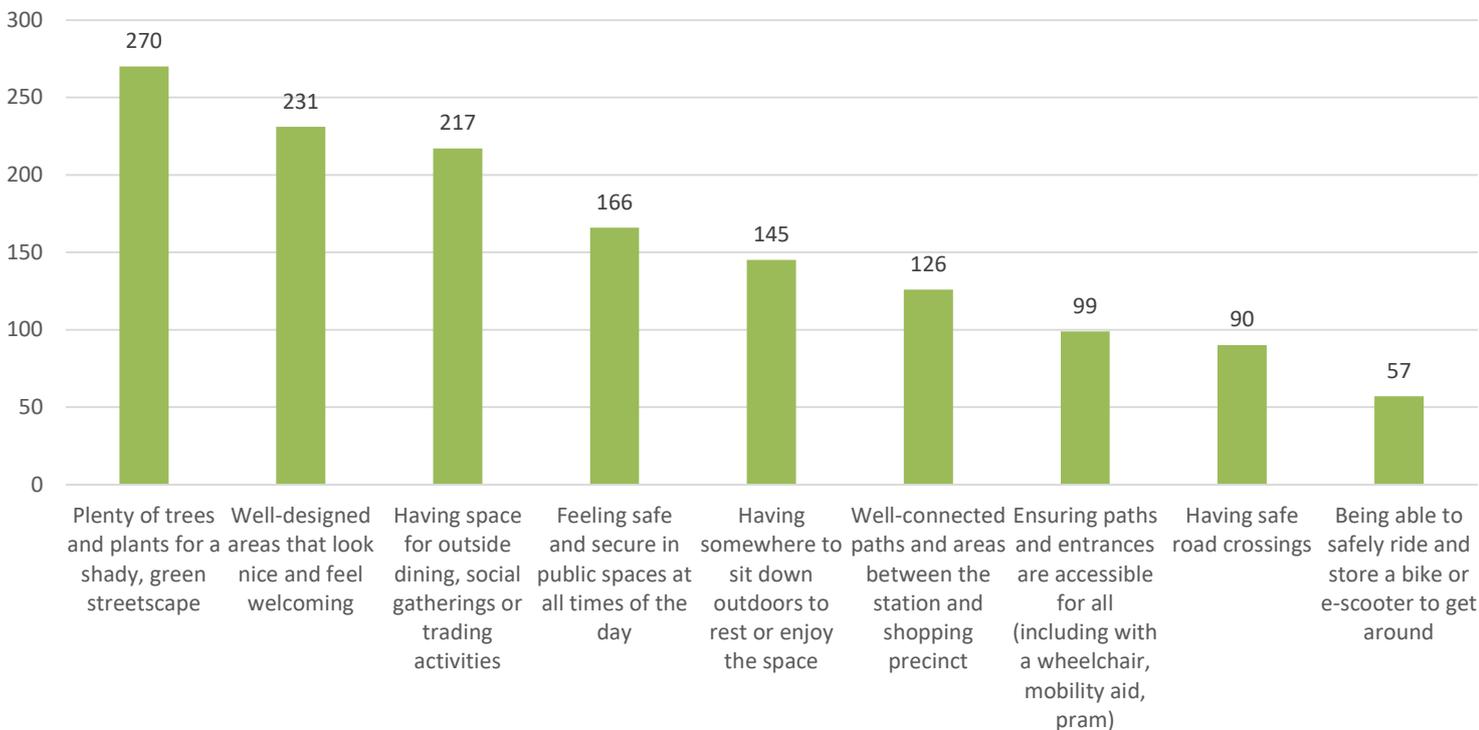


What we heard

From the survey

What is most important to you in Ripponlea (top 3)

Survey and popup participants were asked to rank a series of priorities for Ripponlea Village. The highest scoring priority was *“plenty of trees and plants for a shady, green streetscape”* (270 points). This was followed by *“well-designed areas that look nice and feel welcoming”* (230 points), and *“space for outdoor dining, social gatherings or trading activities”* (217 points).



Note formula: We applied a Borda-style weighting system. People picked their top three priorities for Ripponlea. We gave 3 points for first place, 2 points for second, and 1 point for third, then added them up to see which options were most popular.

Comments: Let us know if we missed anything important to you

We received **46 comments**. The most common themes are summarised below.

Reduce speed and calm traffic (including Crossings and Accessibility) - 18 comments

Many respondents expressed a strong desire to reduce vehicle speeds and improve safety.

- *'Reduce the speed limit from the current 60 km/h to 40 or less.'*
- *'Safe, accessible street crossing from Glen Eira Ave and shops to Oak Grove.'*

Other points raised:

- *Safer crossings near the station*
- *Cracked surfaces affecting wheelchair users*
- *Keep clear- zones*
- *Issues on Morres Street*
- *Speed calming near schools*
- *No U-turns*

Preserve heritage and restore architecture - 10 comments

Respondents emphasised the importance of protecting and restoring the village's historical character.

- *"Preservation and restoration of both civic and privately owned historical architecture, feature work and street furnishings."*
- *"Maintaining the heritage of the Glen Eira Rd shops... the turret on the Ripponlea Food & Wine bar still hasn't been restored."*

Clean and maintain streetscape (including Awnings & Facades)- 12 comments

Comments focused on general maintenance and improving the condition of buildings and public spaces.

- *"Awning is falling down and dangerous."*

- “Clean, litter free, -graffiti free- streets and laneways—some shops are in serious need of maintenance.”

Other points raised:

- Repainting buildings
- Fixing drainage and leaking roofs
- Repairing awnings
- Tidying shopfronts
- Improving building standards
- Regular maintenance of parks and streetscapes

Manage parking -8 comments

Most comments raised concerns about limited parking availability.

- “Retaining parking... Many elderly rely on cars due to disability.”
- “Parking needs to be improved—there is not enough free parking near the station.”

Revitalise retail and fill vacancies - 6 comments

Participants were concerned about shop vacancies and the condition of retail spaces.

