

Barneson Boulevard and Tiger Brennan Drive duplication project

Department of Infrastructure, Planning and Logistics Consultation Report

Prepared by True North Strategic Communication

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Contents

Executive summary	3
Background	7
Methodology.....	8
Findings.....	18

Executive summary

The Northern Territory Government has identified Barneson Boulevard as a way of establishing a new entry point into Darwin’s CBD and dispersing traffic entering and exiting the CBD. The corridor to accommodate Barneson Boulevard was initially identified more than 20 years ago in the Central Darwin Planning Concepts and Development Opportunities (1996) and was subsequently preserved through a Proposed Main Road zoning. It was included as a key connection as part of the Darwin City Centre Master Plan in 2013.

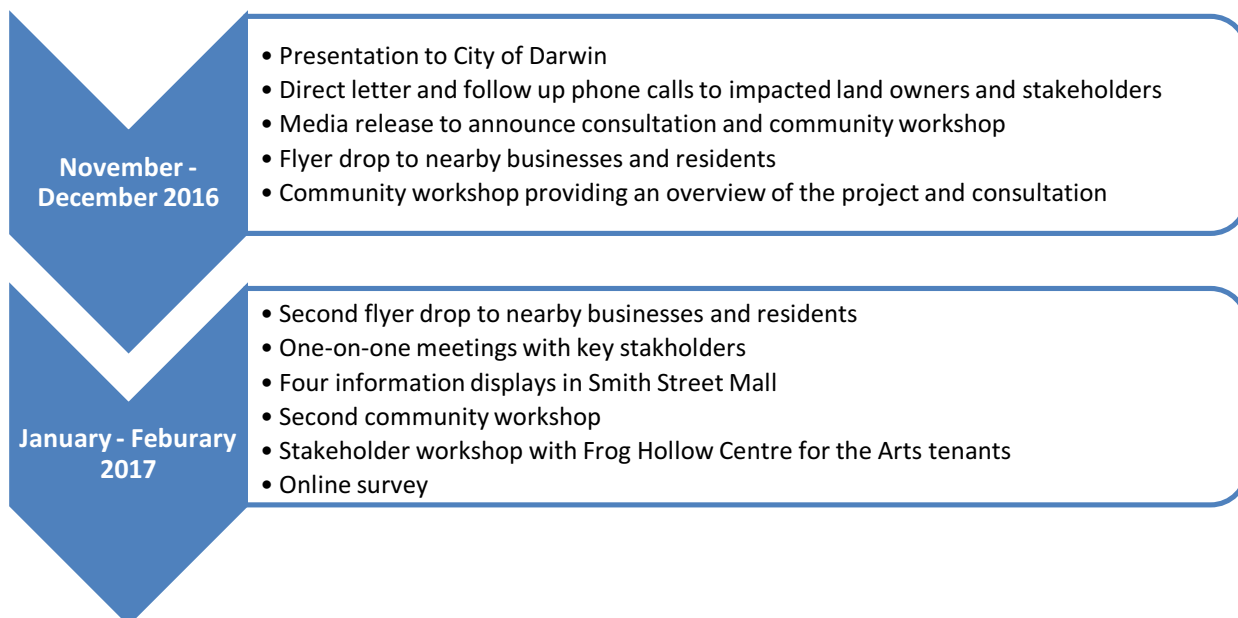
Consultation regarding the project occurred in 2013 as part of the Master Plan process and recommenced in 2015. In December 2015, True North Strategic Communication (formerly Michels Warren Munday) consulted with a limited group of key stakeholders about the vision for the project. The project at this point was contingent on funding, but included the construction of Barneson Boulevard, the duplication of Tiger Brennan Drive from Dinah Beach Road to McMinn Street and long term planning for the duplication of McMinn Street.

In May 2016, the Australian Government announced a commitment of \$29.53 million towards this project, in addition to \$5 million in committed funding from the Northern Territory Government and \$5 million from City of Darwin.

Consultation

In November 2016, True North Strategic Communication was reengaged by the Department of Infrastructure, Planning and Logistics (DIPL) to consult with key stakeholders regarding concept designs for Barneson Boulevard and the duplication of Tiger Brennan Drive from Dinah Beach Road to McMinn Street.

The consultation program ran over three months, with preliminary consultation taking place in December 2016 and recommencing in January 2017. Consultation involved:



This report outlines the findings of the consultation process.

Key findings

True North Strategic Communication conducted an extensive program of consultation from December 2016 to February 2017. Feedback on this consultation was provided through one-on-one meetings, an online survey, written submissions, information displays and community and stakeholder workshops.



Common themes raised throughout consultation were:

Signalised intersections

- There were mixed views on the use of signalised intersections
- Some said they would prefer roundabouts or at least a reduction in the number of traffic lights along Barneson Boulevard
- Cyclists, pedestrians and members of the disabled community were supportive of signalised intersections
- Approximately 16% of survey respondents questioned the number of traffic signals and need for signalised intersections over roundabouts

Cross road treatment

- People said they would prefer a flyover or bridge instead of a signalised intersection
- Some struggled to understand why the Cross road does not follow the same alignment as the existing inbound Tiger Brennan Drive lane
- Approximately 11% of survey respondents indicated they would prefer an alternative traffic solution at the Cross road

Impact to Frog Hollow Park

- It was made clear throughout consultation that it would be unacceptable if there were any impacts to Frog Hollow Park
- Many felt reassured knowing the heritage listed area of the park would be unaffected
- Approximately 9% of survey respondents said they were concerned with the impact to Frog Hollow Park

Loss of parking

- Most people were accepting of the loss of free parking at the empty lots, with many saying they knew it would not last forever
- Many questioned whether Council will allocate more parking to compensate for the loss of existing formal and informal spaces. Some said the Cavenagh Street and China Town car parks are already full and are not suitable options for commuters
- Approximately 9% of survey respondents raised questions about the loss of parking and alternative parking solutions

Woods Street cul-de-sac

- Some people did not understand the options for the treatment of Woods Street
- In the first community workshop, option 1 (a cul-de-sac) was identified as the preferred treatment as it did not impact Frog Hollow Park, as long as pedestrian and cycle connectivity were maintained
- In discussions following the initial workshop, the majority of people were not overly concerned with the treatment of Woods Street and the treatment option to create a cul-de-sac was generally accepted
- Approximately 2% of survey respondents raised concerns about the treatment of Woods Street

Relocation of bus bay

- Businesses along Cavenagh Street, between Woolworths and Lindsay Street, strongly disapproved of the proposed relocation of a bus bay to the front of Quality Advance Apartments
- They were also concerned they would lose the 15-minute parking spaces their customers rely on at the front of their premises
- Approximately 4% of survey respondents said they completely opposed the proposed relocation of the bus bay

Cycle and pedestrian paths

- People were very positive about the design of the segregated cycle and pedestrian path
- Many liked that the path connected with the existing shared path along Tiger Brennan Drive
- Some suggested shelter over the paths would be a good idea, particularly during the wet season
- Some cyclists raised concerns with the lack of cycle connectivity on Cavenagh Street
- Approximately 12% of survey respondents raised the importance of safe cycle and pedestrian paths

Landscaping and public art

- There was an emphasis on the need for attractive landscaping and public art
- Many felt strongly that there should be a focus on maintaining greenery and landscaping should help to create shade for cyclists and pedestrians
- Some stakeholders were interested in helping to facilitate public art
- Approximately 6% of survey respondents raised the importance of landscaping and retaining greenery

Potential bottleneck at Cavenagh Street

- Some expressed concern with the Barneson Boulevard/Cavenagh Street intersection becoming a bottleneck, especially with the volume of traffic entering the Woolworths car park, Cavenagh Street car park and bus terminal

Construction timeline and impact on nearby businesses and residents

- People were generally interested in the construction timeline and how it would impact their commute to the CBD

- Cavenagh Street businesses and tenants were especially concerned with the timing of construction and how it would impact trading

One Mile Dam

- People felt strongly that the area should not be impacted at all and were pleased to hear that it would not be.

Issues

Several key issues were raised during consultation. The table below outlines these issues and the proposed solutions.

Issue	Action	Outcome
Impacts to Frog Hollow Centre for the Arts toilet block, external stairwell and car park	One-on-one meetings and stakeholder workshop with tenants Tenants presented with option for relocation of toilet block	Toilet block and car park will be relocated
Relocation of bus bay to the front of Quality Advance Apartments	One-on-one meetings with affected business owners/managers	Bus bay will not be relocated to this area. Alternative options will be considered
Construction timeline impacting Frog Hollow Centre for the Arts tenants Vibration monitoring requested during construction	One-on-one meetings and stakeholder workshop with tenants	Needs of Centre for the Arts tenants have been considered and construction will be avoided in this area during the Darwin Festival in August Department to investigate vibration monitoring alarm system
Construction timeline impacting St Mary's Catholic Primary School which has scheduled construction on their building from June to September 2017	One-on-one meetings with Principal and also School Board	Considerations to be made to avoid disrupting school's construction
Provision of public art	One-on-one meetings and community workshop	Provisions will be made for public art An arts committee will be formed to handle this process.

Background

The Northern Territory Government has identified Barneson Boulevard as a way of establishing a new entry point into Darwin's CBD and dispersing traffic entering and exiting the CBD. The corridor to accommodate Barneson Boulevard was initially identified more than 20 years ago in the Central Darwin Planning Concepts and Development Opportunities (1996) and was subsequently preserved through a Proposed Main Road zoning. It was included as a key connection as part of the Darwin City Centre Master Plan in 2013.

The overarching policy alignment for the project was informed by a program as part of the Master Plan process.

In December 2015, True North Strategic Communication (formerly Michels Warren Munday) consulted with a limited group of key stakeholders about the vision for the project. The project at this point was contingent on funding, but included the construction of Barneson Boulevard, the duplication of Tiger Brennan Drive from Dinah Beach Road to McMinn Street and long term planning for the duplication of McMinn Street.

In May 2016, the Australian Government announced a commitment of \$29.53 million towards this project, in addition to \$5 million in committed funding from the Northern Territory Government and \$5 million from City of Darwin.

