

BRADDON STREETSCAPE UPGRADE

LISTENING REPORT



From 7 April – 26 May 2021, community members were invited to review and give feedback on a proposed design concept for streetscape upgrades on Lonsdale Street, Braddon.

We sought feedback on unforeseen issues with the concept designs. We also asked for your preferences to guide artwork commissions, and we spoke with local traders and residents about how to shape the construction program to minimise impact.

Feedback received varied. 78 per cent of survey respondents were supportive of the proposed designs, particularly the improvements offered to safety, greenery, and traffic calming. Unsupportive respondents were largely concerned about difficulties parking in Braddon, upgrades to Mort Street, safety at the Lonsdale/Elouera intersection, and cycling.



THE CONVERSATION

These designs reflected the recommendations of the Braddon Place Plan, which was developed in partnership with the local community in 2018-2019 to guide improvements to public spaces in the area.

Feedback on the streetscape designs was received via an online survey, doorknock with traders, two pop-up sessions, and meetings with local stakeholders. The engagement was promoted through local media and newsletters, flyer drop to 12,000 local residents and businesses, social media advertising, direct emails, and signage on the street.

WHO ENGAGED

Engagement with key stakeholders included community associations representing residents, traders, cycling, and people with vision impairments.

Of the 314 online survey respondents, 52 per cent were aged 25-44 years old, 30 per cent were aged 45-64, and the remaining 18 per cent were aged under 25 or over 64. 49 per cent of respondents were women, 48 per cent were men, and 3 per cent were non-binary, other, or did not wish to disclose.

In addition, Braddon's United Retailers and Traders independently conducted a survey of 121 traders and provided the results to City Renewal Authority. The suggestions and recommendations have been included in the response table below.

THANK YOU FOR PARTICIPATING

3181

3181 people viewed the design online via YourSay Conversations

100+

We spoke to 100+ individuals through pop-ups, meetings, and calls

12,000

12,000 flyers were distributed in the local community

170

We notified over 170 organisations and previously involved stakeholders

15,500

We reached approximately 15,500 people through social media

314

We received 314 survey responses via YourSay Conversations

[YourSay.act.gov.au](https://yoursay.act.gov.au)



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WHAT'S NEXT?

We're using the insights from this engagement to refine the streetscape upgrade designs based on the responses over page.

You can register to receive project updates by using the 'Follow' function online at:
yoursayconversations.act.gov.au/braddon-streetscape-upgrade

To find out more about the Braddon streetscape upgrade and other City Renewal Authority projects, visit
CityRenewalCBR.com.au

Key timings

2018-2019

Braddon Place Plan created

In 2018-2019 a broad cross-section of the Braddon community came together to shape the Braddon Place Plan, which guided the proposed concept designs presented here.

Mid-late 2020

Development of draft concept designs

The City Renewal Authority has worked with local urban designers SMEC to transform the Braddon Place Plan into streetscape upgrades that improve safety and aid pandemic recovery.

7 April - 26 May 2021

Public consultation on concept designs

You're invited to have YourSay on the proposed concept designs so that we can revise and improve them before progressing to construction.

Mid-late 2021 [\[We are here\]](#)

Final designs and construction tender

We will review the designs and prepare for construction.

Early 2022

Construction begins

We will begin construction, avoiding peak trading times, and consult with traders to minimise negative impacts of construction.

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COMMUNITY FEEDBACK

This table outlines how we've responded to the key comments we heard across all feedback methods including YourSay, submissions from community associations, pop-ups, and the traders survey.

Comment	Response
Active transport	
Integrate Braddon with the Dickson - Civic bicycle path, and improve connections between Braddon and the Inner North, and Civic for cycling.	We will work with TCCS to ensure the future Mort Street path integrates with the surrounding cycle network.
Provide a separated cycleway through Braddon between the Inner North and Civic, in line with the Active Travel Framework, as a retrofit to Lonsdale Street under the MIS 05 (or to Mort St).	Mort Street has been identified as the preferred north-south connection through Braddon for a separated cycleway. We are collaborating with TCCS to prepare for this outcome.
Consultation	
Develop a stakeholder relationship and consultation plan for the construction period to ensure businesses and customers have a clear understanding of timeframes and restrictions.	Planned. We look forward to continuing our work with community associations, and directly with local traders and residents, to minimise adverse impacts of construction.
Invite Canberra Blind Society to review the tactiles plan once it's prepared.	Change incorporated. We look forward to checking the tactiles plan with Canberra Blind Society.
Crossings	
Request for raised pedestrian crossings ('wombat' crossings) that are minimum 4m wide.	No change. On-grade crossings are preferred on Lonsdale Street as other measures, such as narrowed lanes and zebra crossings, will slow traffic.
At Girrawheen Street, further tighten the turning radii, make Lonsdale Street exit one lane, and do not reduce length of median.	Partially incorporated. The turning radii have been reduced from the existing wide radii to the minimum acceptable under TCCS standards, which ensure long-wheelbase vehicles such as delivery and waste trucks can reach destinations on the street. This applies to the centre median reduction as well. Subject to approval, the Lonsdale Street exit will be reduced from two lanes to one, the adjacent verge expanded, and one car space reinstated.