- “Make it much harder for landlords to leave shops empty—rents are too high and vacancy is killing the strip.”
- “Ripponlea Village is full of vacant shops and dilapidated buildings—it has huge potential.”

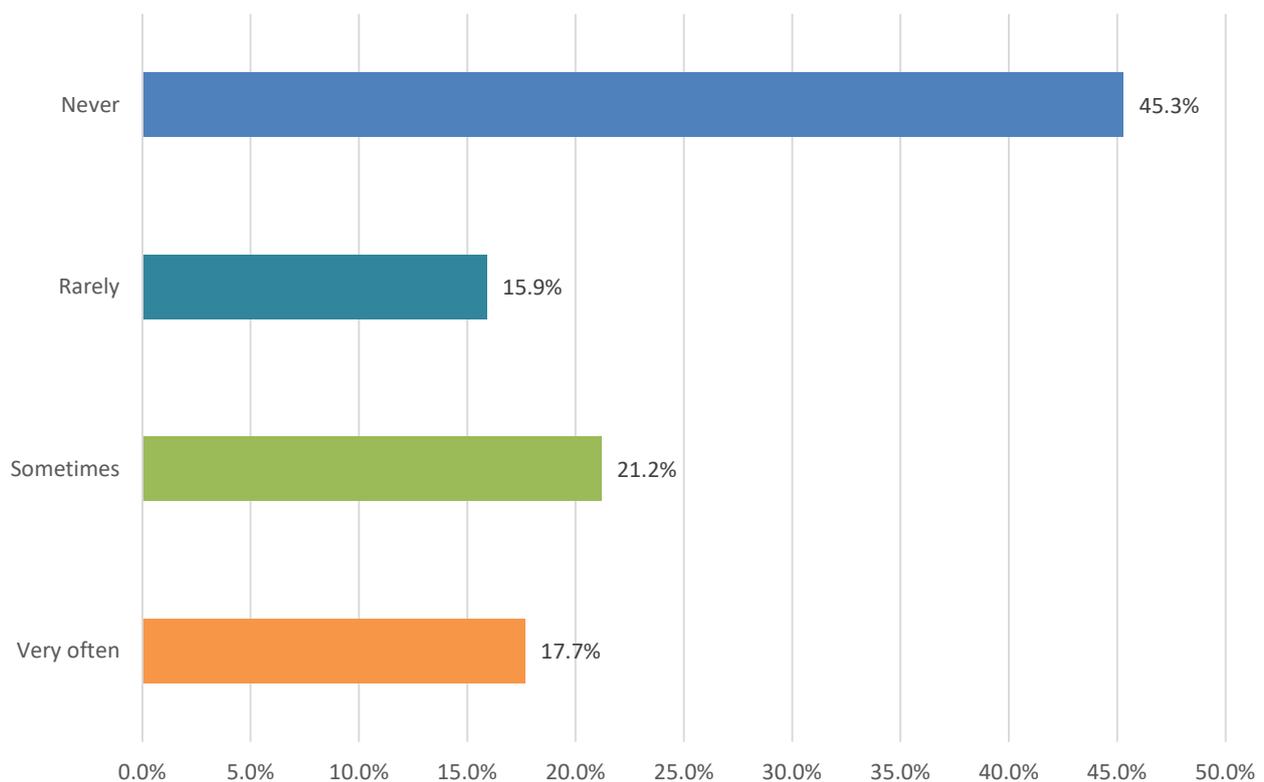
Other comments - 11 comments

Other topics raised included:

- Adding public amenities and activation
- Maintaining village character and community feel
- Restricting e-scooters and improving pedestrian safety

Bike Lanes

Survey participants were asked if they use the bike lanes along Glen Eira Road. Most respondents said never (45.3%, 77 participants) followed by sometimes (21.2%, 36 participants) and very often (17.7%, 30 participants).