In November 2016, True North Strategic Communication was reengaged by the Department of Infrastructure, Planning and Logistics (DIPL) to consult with key stakeholders regarding concept designs for Barneson Boulevard and the duplication of Tiger Brennan Drive from Dinah Beach Road to McMinn Street.

The consultation program was conducted over three months, with preliminary consultation taking place in December 2016 and recommencing in January 2017, to factor in the Christmas holiday period.

This report outlines the findings of the consultation process.

Previous consultation

In December 2015, True North Strategic Communication (formerly Michels Warren Munday) led a limited program of consultation regarding the vision for the Barneson Boulevard project, including the duplication of Tiger Brennan Drive from Dinah Beach Road to McMinn Street and long term planning for the duplication of McMinn Street. True North Strategic Communication consulted with Bicycles NT, and the then Department of Transport consulted with directly impacted stakeholders including Department of Art and Museums, Travelodge Mirambeena, Uniting Churches of Australia and GG Management

All stakeholders wished to be consulted as the project progressed. Most were satisfied with being regularly informed, and some wanted to be involved in project planning.

The Department of Transport created a fact sheet to support this consultation program. The fact sheet was made available on the Department's website, and True North Strategic Communication delivered the fact sheet to the following businesses and buildings at the future intersection of Barneson Boulevard and Cavenagh Street:

- Cycle Zone
- Volunteering SA NT
- Viva La Body
- Baker's Delight
- Flight Centre
- Lenards
- Woolworths
- Amcal
- Aboriginal Employment Strategy

- Body corporate of 3 Harvey Street
- Body corporate of 34 Harvey Street
- Body corporate of 41 Cavenagh Street.

The consultation program concluded at this point and a consultation report was provided to the Department of Transport.

Methodology

Level of engagement

Using the IAP2 principles that guide good community engagement, consultation was conducted mostly at the level of **inform** and **consult**.

Level of engagement	Promise to the public
Inform	We will keep you informed.
Consult	We will keep you informed, listen to your concerns and provide feedback on how the public's input influenced the decision.
Involve	We will work with you to ensure your concerns are reflected in the alternatives developed, and provide feedback on how the public's input influenced the decision.
Collaborate	We will look to you for advice, ideas and solutions and incorporate those into the decisions as much as possible.
Empower	We will implement what you decide.
©International Association for Public Participation www.iap2.org	

Consultation objectives

The **objectives** of the consultation program were to:

- Inform stakeholders about the Barneson Boulevard and Tiger Brennan Drive duplication project, raising their awareness of the route, the proposed design and construction timelines
- Ensure key stakeholders have a good understanding of the project and its potential impacts and benefits
- Gather effective feedback from all stakeholders
- Manage realistic expectations about the project
- Involve stakeholders throughout the planning process and ensure their concerns and ideas were, where possible, incorporated into the design
- Where feasible, collaborate with key stakeholders on development of alternatives and identification of solutions (within the scope of the overall design project).

Approach

A flexible, two-part approach was implemented for this consultation program to factor in the Christmas holiday period and to enable stakeholders to provide initial advice on their level of support and any concerns or ideas they may have, before engaging more broadly.

Preliminary consultation took place from November to December 2016 and involved:

- Presentation to City of Darwin
- Direct letter and follow up phone calls to impacted land owners and stakeholders inviting them to take part in the community workshop
- Media release to announce the consultation period and community workshop
- Flyer drop to nearby businesses and residents
- Community workshop providing an overview of the project and consultation.

In January 2017, the program recommenced with an intensive consultation period which ran for four weeks from 1 February to 24 February 2017. This involved reengaging with directly affected land owners and stakeholders, nearby businesses and residents, as well as the broader community through a number of methods including, a flyer drop, one-on-one meetings with key stakeholders, information displays in Smith Street Mall, a stakeholder workshop and a second community workshop. Several mechanisms were established to encourage feedback including an online survey, and a project-specific email address and phone number. These activities are outlined below and in a detailed implementation plan. See Appendix A.

The approach was proactive in seeking out stakeholders with a vested interest in the project and listening to their views, rather than assuming they would read or hear about the consultation and get in touch, although this also took place. There was a focus on one-on-one meetings to gain a deeper understanding of community views and to give all stakeholders with a vested interest full opportunity to engage in the process. In total, 21 one-on-one meetings were conducted.

Based on feedback from the first community workshop, a more targeted approach was implemented to engage with Frog Hollow Centre for the Arts tenants who indicated they wanted more consultation. This involved a specialised fact sheet, one-on-one meetings with individual tenants and a stakeholder workshop.

Tools and tactics

A range of communication materials were developed for use during consultation. Materials used during the initial stage of the consultation program were updated and drawn upon during the second part of the program.

Timing	Materials
November to December 2016 (part one)	<ul style="list-style-type: none"> • Key messages to ensure the correct information was communicated • FAQs addressing any possible concerns or queries people might have • Direct letter to impacted stakeholders • Map showing the concept design • Flyer with information on the project and community workshop details • Website • Facebook • Media release • Public notice in NT News advertising project and workshop • Centralised phone number and email address

January to February 2017 (part two)	<ul style="list-style-type: none"> • Updated detailed map showing concept design • Stylised map highlighting impacted parking spaces in the CBD • Updated flyer with general information on the project, contact, information display and community workshop details • Fact sheet specifically for Centre for the Arts tenants • Website • Facebook • Media release • Weekly public notice in NT News advertising consultation including online survey, information displays and community workshop • Online survey
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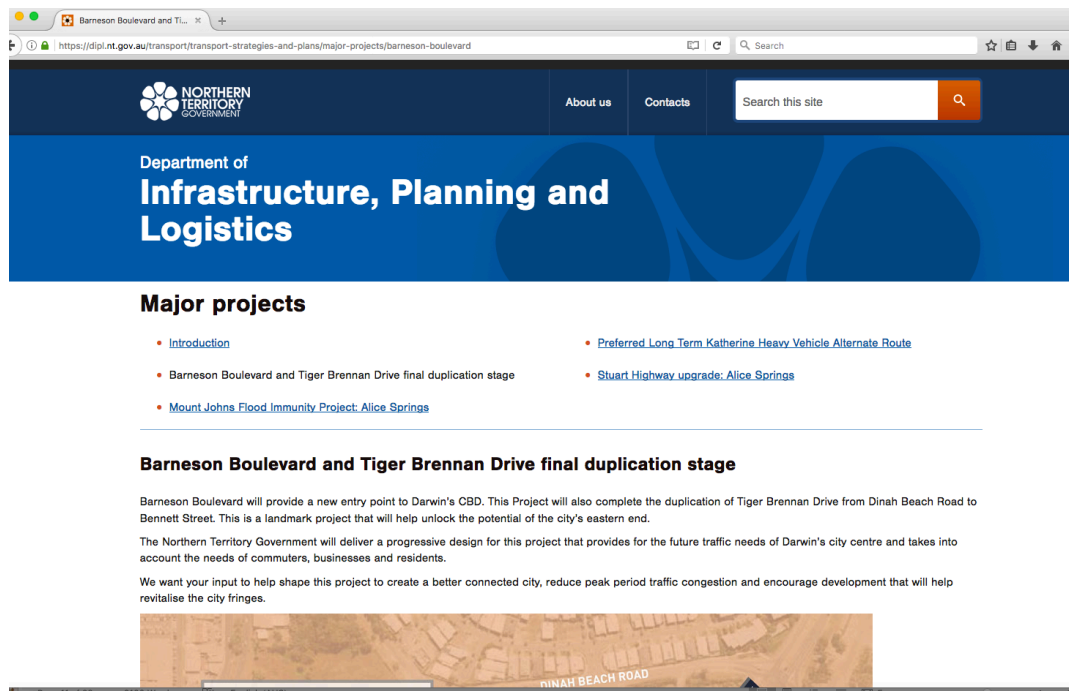


^ Some of the materials used during consultation

Website

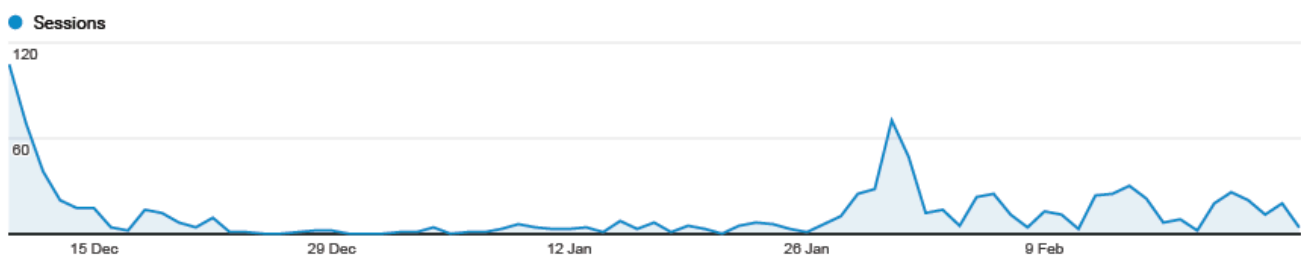
The Department of Infrastructure, Planning and Logistics hosted the Barneson Boulevard and Tiger Brennan Drive duplication project webpage. The page included:

- information on the project
- link to the online survey
- details on the community workshop and information displays



^Barneson Boulevard and Tiger Brennan Drive duplication project webpage


There were more than 500 page views over the consultation program.

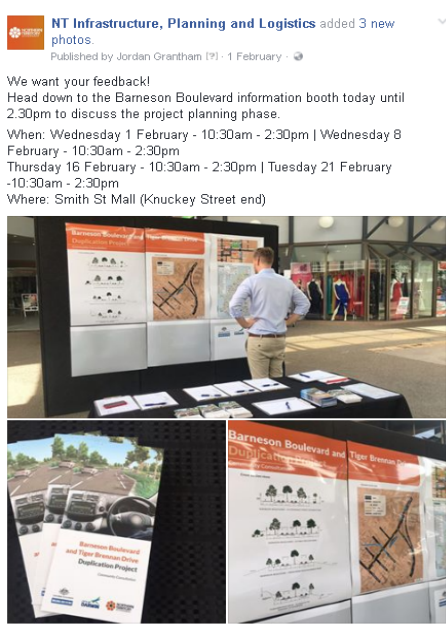



^ Analytics report for <https://dipl.nt.gov.au/transport/transport-strategies-and-plans/major-road-projects/barneson-boulevard>

Facebook

DIPL published three Facebook posts promoting the project and consultation. The posts had a combined reached of 40 000 people, with many leaving comments on their opinions of the project.