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Comment	Response
At Cooyong Street, further tighten the turning radii, make the Lonsdale Street entry one lane, and widen pedestrian crossings.	No change. The turning radii have been reduced from the existing wide radii to the minimum acceptable under TCCS standards, which ensure long-wheelbase vehicles such as delivery and waste trucks can reach destinations on the street. The two-lane entry into Lonsdale Street keeps traffic moving on Cooyong Street by enabling a shorter red light. Changes to signals and verges at this section could be costly.
Amend the Girrahween Street crossings to meet the MIS 05 requirements.	Noted for future. Lonsdale Street prioritises foot traffic and slow cycling to local destinations, but Mort Street enables a higher speed cycleway connected to the precinct network. Mort Street is the preferred location for a separated cycleway, and future plans should support coherence between Haig Park and Mort Street.
Improve safety at the Elouera / Lonsdale Street intersection.	Referred to TCCS. We will continue to work with TCCS on strategies to improve safety throughout the precinct, including at this intersection.
Landscape design	
Make the artwork colourful and vibrant, and use it to promote equality and Aboriginal heritage. It should change seasonally and be fun and interactive. Use existing walls for street art as well as quirky/unexpected locations.	These insights will be used to shape the artwork for Lonsdale Street, which will be commissioned later in 2021.
Grassed verges at northern and southern entries are impractical as the grass will be worn down and die over time.	Change incorporated. Instead, these grassed areas will be paved and tree beds will be upgraded.
Medians could provide an unsafe place for people to gather at night, particularly Friday and Saturday nights. Ensure this is safe for them and others.	Change incorporated. No seating will be provided in the mid-block crossings to avoid unsafe behaviour in medians.
Keep Braddon unique, gritty and organic. Don't copy other cities or even City Walk.	Planned. We are working to incorporate this through choices of artwork, street furniture, textures and paving.
Add seating in median strip areas of mid-block crossings.	No change. Seating is not preferred in the mid-block crossings to avoid unsafe behaviour in medians.
Maintenance	
Ensure ongoing maintenance and cleaning of proposed landscaping (especially after Friday and Saturday nights).	We will work with our place management team and TCCS to ensure these upgrades are maintained and cleaned to acceptable standards.

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Comment	Response
Urgently address the uneven footpath paving throughout Braddon's H, including on north Cooyong between Mort and Lonsdale Streets.	Referred to TCCS. Additionally, tree pits on Lonsdale Street are being repaired in June-July 2021. New polymerised gravel will smooth over trip hazards and improve appearance.
Improve the road surface quality.	Referred to TCCS for consideration in future maintenance programs.
Improve landscaping quality around trees and avoid ugly asphalt treatments.	The streetscape upgrades include further upgrades to several tree pits and garden beds, to make them more attractive and simpler to maintain. While maintenance is planned, upgrades to all tree pits in verges throughout Braddon are not planned at this stage as the impact of these works on businesses can be significant, and costly.
Parking	
Avoid reducing car spaces, and increase them through conversion of spaces in front of unused/former driveways.	We will assess legacy kerb crossings with a view to them being converted to car spaces and consult with relevant property and business owners before doing so.
Audit parking supply with a goal of increasing 15-min and accessible spaces, and loading zones appropriate for deliveries.	We are working with TCCS to assess current parking provisions to provide more short-term parking and drop off pick up zones.
Precinct	
Upgrade the Mort Street north toilets in Haig Park and associated signage.	Will be raised with TCCS as the owner and maintainer of Haig Park to consider as part of future works programs.
Create a fenced off-lead dog area in Haig Park.	Will be raised with TCCS as the owner and maintainer of Haig Park to consider as part of future works programs.
Create a lit covered walkway in Haig Park for weather protection and to encourage parking north of Lonsdale Street.	Will be raised with TCCS as the owner and maintainer of Haig Park to consider as part of future works programs.
Connect Elouera Street light rail stop with Braddon precinct through signage, public art or similar.	We will explore options and consult with community on this issue as part of the Mort Street component of the project.
Create wayfinding signage in the City and surrounds indicating walk time to Braddon.	We will explore options and consult with community on this issue as part of the Mort Street component of the project.
Improve infrastructure for parents, people with disability, elderly people, and children.	Planned. These upgrades will improve accessibility through kerb ramps and zebra crossings, making it easier for everyone to access shops and services. A parking review will ensure accessible parking and pick up/drop off zones are available, and lighting and activation will improve safety.

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Comment	Response
Make Lonsdale and Mort Streets one way in line with the Greens' 2020 proposal, including 45-degree angle parking and a cycleway.	Change partially incorporated. One-way treatments can make it harder for vehicles to access the street, and they can have big implications for the surrounding streets. Additionally, the cost implications of making these streets one-way would be much greater than the current budget. A separated cycleway will be a key feature in the Mort Street upgrade.
Upgrade Mort Street, including the addition of pedestrian crossings.	<p>Mort Street will be upgraded as part of the Braddon streetscape improvement strategy. Consistent with the June 2020 announcement, a total of \$8.5m will be spent across Lonsdale and Mort Streets. We will commence the design for Mort Street in parallel with the final design and construction commencement for Lonsdale Street.</p> <p>New pedestrian crossings, a separated cycleway and retention of current parking are likely inclusions but will be confirmed during the design process.</p>
Consolidate and reduce duplicate street signage, and review extensive usage of A-frames, to improve access for pedestrians.	Referred to TCCS to enact.
Vehicle speeds	
Concern that traffic calming infrastructure may cause significant changes in car speed between calming locations, with a negative effect on cyclists.	Concerns understood and we will monitor the situation. We are open to hearing further feedback on this in future.
Request for 20kph shared zone on Lonsdale Street.	We're working with TCCS to review speed limits within the Braddon 'H'.
Urgently lower the speed limit on Girrawheen from 60 kph to 40 or 30 kph, and consider a 20kph speed limit for Mort, Lonsdale, Elouera, and 40kph for Torrens.	We're working with TCCS to review speed limits within the Braddon 'H'.