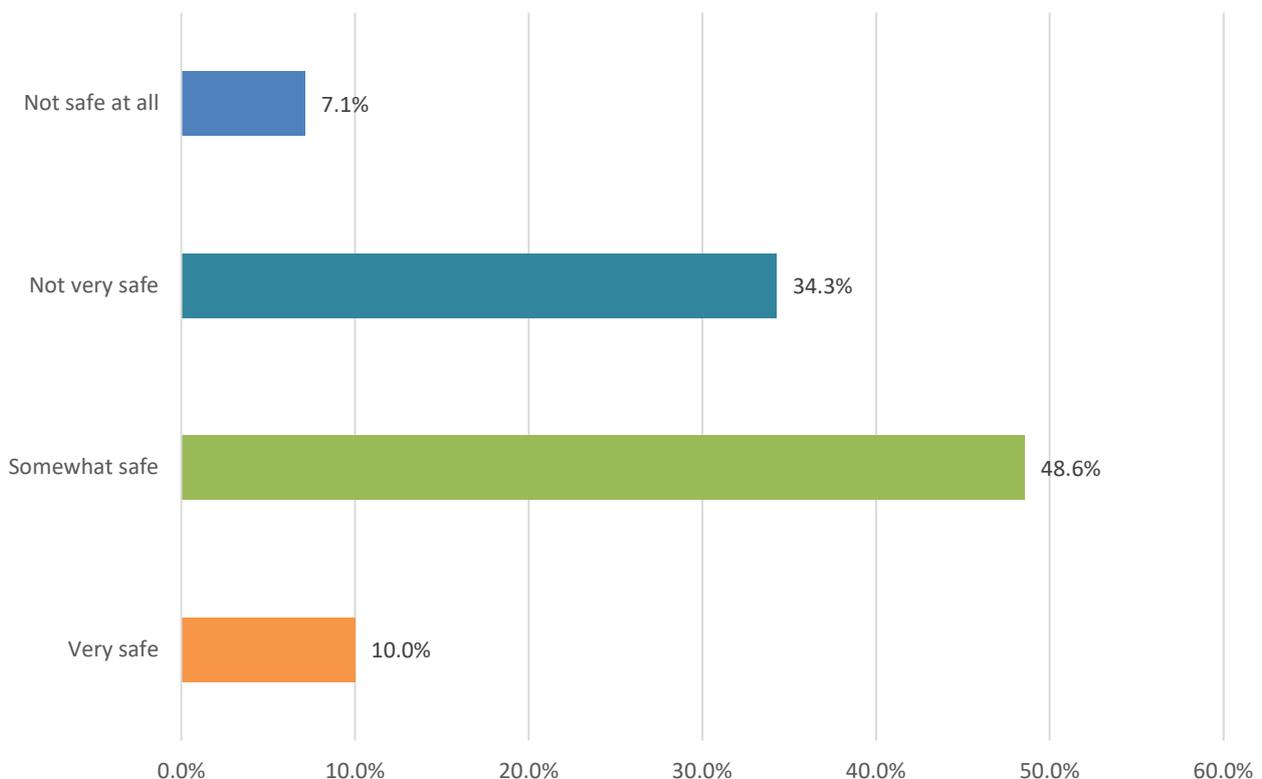


Comments why do you rarely or never ride along Glen Eira Rd / to the station or shops?

Most comments were 'I live very close don't need to ride' (40 comments) followed by 'prefer walking over riding' (12 comments) and 'lack of interest in biking' (6 comments).

Bike riding safety.

Survey participants were asked if they felt safe bike riding down Glen Eria Road. Most respondents felt somewhat safe (48.6%, 34 participants) followed by not very safe (34.3%, 24 participants) and very safe (10%, 7 participants). Only 7.1% (5 participants) felt not safe at all.



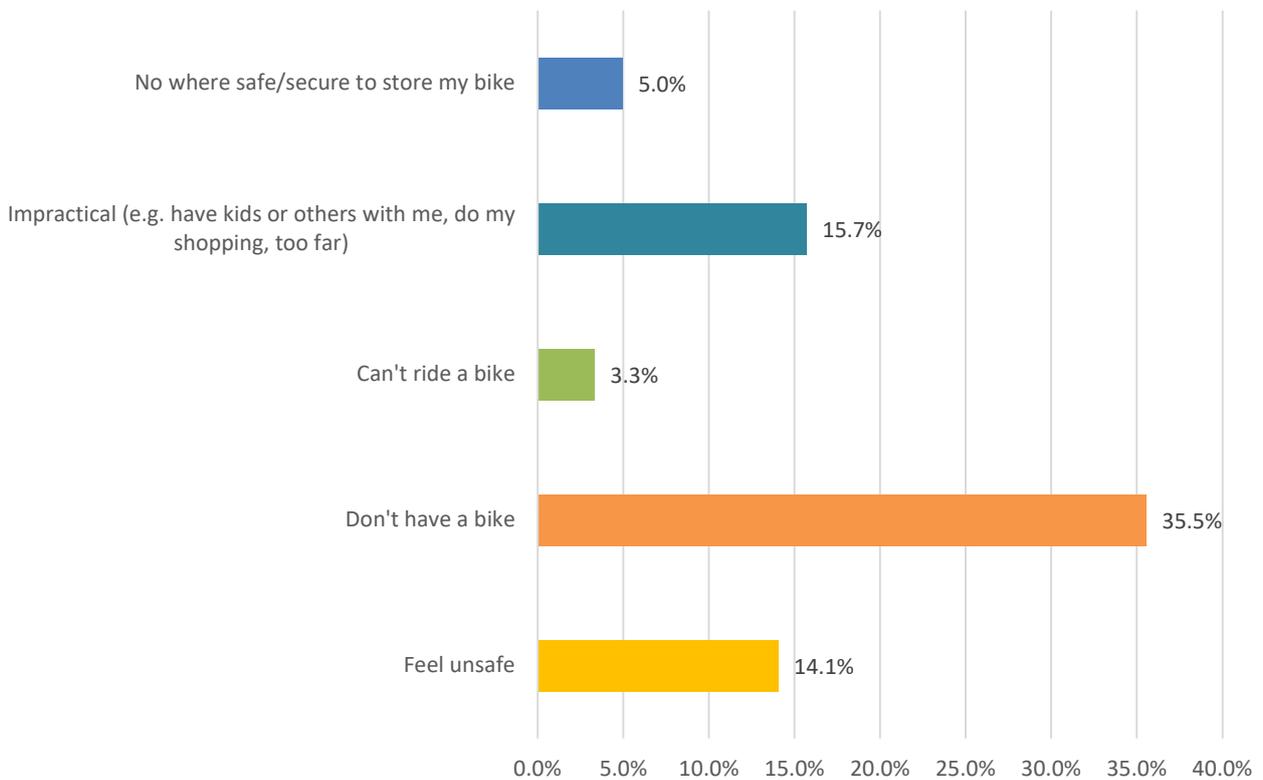
Comments, please let us know if there were anything that would make you feel safer to ride a bike.

Most comments were 'Build Protected Bike Lanes' (5 comments) followed by 'Clearly marked bike paths/lane' (2 comments) and 'Cycling Safety Concerns' (2 comments).



Why do you rarely or never ride along Glen Eira Rd / to the station or shops?