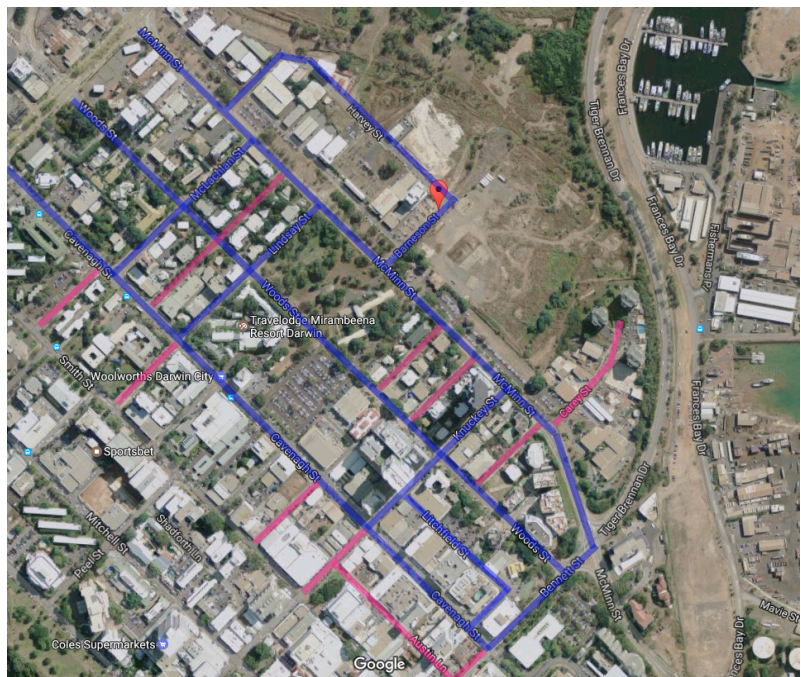




	28/1/17	1/2/17	15/2/17
Cost	\$500	(not boosted)	\$100
Gender	Male and female		Male and female
Location	Darwin, Palmerston, Casuarina		Darwin, Palmerston, Casuarina
Age	16-65+		16-65+
People who match	NT DIPL Fans friends		NT DIPL Fans friends
Organic reach	3277		2363
Paid reach	27 419		6430
Total reach	30 696	2088	8793

Flyer drop

A flyer was distributed to nearby residents and businesses to promote the project and to encourage involvement and feedback. The diagram below outlines the areas included in this process. The streets highlighted in pink were added in the second flyer drop in February 2017. In total, approximately 3500 residences and businesses were letterbox dropped.



^ Streets included in letter box drops

Online survey

An online survey was prepared and a link to the survey was provided on the department's webpage. Complete statistics and comments from the survey can be found in Appendix B.

Respondents had the chance to win one of four \$50 vouchers to a CBD business of choice for completing the survey. This helped to encourage participation with almost half of respondents leaving their name and contact details to enter the draw.

The survey ran for four-weeks from 30 January to 24 February and attracted 152 responses.

The survey sought responses to the following questions:

Where do you live?	Are there any specific elements of the Barneson Boulevard and Tiger Brennan Drive duplication project which you would like to comment on?
Where do you work?	What do you like about the project?
How do you generally get to work?	Is there anything else you'd like to tell us about this project?

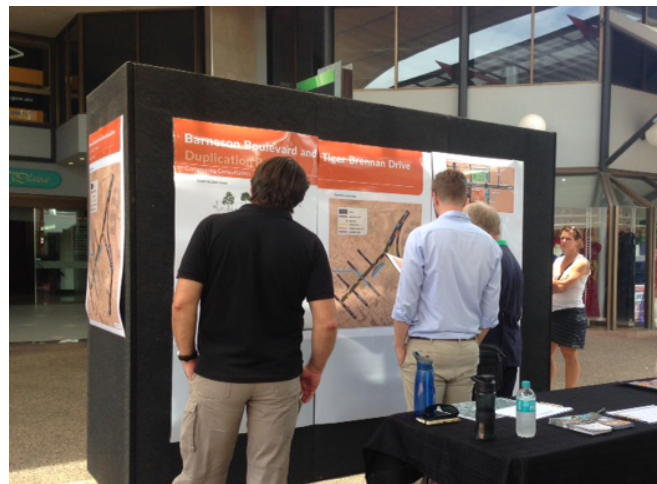
Meetings with key stakeholders

One-on-one meetings were offered to stakeholders who were identified as likely to have an interest in or be impacted by the project. One-on-one meetings provided a forum for stakeholders to hear about the project in a direct and personal way, raise any concerns and ask any questions. It also meant the project team could address any concerns clearly, quickly and directly. The thorough program of one-on-one meetings meant many key stakeholders felt their needs were met directly, leaving other activities such as the community workshop and survey to focus on and meet the needs of the general community. Discussions were documented and some chose to provide a written submission (see appendix C). Some stakeholders were approached but were not interviewed and did not provide a submission, either because they could not be reached or did not have time. Stakeholders engaged in the process include:

Nearby organisations and tenants	<ul style="list-style-type: none"> ▪ Quality Advance Apartments ▪ Travelodge Mirambeen ▪ GG Management ▪ The Office ▪ Kabuki Hair Salon ▪ St Mary's Catholic Primary School ▪ Uniting Care Church ▪ Frog Hollow Centre for the Arts tenants <ul style="list-style-type: none"> ▫ Association of Northern Kimberley and Arnhem Aboriginal Artists (ANKAAA) ▫ Artback NT ▫ Darwin Aboriginal Art Fair ▫ Darwin Visual Arts Association ▫ Festivals NT ▫ NT Writers' Centre ▫ Off The Leash ▫ Tracks Dance Company
Historical groups	<ul style="list-style-type: none"> ▪ Heritage Advisory Council ▪ Historical Society of the Northern Territory (did not accept offer of meeting)
Community and interest groups	<ul style="list-style-type: none"> ▪ Bicycle Network NT ▪ Planning Action Network (PLAN)
Development and business	<ul style="list-style-type: none"> ▪ Chamber of Commerce NT (did not accept offer of meeting) ▪ Property Council of Australia NT ▪ Urban Development Institute of Australia NT
Territory and local government	<ul style="list-style-type: none"> ▪ Department of Education ▪ NT Planning Commission ▪ Local electoral candidates ▪ City of Darwin
Indigenous groups	<ul style="list-style-type: none"> ▪ Larrakia Development Corporation ▪ Larrakia Nation Aboriginal Corporation (did not accept offer of meeting) ▪ Aboriginal Development Foundation Incorporated (did not accept offer of meeting) ▪ Yilli Rreung (did not accept offer of meeting) ▪ Kumbutjil Association (did not accept offer of meeting)

Information displays

Commuters and the general public were targeted through four information displays in Smith Street Mall. Information displays were held from 10:30am to 2:30pm on Wednesday 1 February, Wednesday 8 February, Thursday 16 February and Tuesday 21 February and were staffed by representatives from True North Strategic Communication, DIPL, Jacobs and City of Darwin. On average, each information display attracted approximately 60 to 80 people.



^ Information displays in Smith Street Mall

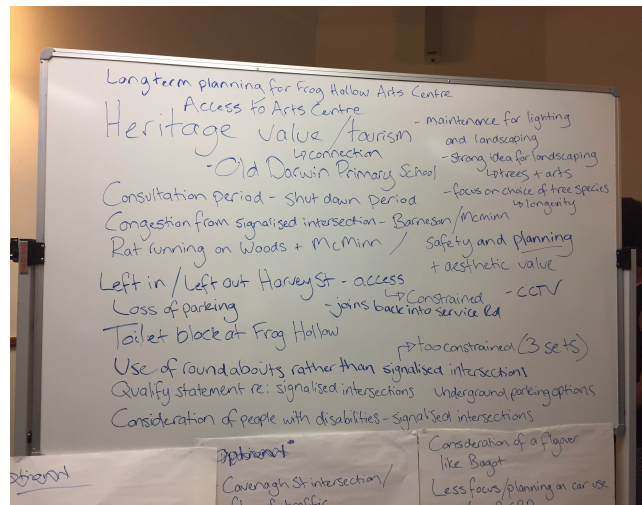
Workshops

Community workshops

True North Strategic Communication facilitated two community workshops as part of the consultation program.

Approximately 35 community members attended the first community workshop on Saturday 10 December 2016 at the Travelodge Mirambeen. Most community members were nearby residents, business owners or tenants. There did not appear to be any greater Darwin residents (commuters) in attendance. See an attendance list attached in Appendix D. Media from ABC, Channel 9 and the NT News also attended.

The workshop included speakers from DIPL and Jacobs and provided an overview of the project, context around area planning for the CBD, details on traffic management and signalised intersections, and options for the treatment of Woods Street. Questions were allowed throughout the presentation, and a general discussion was held on the options for treatment of Woods Street. Key points for action were noted on a whiteboard and butchers paper throughout the workshop.

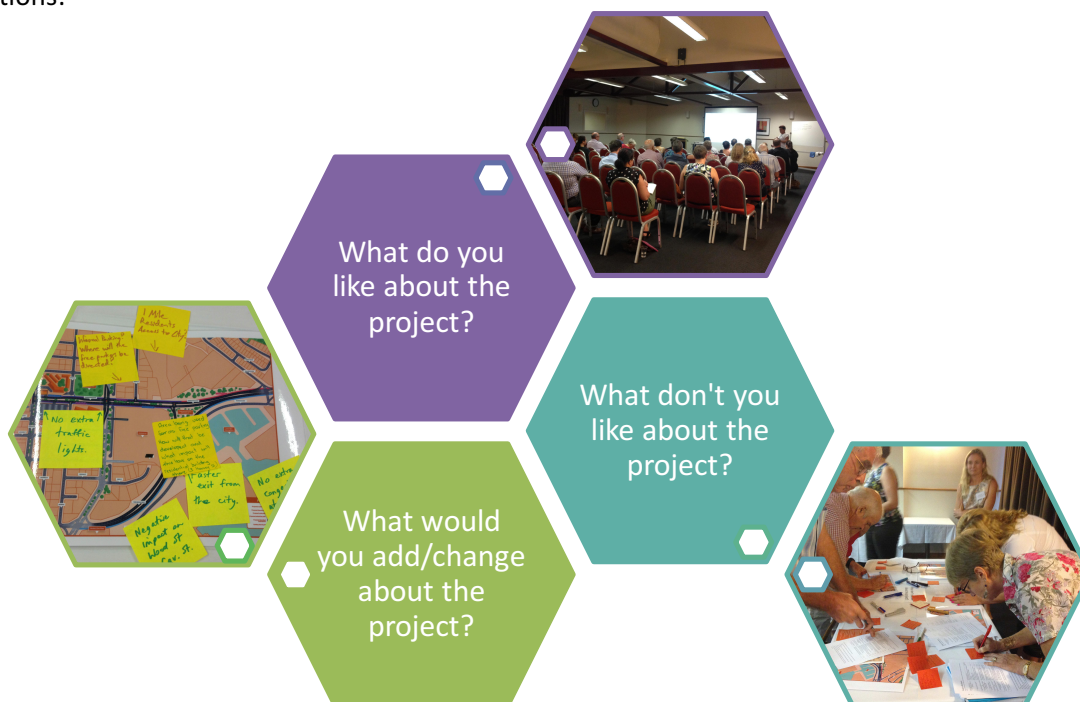


^ Community workshop, Saturday 10 December 2016

Many nearby business owners were unable to attend the first community workshop as they had to work. Based on this feedback, the second community workshop took place after business hours on Wednesday 15 February 2017 at the Travelodge Mirambeena. Approximately 24 community members attended the workshop, with many being nearby residents, business owners or tenants.

The workshop initially followed a similar format to the previous one with speakers from DIPL and Jacobs providing an overview of the project, context around area planning for the CBD, details on traffic management and signalised intersections. Questions were allowed at the end of each segment of the presentation and key points for action were noted on a whiteboard throughout the workshop.

This was followed by an interactive session where community members were asked to explore the following questions:



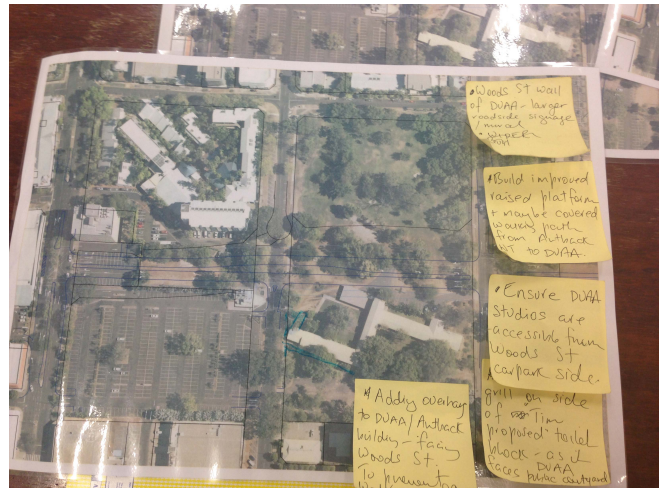
^ Community workshop, Wednesday 15 February 2017

Stakeholder workshop

A workshop was held specifically for Frog Hollow Centre for the Arts tenants on Monday 6 February at the Arts Centre. Approximately 20 representatives from Artback NT, Darwin Aboriginal Art Fair, Darwin Visual Arts Association, Association of Northern Kimberley and Arnhem Aboriginal Artists, Darwin Festival, Off The Leash and Tracks Dance Company attended the workshop.

True North Strategic Communication facilitated the workshop and speakers from DIPL and Jacobs presented. The purpose of the workshop was to collaborate with tenants on their desires for the site and recap the issues and ideas raised as part of one-on-one meetings conducted prior to the workshop.

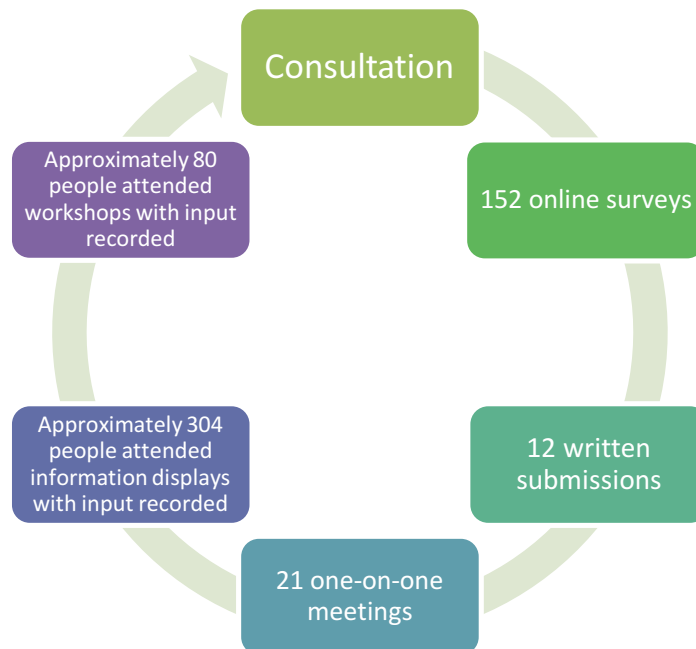
The workshop provided an overview of the project, context around area planning for the CBD and specific information on the impacts to the Arts Centre and solutions for the relocation of the toilet block, car park and external stairwell. The workshop included an interactive activity where in small groups, participants conveyed their ideas on A3 laminated maps and presented them for discussion. Questions were encouraged throughout the presentation, and a general discussion was held at the end of the session. Key points for action were noted on a whiteboard and butchers paper throughout the workshop.



^ Stakeholder workshop, Monday 6 February 2017

Findings

Feedback on this consultation program was provided through one-on-one meetings, an online survey, written submissions, information displays and community and stakeholder workshops.



The feedback section of this report is presented as follows:

- key themes
- survey findings.

Appendix A contains a detailed implementation plan.

Appendix B contains the raw survey data with complete statistics and comments.

Appendix C contains summaries of one-on-one meetings with key stakeholders and the submissions received. The raw submissions are attached separately.

Appendix D contains community and stakeholder workshop attendance lists and summaries of the comments made from workshops.

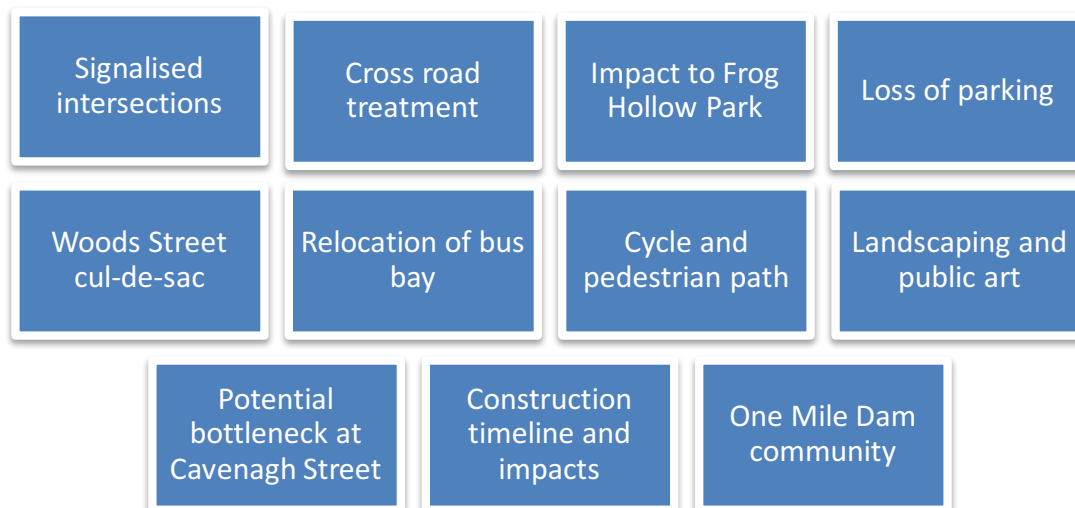
Key themes

Based on conversations and feedback gathered throughout the consultation process, the majority of people indicated they were generally accepting of the project despite having some concerns with some aspects of the concept design.

Most people were happy that the remainder of Tiger Brennan Drive will be duplicated and that congestion will be alleviated on Tiger Brennan Drive and Bennett Street. Many said Barneson Boulevard will help to activate a derelict area and modernise the CBD and the project will help to create a much-needed stimulus for the Territory economy. A small group of people completely opposed the project and said they would prefer funding go toward upgrading public transport and walkways throughout the CBD.

Despite some initial concerns with the timing of consultation late last year, people genuinely appreciated being consulted and felt they had the opportunity to provide input. Many were interested in understanding more about the project and provided their contact details to be kept informed throughout the process.

A number of key themes were raised throughout consultation, these are outlined below.