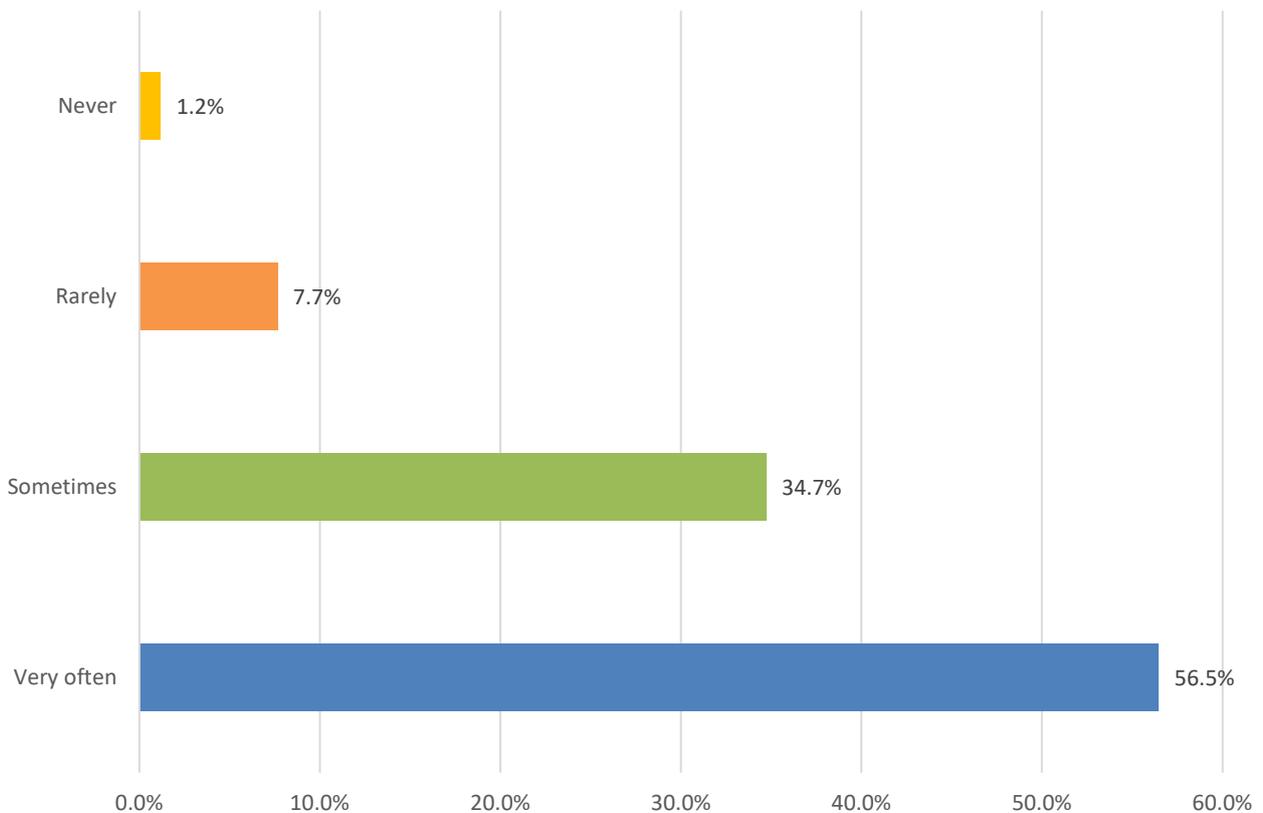
When asked why do you rarely or never ride along Glen Eira Rd / to the station or shops, the majority said don't have a bike (35.5%, 43 participants), Impractical (e.g. have kids or others with me, do my shopping, too far) (15.7%, 19 participants) and feel unsafe (14.1%, 17 participants). Very small amount said nowhere safe/secure to store my bike (5%, 6 participants) and can't ride a bike (3.3%, 4 participants)





Walking at night

Survey participants were asked if they feel safe walking down Glen Eira Road at night. Most respondents said very often (56.5%, 96 participants) followed by sometimes (34.7%, 59 participants) and rarely (7.7%, 13 participants). Only 1.2% (2 participants) said never.