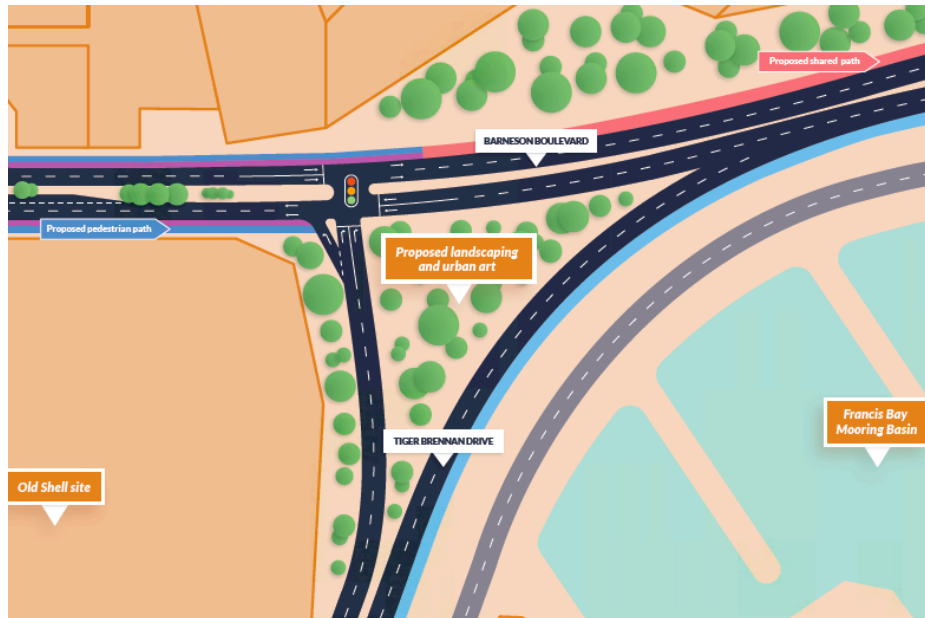


Signalised intersections

Signalised intersections proved to be a popular topic during consultation. There were mixed views about the use of signalised intersections with some stakeholders expressing preferences for roundabout traffic treatments. Pedestrians, cyclists and members of the disabled community said they preferred signalised intersections. Some people were dissatisfied with the explanation provided on why signalised intersections were the preferred option and said they would prefer roundabouts or at least a reduction in the number of traffic signals along Barneson Boulevard. The Daly Street roundabout was referred to throughout consultation, suggesting that this was fresh in people's minds.

Cross road treatment

There were concerns about the treatment of the Barneson Boulevard/Cross road intersection. People said they would prefer a flyover or bridge at this intersection instead of traffic signals. Some also struggled to understand why the Cross road did not follow the same alignment as the existing inbound Tiger Brennan Drive lane.



^ Proposed design concept for Barneson Boulevard/Cross road intersection

Impact to Frog Hollow Park

Many community members were concerned with what would happen to Frog Hollow Park and the old Darwin Primary School. There was concern that this precinct was being 'split in half' with 'no regard for connectivity'. It was clear that the area is very important to the local community. It was also made clear in many forums that any impact to Frog Hollow Park would be unacceptable to many in the community.

There was an initial perception among some people that Barneson Boulevard would cut through the middle of the park and a large parcel of land would be removed. Many felt reassured knowing the heritage listed area of the park would not be affected, however some felt the road should not intersect the green space at all. Some people suggested a tunnel would be a better option as it would not affect the park. Many questioned why the former tunnel idea had been disregarded.

Most people agreed the project would help to activate the area as it is currently underutilised and can be a hotspot for anti-social behaviour. Many said it would also help to reenergise the Centre for the Arts.

Loss of parking

People were interested in the number of parking spaces impacted throughout the CBD and what the alternative parking solutions are. Many questioned whether Council would allocate more parking to compensate for the loss of existing formal and informal spaces. Some were satisfied with the alternatives provided by Council, including more Zone C spaces in periphery areas and capacity in China Town car park. Others indicated that the Cavenagh Street and China Town car parks are already full and are not suitable options for commuters.

Most people did not voice any major concerns and were accepting of the loss of free parking at the empty lots, with many saying they knew it would not last forever. A few people were disappointed and questioned whether more free parking would be allocated elsewhere in the CBD.

Woods Street cul-de-sac

Some people did not understand the options for the treatment of Woods Street, why they were required and how the options would cater for pedestrians and cyclists. There was a general consensus in the first community workshop for option 1 (a cul-de-sac) being the preferred treatment as it did not impact Frog Hollow Park, as long as pedestrian and cycle connectivity to Barneson Boulevard was retained. Workshop participants wanted further information about the need for the treatment of Woods Street generally.

In discussions following the initial workshop, the majority of people were not overly concerned with the treatment of Woods Street, and the treatment option to create a cul-de-sac was mostly accepted. People generally accepted the option as they felt strongly about the protection of Frog Hollow Park. Many questioned whether they would still have pedestrian access to the other side of Woods Street and Frog Hollow Park.

Relocation of bus bay

Businesses along Cavenagh Street, between Woolworths and Lindsay Street, strongly disapproved of the proposed relocation of a bus bay to the front of Quality Advance Apartments. Business owners were very concerned that moving the bus bay would shift anti-social behaviour to the front of their businesses. They were also concerned they would lose the 15-minute parking spaces their customers rely on at the front of their premises and that it would interfere with the neighbouring school's drop off zone.

Based on this feedback, DIPL revisited their decision and will consider alternative options for the relocation of the bus bay.

Cycle and pedestrian paths

People were very positive about the design of the segregated cycle and pedestrian paths. Many felt the paths would help to activate the area surrounding Frog Hollow Park and provide a better alternative for pedestrians and cyclists who currently take a detour to safely enter the centre of the CBD.

Many felt the concept was suitable and safe for pedestrians and cyclists. People also said they liked that the path connected with the existing shared path along Tiger Brennan Drive and provided access to Frog Hollow Park.

Some cyclists had concerns with the lack of cycle path connectivity on Cavenagh Street. Cyclists felt this would be unsafe, especially with the new intersection.

Landscaping and public art

There was an emphasis on the need for attractive landscaping and public art to help reinvigorate the CBD and create a more iconic entry point. Many felt strongly that there should be a focus on maintaining greenery and landscaping should help to create shade for cyclists and pedestrians.

Some stakeholders were interested in helping to facilitate public art. It was recommended an arts committee with department and Council representatives be formed to take control of this process.

Bottleneck at Cavenagh Street

Questions were raised about the efficiency of the proposed Barneson Boulevard/Cavenagh Street intersection with misunderstanding about the model to disperse traffic. Many expressed concern with the intersection becoming a bottleneck, especially with the volume of traffic entering the Woolworths car park, Cavenagh Street car park and bus terminal.

Construction timeline and impact on nearby businesses and residents

People were generally interested in the construction timeline and how it would impact their commute to the CBD. Many were pleased that the project would be carried out in stages and is only expected to take 18 months.

Cavenagh Street businesses and tenants were especially concerned with the timing of construction and how it would impact trading. St Mary's Catholic Primary School indicated they have construction scheduled from June to September 2017 and were concerned the project could affect this.

Frog Hollow Centre for the Arts tenants were also concerned with the construction timeline, requesting that it does not interfere with the Darwin Festival in August.

DIPL acknowledged these issues and will stage construction to avoid impacting tenants during those times.

One Mile Dam

There were many questions raised over the impacts to One Mile Dam and the local community that resides there. People felt strongly that the area should not be impacted at all and were pleased to hear it would not be. Some said it is critical the local community are made aware of construction timelines to ensure their safety. At the time of this report, the local community had not been consulted.

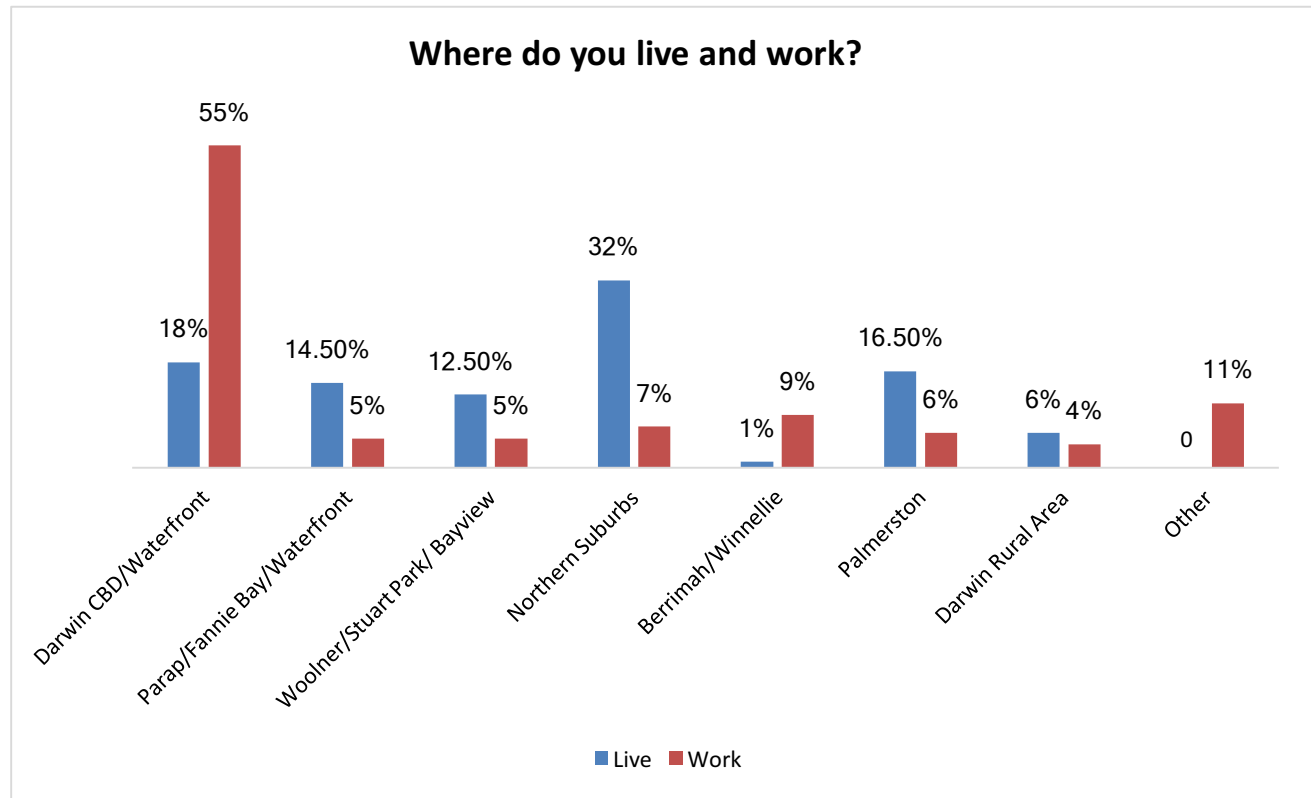
Themes raised during consultation activities

The table below outlines the key themes raised during each consultation activity. Frog Hollow Park was the most popular topic, with people discussing it in each consultation activity, highlighting its importance to the community.