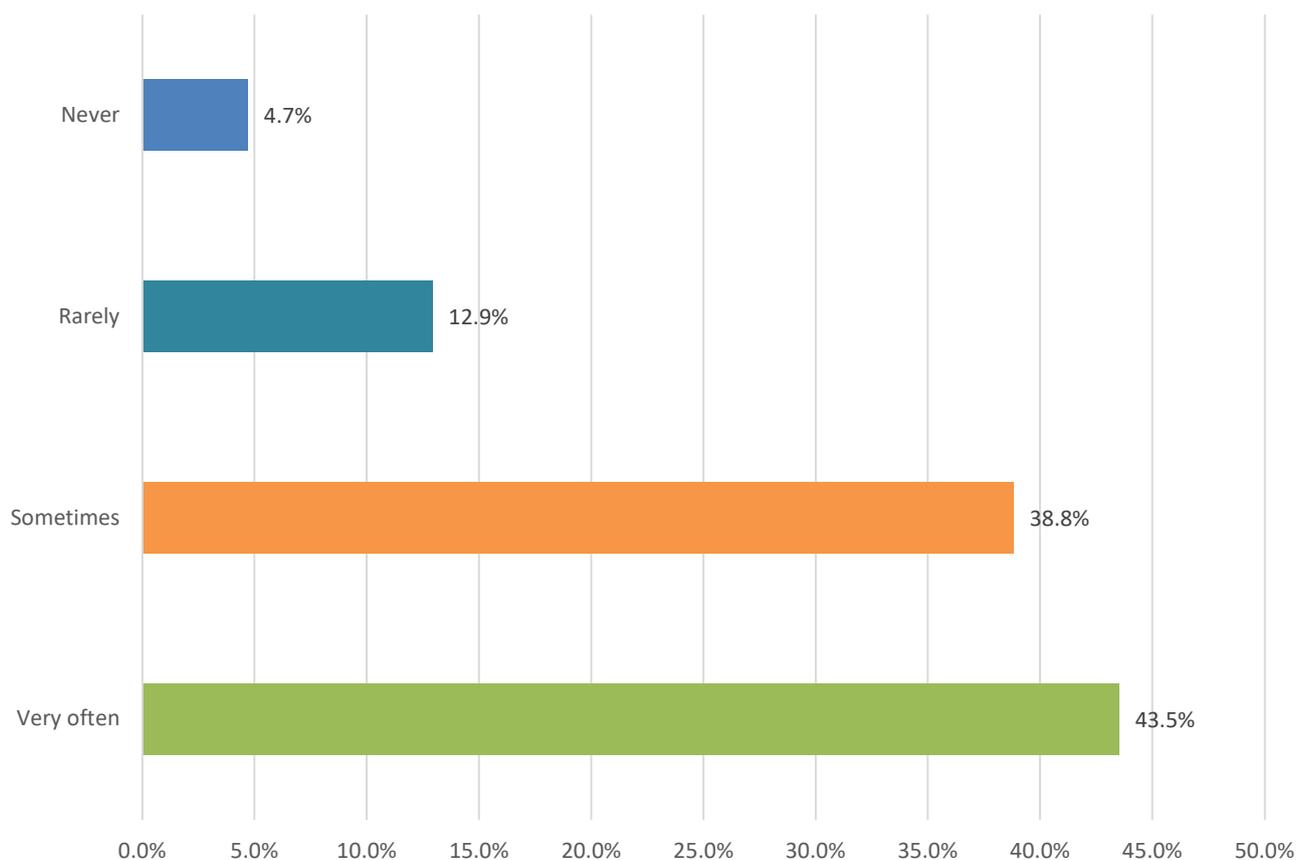


Comments, why you rarely or never feel safe

Most comments said ‘more streetlights’ (7 comments) followed by ‘support women’s safety’ (3 comments) and ‘too much crime’ (2 comments).

Outdoor spaces around the shops or gardens

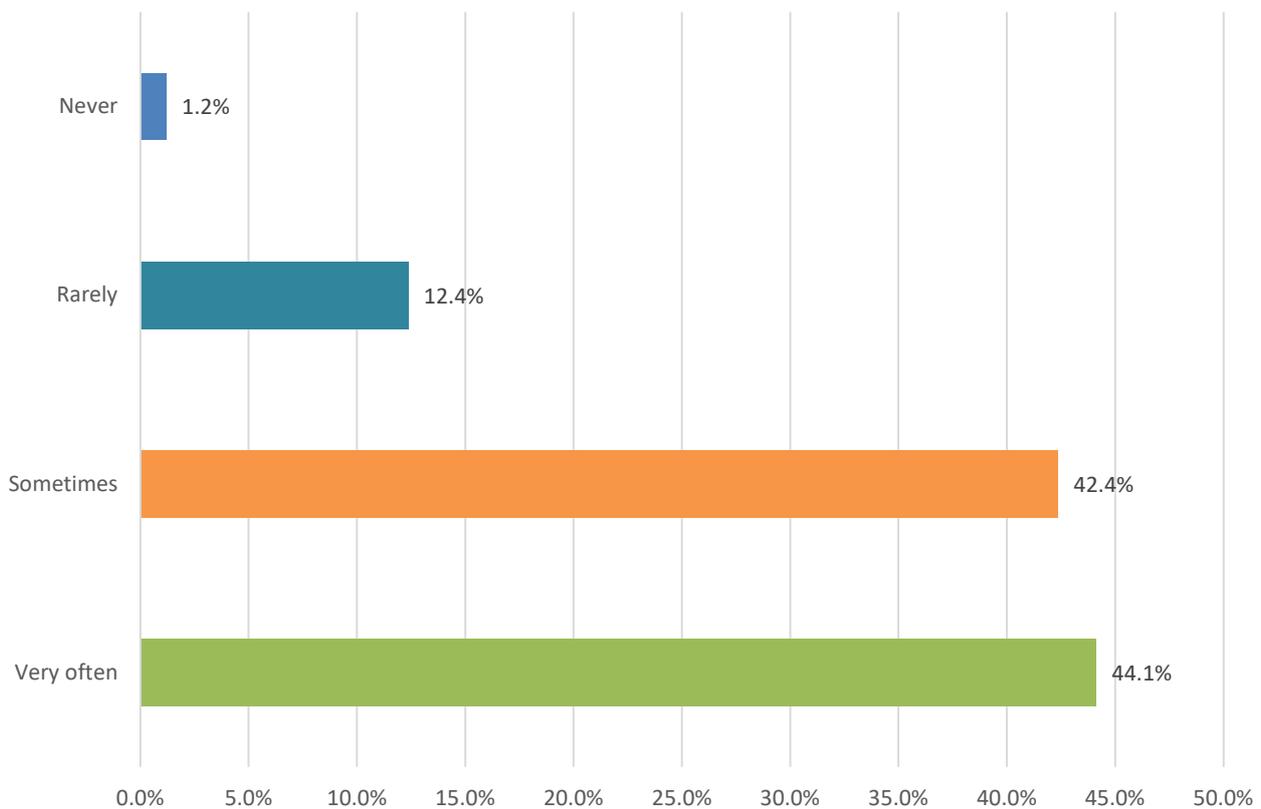
When asked how often you spend time in outdoor spaces around the shops or gardens the majority said very often (43.5%, 74 participants) followed by sometimes (38.8%, 66 participants) and rarely (12.9%, 22 participants). Very small amount said never (4.7%, 8 participants).





Safety crossing the roads

Survey participants were asked if they feel crossing the road down Glen Eira Road. Most respondents said very often (44.1%, 75 participants) followed by sometimes (42.4%, 72 participants) and rarely (12.4%, 13 participants). Only 1.2% (2 participants) said never.



Comments: Why you rarely or never feel safe crossing the road

We received **20 comments**. The most common themes are summarised below.

Reduce speed and calm traffic - 13 comments

This was the most common theme, with many respondents stating that high vehicle speeds make crossing unsafe.

- “The speed limit on Glen Eira Road is still 60. Every other shopping area is 40.”
- “Visitors to the area drive well beyond speed limits... cars driving too fast and not giving way to pedestrians.”

Install safe crossings - 8 comments

Participants highlighted the need for additional or safer pedestrian crossings.