	One-on-one meetings	Community workshops	Arts stakeholder workshop	Information displays	Submissions	Facebook	Online survey
<i>Signalised intersections</i>	✓	✓		✓	✓	✓	✓
<i>Cross road treatment</i>				✓	✓		✓
<i>Impact to Frog Hollow Park</i>	✓	✓	✓	✓	✓	✓	✓
<i>Loss of parking</i>	✓	✓	✓	✓		✓	✓
<i>Woods Street cul-de-sac</i>		✓			✓	✓	✓
<i>Relocation of bus bay</i>	✓	✓					✓
<i>Cycle and pedestrian paths</i>	✓	✓		✓		✓	✓
<i>Landscaping and public art</i>	✓		✓	✓			✓
<i>Potential bottleneck at Cavenagh Street</i>		✓		✓			
<i>Construction timeline and impact on nearby residents and businesses</i>	✓	✓	✓	✓	✓		✓
<i>One Mile Dam</i>		✓		✓			

Survey

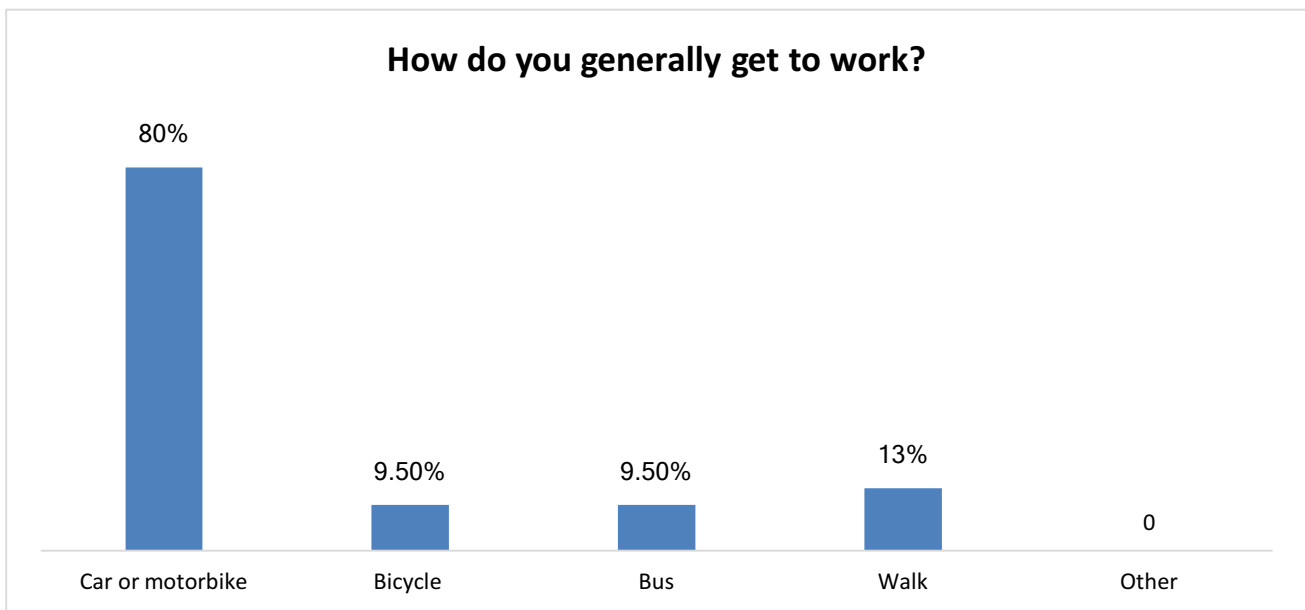
Survey respondents were from a wide spread of suburbs in the Greater Darwin area. When asked to identify where they live, 32% said they live in the Northern Suburbs, 18% said Darwin CBD/Waterfront, 17% said Palmerston, 14.5% said Parap/Fannie Bay/Nightcliff, 12.5% said Woolner/Stuart Park/Bayview, 6% said Darwin Rural Area and 1% said Berrimah/Winnellie.



Just over half (55%) of respondents indicated they work in Darwin CBD/Waterfront, followed by 11% who said other, 9% said Berrimah/Winnellie, 7% said Northern Suburbs, 6% said Palmerston, 5% said Woolner/Stuart Park/Bayview and Parap/Fannie Bay/Nightcliff and 4% said the Rural Area. Participants who selected other, indicated they either do not work or work in multiple locations around Darwin.

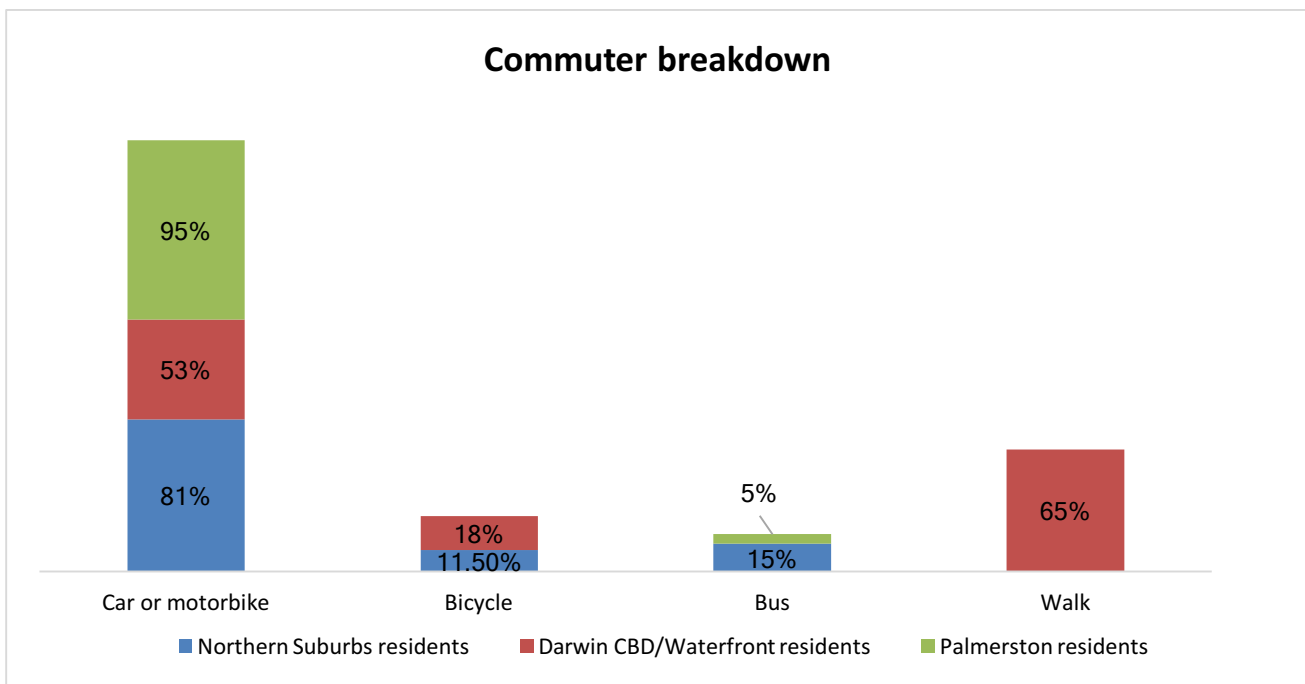
Most respondents (80%) indicated they travel to work via car or motorbike, followed by 13% who said they walk, and 10% who said they either cycle or catch the bus. Respondents could select more than one answer to this question; no respondents selected other.

How do you generally get to work?



Of the 32% of respondents who said they live in the Northern Suburbs, 53% said they work in Darwin CBD/Waterfront. The majority (81%) of these respondents said they travel to work via car or motorbike, followed by 15% who said they catch the bus and 11.5% who cycle. Respondents could select more than one answer to this question. Respondents who said they live in the Northern Suburbs and work in Darwin CBD/Waterfront were mostly interested in cycle and pedestrian path treatments (15%), followed equally by people who said they supported the project, concerns with the impact to Frog Hollow Park and signalled intersections (13%).

Commuter breakdown



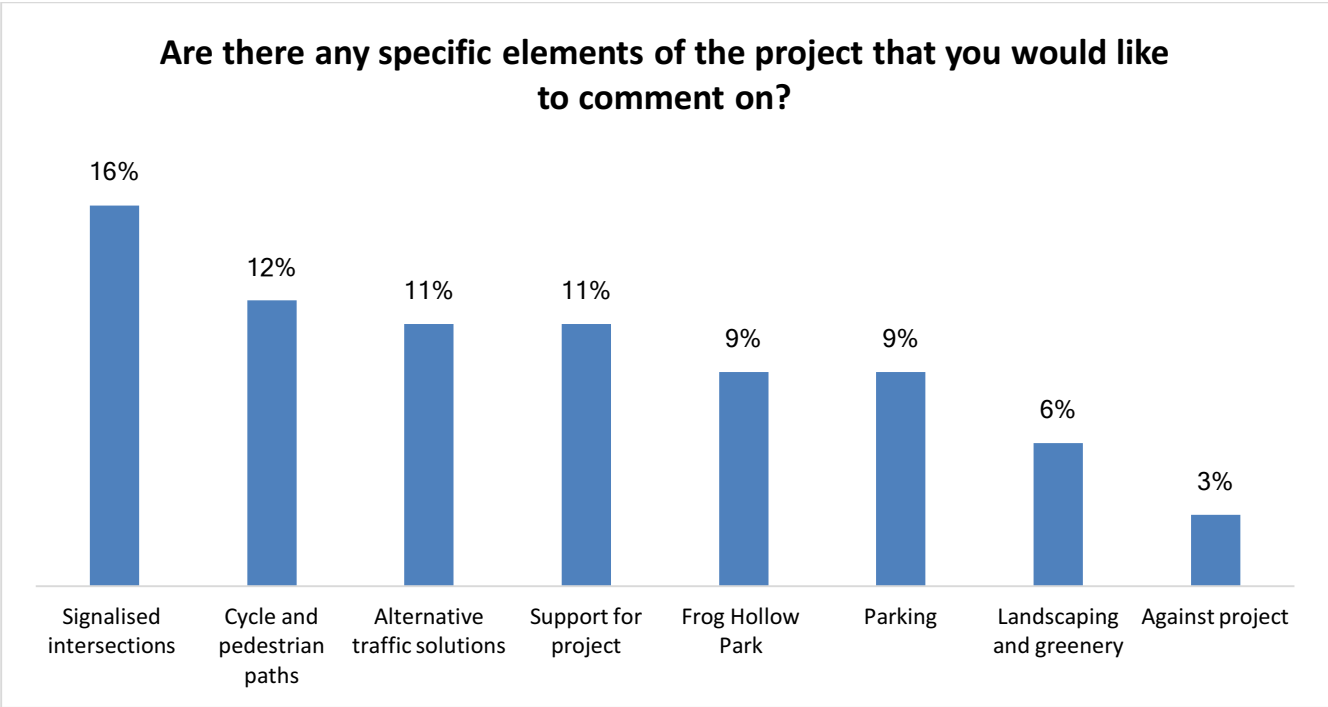
Of the 18% of respondents who indicated they live in Darwin CBD/Waterfront, 63% said they work in the same area. Interestingly, 65% of these respondents said they walk to work, 53% said they drive and 18% said they cycle. Respondents who said they live and work in Darwin CBD/Waterfront were mostly concerned with signalised intersections and alternative traffic solutions such as roundabouts or a flyover (46%), followed equally by loss of parking, relocation of bus bay and landscaping (8%). Many respondents who indicated they were completely against the project said they live and work in Darwin CBD/Waterfront.