- “There is no crossing on Hotham Street to the path beside the railway line to Elsternwick—I have to dodge traffic every day.”
- “Cars are driving too fast and not giving way to pedestrians.”

Enforce driver yielding - 5 comments

Respondents raised concerns about drivers not stopping for pedestrians at intersections and crossings.

- “The intersection at Glen Eira Road and Hotham Street is very dangerous. Cars rarely give way to pedestrians, racing to go before them.”

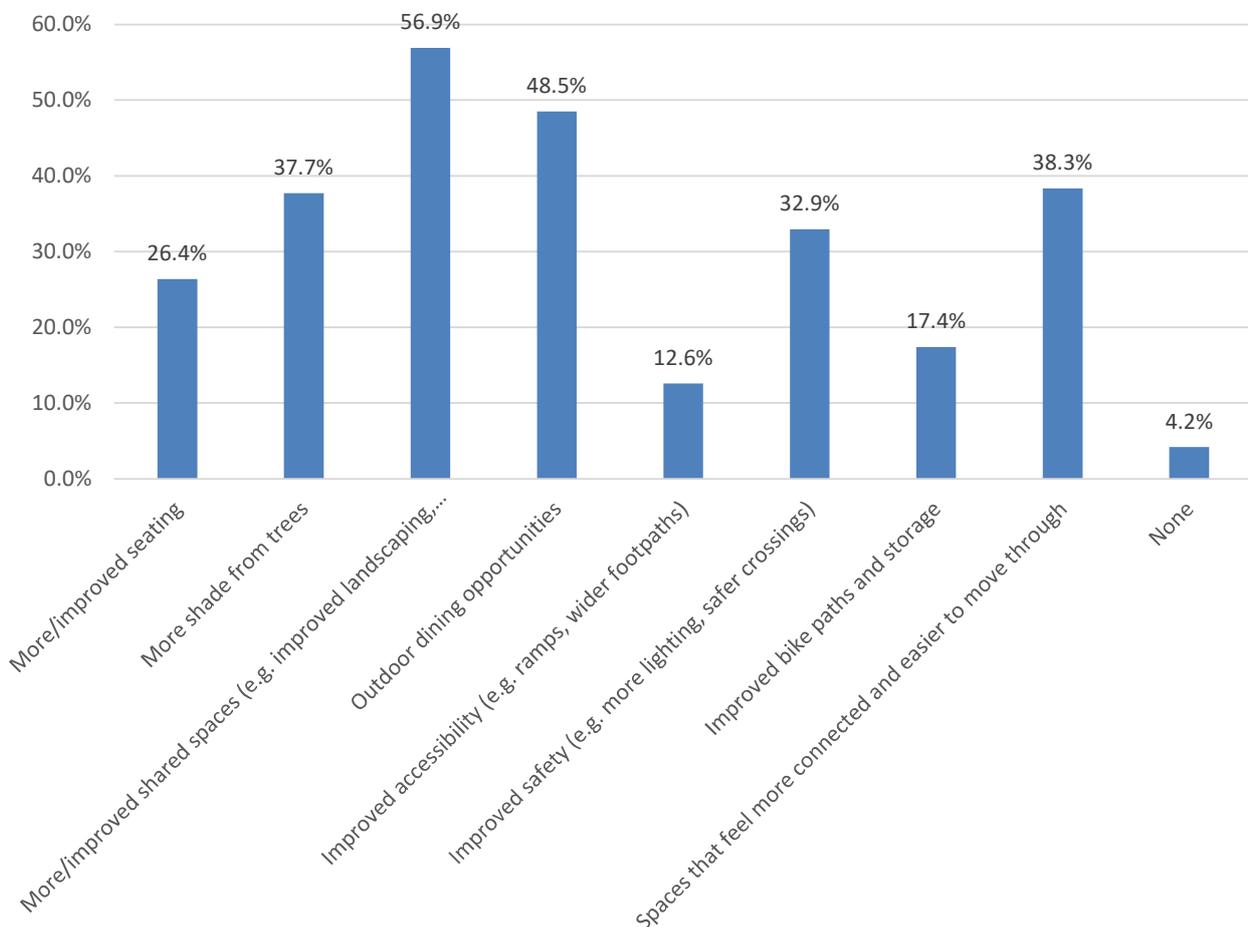
Other comments - 8 comments

Other feedback included:

- Managing cut through traffic and U-turns
- Improving accessibility for mobility impaired users
- Adding medians, pedestrian refuges and raised crossings

Spend time in the public spaces of Ripponlea

When asked what would make them more likely to spend time in Ripponlea’s public spaces, most participants selected “more or improved shared spaces (e.g, landscaping, wider footpaths, plants and trees)” (56.9%, 95 participants). This was followed by “outdoor dining opportunities” (48.5%, 81 participants), “spaces that feel more connected and easier to move through” (38.3%, 64 participants), and “more shade from trees” (37.7%, 63 participants).



Other comments (16 comments) included things like Preserve Heritage and Restore Shopfronts, Upgrade Playgrounds and Family Spaces, Revitalise Retail and Fill Vacancies, and Clean and Maintain Streetscape.

From the email and uploaded feedback.

Four written submissions were received during the engagement process, either by email or through uploaded documents. These submissions often provided detailed, long-form feedback. The project team will review this material in depth, and we thank the participants for the considerable time and thought that went into these contributions.

Below are the most mentioned themes across the written submissions. Each submission often included multiple points related to the same theme. For example, a single submission might refer to pedestrian crossings, footpath width and accessibility –all of which are grouped under *Safety and Accessibility*.

Theme 1: Upgrade Parks & Public Spaces – 24 comments

People want larger, better connected public spaces especially at Burnett Gray Gardens through expanded nature play areas, upgraded landscaping, and park unification near the station.

“Strategic acquisition and removal of the Rippers Café building to enable significant park expansion and unification.”

“Support the BGG concept and consider park expansion to the north car park with links to nearby biodiversity corridors.”