Of the 16.5% of respondents who said they live in Palmerston, 72% work in Darwin CBD/Waterfront. Most (95%) respondents said they drive to work, followed by 5% who catch the bus. These respondents were mostly concerned with signalised intersections (32%), followed by cycle and pedestrian path treatments and landscaping (11%).

Respondents raised the following themes when asked if there were any specific elements of the project they would like to comment on:

- Reason for signalised intersections instead of roundabouts and need for the number of signalised intersections along Barneson Boulevard (16%)
- Importance of safe cycle and pedestrian paths (12%)
- Consideration of alternative traffic solutions such as a flyover at the cross road instead of a signalised intersection (11%)
- Support for project and concept design (11%)
- Concern with impact to Frog Hollow Park (9%)
- Loss of parking and need for alternative parking solutions (9%)
- Importance of landscaping and retaining as much greenery as possible (6%)
- Against the project (3%).

Note: these are approximate statistics based on qualitative data.



Notable comments:

I think it's positive. It will help to activate the not so nice spaces near McMinn St.

If "Signalised intersections have been identified as the safest and most effective traffic management approach to these intersections", then these intersections are fundamentally flawed. We've got more than enough traffic lights. Keep it flowing.

Frog's Hollow community park must be retained for community to use as its much needed green space, even if just some of the space is retained. It's a heavily used park as a linkage path from One Mile Community to the city and for the many, many residents who live in the surrounding high rise buildings.

A bridge (like Bagot Road/Stuart Highway) at the Tiger Brennan Drive/Barneson Blvd would generate better traffic flow. A one way street and set of lights would cause more congestion than current layout.

Make sure there are cycle paths that are high quality and safe for both cyclists and motorists. I'm too scared to ride on road so would love a segregated continuous bike lane.

All day parking is already an issue for workers in the city.

Not needed for at least a decade...if ever.

When respondents were asked to identify what they like about the project, responses included:

I like the more seamless design proposed for city links and getting out of the city. Currently the bottleneck on Tiger Brennan is slow and dangerous at times.

The idea of alfresco spaces, and a better looking and feeling entrance into the CBD.

If I can get into the CBD easier/ quicker, I'm more inclined to drive in for other purposes rather than just work.

The bicycle path continues (even as a shared pathway it's great it doesn't just end like in other capital cities!)

Connects with the Darwin City Masterplan, it's good to see these plans being put into action. There are lots of good ideas yet to be implemented to re-develop Darwin.

If it increases flow into town that is good - but to cut off Woods Street, and to put in too many traffic lights - that would be contra to the intent.

Third access point is long overdue, and the upgrade of a derelict part of the CBD is great.

The opportunity for Frogs Hollow arts centre to receive main street frontage in this project will put Darwin back on the map in relation to other arts centres around Australia.

It will reduce traffic at Cavanagh and Bennett St between 08:00 and 08:30 Mon to Fri.

Respondents had the opportunity to add further comments at the end of the survey, responses included:

Has there been any analysis on the effect of the small intermediate streets between Woods and Cavanagh, and Cavanagh and Smith street as a consequence of Barneson. Streets such

as Edmonds, Searcy, Whitfield and to a lesser extent Lindsay streets are very narrow, and really only allow traffic flow in one direction when there are cars parked.

I hope contracts for work are awarded to local companies to support local people.

Please continue your strong consultation process.

Please add some iconic designs and features into the project so our city (especially entrance and exit) is more exciting and colourful.

Appendix A: Implementation Plan

Item	Detail	Resource	Timing
Part one: November – December 2016			
Presentation to City of Darwin	Presentation at Council Meeting	DIPL	29 November 2016
Correspondence with key stakeholders	Direct letter sent to key stakeholders <ul style="list-style-type: none"> ▪ GG Management ▪ Travelodge Mirambeena Resort ▪ Quality Advance Apartments ▪ Department of Arts and Museums ▪ Public Transport (DIPL) ▪ Lands and Planning (DIPL) ▪ Power and Water Corporation ▪ Larrakia Nation Aboriginal Corporation ▪ Larrakia Development Corporation ▪ Property Council of Australia NT Division ▪ Urban Development Institute of Australia ▪ Chamber of Commerce NT ▪ Planning Action Network (PLAN) ▪ Bicycle Network NT ▪ Cycle Zone ▪ Viva la Body ▪ Woolworths ▪ Flight Centre ▪ Uniting Care Church ▪ Altitude Management NT ▪ Off The Leash ▪ Festivals NT ▪ Darwin Visual Arts Association ▪ Association of Northern Kimberley and Arnhem Aboriginal Artists ▪ Artback NT ▪ AANT ▪ NT Taxi Council ▪ David Daly Electronics ▪ Coffey - A Tetra Tech Company ▪ Dovaston Training and Assessment Centre ▪ Brandit NT ▪ Car Concepts Pty Ltd ▪ Frogshollow Backpackers ▪ Cavenagh Medical Centre ▪ D&R Community Services ▪ Lindsay on the Park ▪ Bo Bo's Massage 	DIPL	6 December 2016

Follow up with key stakeholders	Phone call follow up to key stakeholders <ul style="list-style-type: none"> ▪ David Daly Electronics ▪ Coffey - A Tetra Tech Company ▪ Dovaston Training and Assessment Centre ▪ Brandit NT ▪ Car Concepts Pty Ltd ▪ Frogshollow Backpackers ▪ Cavenagh Medical Centre ▪ D&R Community Services ▪ Lindsay on the Park ▪ Cycle Zone ▪ Viva la Body ▪ Woolworths ▪ Flight Centre ▪ Uniting Care Church ▪ Altitude Management NT ▪ Off The Leash ▪ Festivals NT ▪ Darwin Visual Arts Association ▪ Association of Northern Kimberley and Arnhem Aboriginal Artists ▪ Planning Action Network (PLAN) ▪ Bicycle Network NT 	True North	7 and 8 December 2016
Delivery of flyer	Delivery of flyer with project information and invitation to community workshop	True North	7 and 8 December 2016
Materials	Activation of web content, media release, Facebook post, advertisement to promote workshop	DIPL True North	8 and 9 December 2016
Community workshop	Community workshop held at Travelodge Mirambeena	DIPL True North Jacobs City of Darwin	10 December 2016
Report	High level interim report delivered on initial findings – key themes and issues raised in workshop	True North	19 December 2016

Part two: January – February 2017

Strategy	Consultation strategy reviewed and refined to include detail of specific consultation for Frog Hollow Centre for the Arts tenants	True North	13 January 2017
Materials	Display materials reviewed and redeveloped in line with the revised strategy including maps, flyer/fact sheet, survey, FAQ, media release, web copy	True North DIPL	20 to 27 January 2017
Delivery of flyer	Delivery of flyer to CBD tenants with project and consultation information	True North	30 and 31 January 2017
Follow up with stakeholders	Phone call and/or email follow up to key stakeholders <ul style="list-style-type: none"> ▪ Ace Body Corporate ▪ Altitude Management ▪ Brandit NT ▪ Car Concepts ▪ Cavenagh Medical Centre ▪ Coffey – A Tetra Tech Company 	True North	31 January to 3 February 2017

	<ul style="list-style-type: none"> ▪ Cycle Zone ▪ David Daly Electronics ▪ Dovaston Training and Assessment Centre ▪ Frogshollow Backpackers ▪ Flight Centre ▪ Lindsay on the Park ▪ Uniting Care Church ▪ Viva La Body ▪ Volunteering SA/NT ▪ Whittles Body Corporate ▪ Woolworths 		
One-on-one stakeholder meetings	<p>Key stakeholders were approached a meeting schedule was developed. One-on-one meetings were conducted with:</p> <ul style="list-style-type: none"> ▪ Frog Hollow Centre for the Arts tenants ▪ Bicycle Network NT ▪ UDIA NT ▪ PAn ▪ Quality Advance Apartments ▪ St Mary's Catholic Primary School ▪ GG Management ▪ Heritage Advisory Council ▪ Larrakia Development Corporation ▪ Department of Education ▪ Travelodge Mirambeena ▪ The Office ▪ Kabuki Hair Salon 	True North DIPL	30 January to 24 February 2017
Survey	An online survey was launched using Survey Monkey and promoted through Facebook, DIPL website, flyer drop and media release	True North DIPL	30 January to 24 February 2017
Information displays in Smith Street Mall	Public displays were held weekly in Smith Street Mall from 10:30 am to 2:30pm	True North DIPL City of Darwin Jacobs	1 February 8 February 16 February 21 February
Stakeholder workshop	A stakeholder workshop was held specifically for Frog Hollow Centre for the Arts tenants	True North DIPL City of Darwin Jacobs	6 February 2017
Community workshop	A second community workshop was held after business hours at Travelodge Mirambeena.	True North DIPL City of Darwin Jacobs	15 February 2017