“Comprehensive upgrade of Burnett Gray Gardens featuring an expanded playground, enhanced landscaping, and nature play elements.”

Theme 2: Green & Cool the Precinct (Biodiversity / Urban Forest) – 20 comments

People want shade and ecology gains replace weeds with natives, boost tree canopy, and create continuous cooling corridors along streets and the rail line.

“Rehabilitate degraded areas... remove weeds and introduce native vegetation.”

“Increase tree canopy and cooling corridors across Glen Eira Rd, Glen Eira Ave and Lyndon St.”

“Expand green infrastructure along the railway corridor; replace invasive species with natives.”

Theme 3: Calm Traffic & Reallocate Street Space – 18 comments

People want a safer, slower village drop speeds to 40 km/h and reshape parking/road space to favour walking, cycling and planting.

“The Village’s 60 km/h speed limit is unsafe; reduce to 40 km/h to improve pedestrian safety and amenity.”

“Along Glen Eira Ave, remove 90-degree angle parking and narrow road widths to reclaim space for wider footpaths and planting.”

“Introduce angled parking on Lyndon Ave to offset spaces lost elsewhere while supporting a safer streetscape.”

Theme 4: Connect Walking & Cycling Links – 16 comments

People want a joined up network finish missing bike links, make crossings easier, and plug into the Green Link and wider paths so car free trips are simple.

“Improve active transport connectivity via the Green Link and related cycling and pedestrian upgrades.”

“Complete the eastbound bicycle lane and enlarge the pedestrian refuge island at the Glen Eira Rd crossing.”

“Link the precinct to major pedestrian and cycling corridors to create a seamless movement network.”

Theme 5: Greening and Urban Design – 16 comments

Support for native planting, permeable surfaces, and preserving mature trees, while ensuring greenery does not obstruct pedestrian movement.



“Strengthen heritage character through coordinated awning design and restoration of the heritage listed Ripponlea Station.”

“Apply consistent heritage guidelines for awning replacements to reinforce the village streetscape.”

“Use heritage guidelines to restore and reinforce the traditional streetscape character across Glen Eira Rd.”

Other comments (20 comments) included things like clean and maintain streetscape, relocate the memorial and pedestrianise Glen Eira Avenue.

Differences in feedback across genders

Please note participant demographic data from the submissions is not attributable to pieces of feedback. As such, the only feedback which can be assessed for differences in gender is from the online survey. The size of this group is 170 participants. Across themes survey participant comments vary to explain different priorities based on gender.

Feeling safe walking at night:

Men were more likely to select “Very often” (69%) compared to women (46%). This indicates that both genders spend time locally after dark, but men report feeling safe much more frequently than women at night

Using the Glen Eira Rd bike lanes:

Women were more likely to select “Never” (51%) compared to men (37%), while men were more likely to select “Sometimes” (25% men vs 19% women). This suggests lower comfort or relevance for women when it comes to using the existing on road bike lanes.

Feeling safe crossing roads:

Women were more likely to select “Very often” (50%) compared to men (37%), while men were more likely to select “Sometimes” (48% men vs 37% women). This indicates women report consistently safe crossings slightly more often, with men more in the “sometimes safe” middle.

Difference in comments

Female (woman or girl) comments

Comments were more focused on:

- Night-time safety and lighting (e.g., areas feeling dark/empty).
- Greening/trees/shade to improve comfort and amenity.
- Heritage/maintenance/awnings (upkeep of shopfronts, façade condition).

Male (man or boy) comments

Comments were more focused on:

- Road speeds, crossings and driver behaviour (calls for lower speeds and safer crossing points).
- Parking/caravans/trailers issues near the strip.

Shared concerns across genders

Comments were more focused on:

- Safer crossings and overall road safety, including traffic calming near the station and shopping strip.
- Greening/trees/shade to enhance comfort and character.
- Shopfront upkeep and general maintenance/cleanliness to lift the village feel.

School children’s feedback.

Over the engagement period, we visited two schools Ripponlea Primary School and Sholem Aleichem College and engaged with 110 students of Yr3 and Y4 (age 9 and 10) across multiple sessions. As part of these sessions, we facilitated A visual activity outlined below.

As part of the workshop activities, we facilitated an interactive card matching and prioritisation activity with the children. The group sat either on the floor or at tables, with all outcome cards displayed so they were visible at once.

The activity used nine sets of cards (18 cards total), with each set containing:

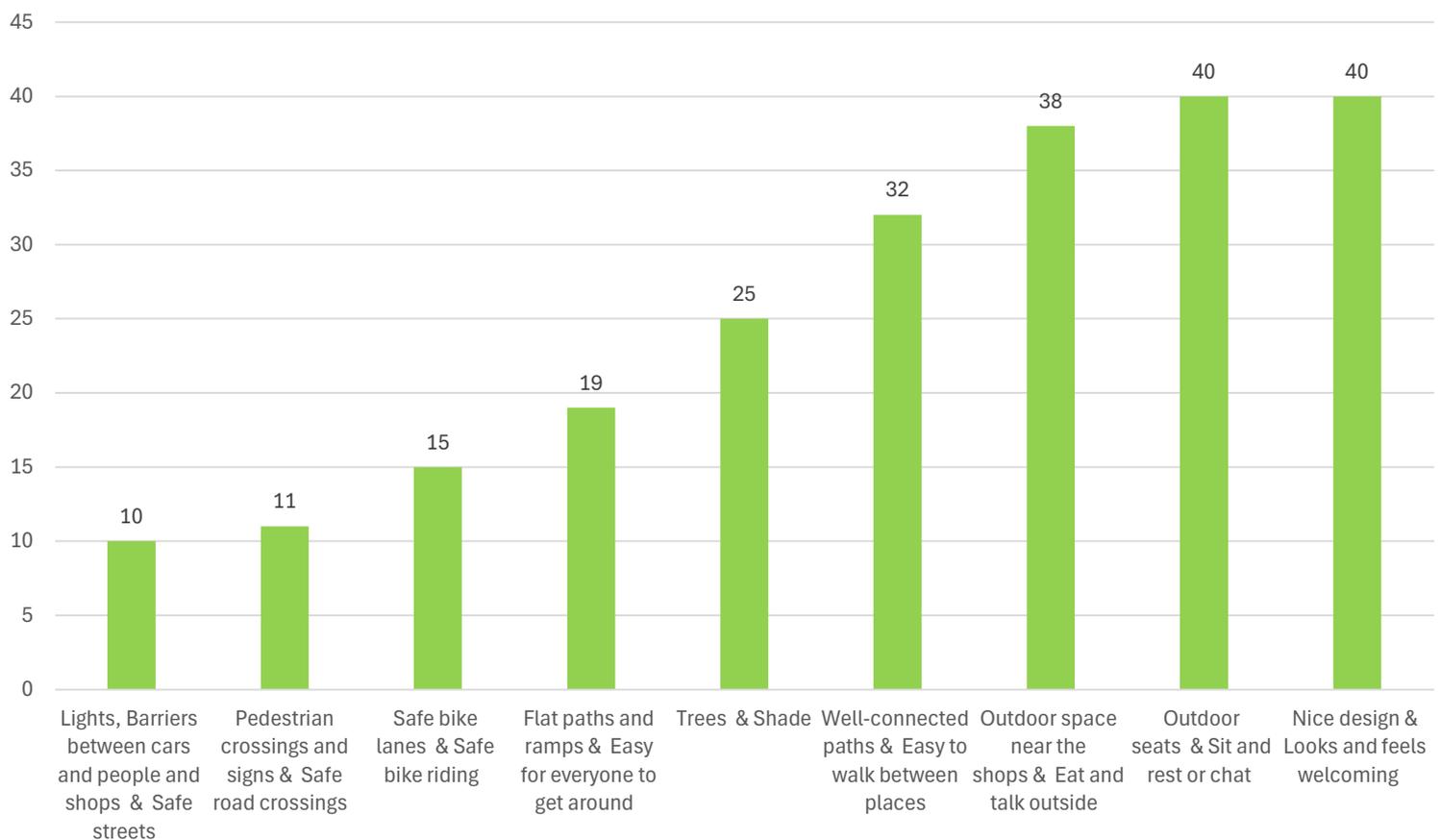
- One “feature” card (e.g., a tree)
- One corresponding “outcome” card (e.g., shade)

The children worked together to match each feature with the outcome it provides in a real-world street context (e.g., Glen Eira Road, Ripponlea Village). Facilitators prompted thinking by asking questions about what each feature offers in a streetscape environment. Once all matches were completed, the group collaborated to order the matched pairs from most important to least important, encouraging discussion, reflection, and shared decision making.



Card matching and ordering activity

The kids' groups then worked together to order the matched pairs from most important to least important, encouraging discussion, reflection and shared decision making. Most groups ranked lights, barriers between cars and people/shops, and safe streets as the highest priorities. These were followed by pedestrian crossings and signs, safe road crossings, and safe bike lanes and bike riding. Outdoor seating, such as places to sit, rest or chat, along with nice design- and spaces that look and feel welcoming, were ranked the lowest.



Note formula: Participants ranked all nine ideas from 1 (most important) to 9 (least important), and we calculated each idea's score by adding up all the ranking numbers it received. The ideas with the lowest total scores were considered the highest priorities because they were consistently ranked closer to the top by most people.



Differences in feedback across ages

By undertaking the two school workshops this allows us to understand about the different views between adult and children participants. When comparing the feedback from the 170 adult HYS survey participants against the 110 children (9–10 years old) this suggests a stark contrast on how they rank their environmental priorities in terms of the most and the least important elements to be improved for the study area.

Difference in comments

Adult comments on their priorities

The top three priorities identified by the (adult) HYS survey participants are:

- plenty of trees and plants for a shady, green streetscape
- well-designed areas that look nice and feel welcoming , and
- space for outdoor dining, social gatherings or trading activities.

By contrast, the well-designed areas and the space for outdoor dining were chosen by children as parts of the least important priorities. This suggested a diagonal contrast views between adult and children's aspiration.

Children comments on their priorities

While the children workshop does not necessarily reflect the individual choice of each child, by consensus the top three priorities identified by the (Yr3–4) school children workshop participants are:

- lights, barriers between cars and people/shops, and safe streets
- pedestrian crossings and signs, safe road crossings, and
- safe bike lanes and bike riding.

By contrast, the pedestrian crossing and the safe bike lanes were chosen by the adults in the HYS survey as parts of the least important priorities. This suggested a diagonal contrast views between adult and children's aspiration.

Shared views across adults and children

When analysing the common views across adult and children, there were almost no agreeable element that sit under the same order of ranking in the list of 9-priorities. However, the less contrasting or the closer agreeable views are:

- Plenty trees and plants that were ranked as the most important (no.1) priority by adult were ranked in the mid-range of the priority (fifth out of nine elements) by children.
- Light, barriers between cars and people, and safe streets that were rank as the most important (no. 1) priority by children were ranked in the mid-range of the priority (fourth of nine elements) by the adult.
- Well-connected paths are nominated as the equal sixth priority for the 'combined' 2x school workshops and the HYS (adult) comments. However, when analysing the finer grained data, this common view only reflected the finding of the first school workshops (80x students of Ripponlea Primary School). The second school workshop (30x students of Sholem Aleichem College) ranked the well-connected paths as their least important priority.

These findings certainly present a design challenge in prioritising the future public space improvements that balance and address both adult and children need and aspiration.



Next steps

Thank you to everyone who contributed the second round of engagement about the Ripponlea Place Plan. The findings from this round of engagement will be used to develop the final Plan.

We will continue to keep the community updated on the progress of the project via the dedicated project page:

<https://haveyoursay.portphillip.vic.gov.au/ripponlea-place-plan>