Appendix B: Raw Survey Data

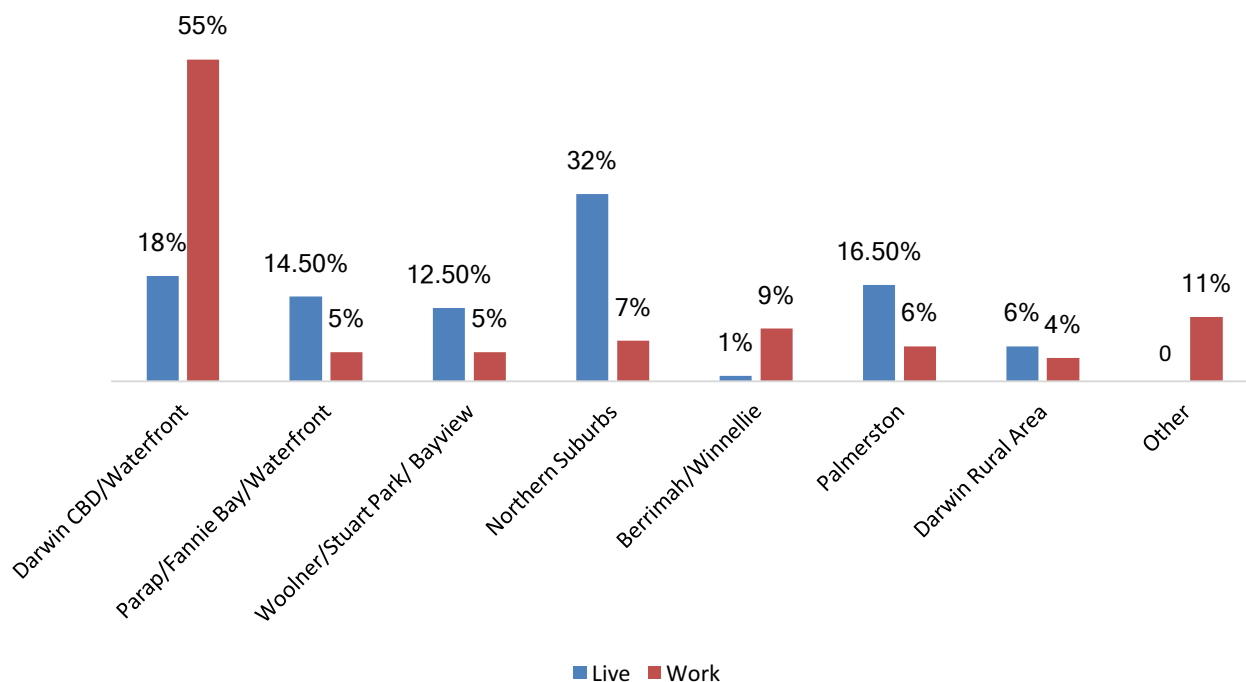
Q1 Address

Q1. Where do you live?		
Suburb	Response count	Response per cent
Darwin CBD/Waterfront	27	18%
Parap/Fannie Bay/Nightcliff	22	14.5%
Woolner/Stuart Park/Bayview	19	12.5%
Northern Suburbs	49	32%
Berrimah/Winnellie	1	1%
Palmerston	25	16.5%
Darwin Rural Area	9	6%
Other (Please specify)		
<i>answered question</i>	152	
<i>skipped question</i>	0	
Response text:		
But own property in Stuart Park		
Coconut Grove		
Larrakeyah		
Larrakeyah		
20 metres from one of these intersections		
Bellamack		
Ludmilla		

Q2 Work

Q2. Where do you work?		
Suburb	Response count	Response per cent
Darwin CBD/ Waterfront	83	55%
Parap/ Fannie Bay/ Nightcliff	6	4%
Woolner/ Stuart Park/ Bayview	7	5%
Northern Suburbs	10	6.5%
Berrimah/ Winnellie	14	9%
Palmerston	9	6%
Darwin Rural Area	6	4%
Other (Please specify)	17	11%
<i>answered question</i>	152	
<i>skipped question</i>	0	
Response text:		
All over		
Various		
Do not work		
All over these areas		
Retired pensioner		
East Arm		
Airport		

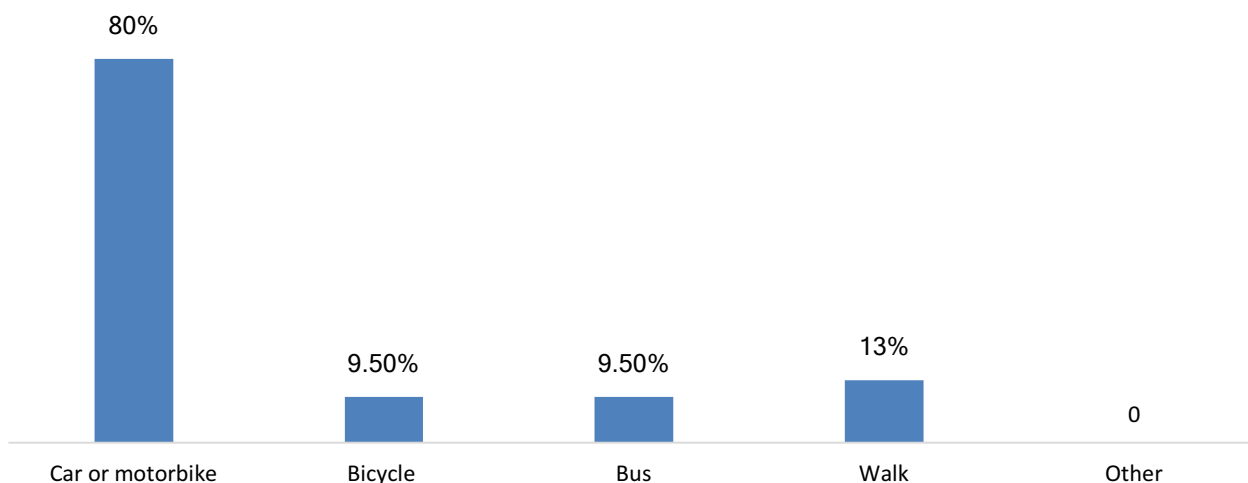
Where do you live and work?



Q3 Commute

Q3. How do you generally get to work?		
	Response count	Response per cent
Car or motorbike	102	80%
Bicycle	12	10%
Bus	12	10%
Walk	16	13%
Other	0	0%
<i>answered question</i>	127	
<i>skipped question</i>	25	

How do you generally get to work?



Q4 Comments

Q4 Are there any specific elements of the Barneson Boulevard and Tiger Brennan Drive Duplication Project which you would like to comment on?
Response text
I think it's positive. It will help to activate the not so nice spaces near McMinn St.
The bike lane
Improving the CBD and road congestion are excellent plans, but please don't pull down the Frogs Hollow Arts precinct as we need this community arts space
Continuation of the bike path on the eastern side through to city would be nice instead of road crossings
More detailed information required
Yes. The proposed McMinn street Barneson Boulevard traffic lights should instead be round-a-bout. T/lights are restrictive to traffic flow for all routes and with this design, cars waiting at traffic lights will restrict my entry/exit from my residence at There are thirty people at this address in a unit complex and this affects each of us. I own two units here. Secondly, the new arrangement for woods street is completely against the original city design. I understand that this closing off of woods street is due to a services pit causing engineering difficulties. I say, get the engineering to do their job rather than changing and interfering with the original city road (grid) pattern. This new idea of cutting off the expected free flow of woods street and is contra to every other street in the CBD. It is just wrong and lazy engineering. I feel very strongly about this. It is short term solution and goes against the accepted and well functioning grid system as we have now. New comers to the city would be comfortable with every street as through fare, versus, now introducing a new diversion with this idea of closing the free flow for this area of the city. It stinks! Do the engineering proper and don't interfere with the established successful and current design for the sake of quick (thought) solution. The businesses on Woods street would no doubt suffer and be surprised. You need to make the effort ask their response to this concept. I doubt they know that this consultation process is happening. But they will certainly make a noise when they see this lazy solution to a services pit with cutting off the free access to their businesses.
The bike path from Tiger Brennan when it's get to Woolner you have to cross sides, then at Dinah beach you have to recross to the original side. It should be the same side all the way into the city.
Bike path
Really looking forward to the future use of the vacant land in the area, hopefully a stadium, and at least some council parking.
yes, the useless set of lights not required. If you spent for the longer term and put a fly over where the out bound lane tiger Brennan hits Barneson Boulevard. Darwin and Palmerston is already grid locked with lights without introducing another set. Plan for the future we have the space use it wisely instead of half measures to save dollars rather do it right the first time and only complete parts than have to put up with it longer term.
Access to city for bikes
Maintaining sufficient green space and large trees is very important: Darwin has a shortage of mature shade trees in many places (except Esplanade, etc.). Also, maintain attractive fencing from disused sites.
Speed the project up. It needs to happen!
I am unsure why there was not a T intersection put from Tiger Brennan to Snell St to enable northern suburbs traffic easy access to Bagot Rd. As a result, all northern suburbs traffic must go up Woolner Rd and onto Stuart Hwy which causes a bottle neck and big delays.
Looks good.
Yes
Do we really need more traffic lights? Large round about keep traffic flowing. Yes, there is congestion but not everything in life can be instantaneous
Consult genuine bicycle riders and runners regarding the design of the bike and foot paths.
Is there consideration for a tram or the like between Palmerston and Darwin
Move the airport
The layout of business development and how this will be incorporated in to the existing businesses.
There seems to be too many traffic lights to get out of the city
There isn't much information available on the web site. e.g. a timeline normally has a beginning and an end, yours only has a beginning. Will this turn into a never ending project? There isn't much detail about the road works either. It is more of a

concept than a project plan.
Will Frog Hollow park and Arts Centre remain?
The Barneson Boulevard link will terminate at Cavanagh Street in Darwin CBD. Given the co-location of the City of Darwin GPO car park, this would be the ideal location to locate a new Central bus terminal in the city. NTG and City of Darwin should be working together on this to ensure this location is utilised to its maximum potential for public transport purposes.
Need to keep 'green' corridor as much as possible
The idea of a high volume high speed road like Tiger Brennan coming to an abrupt stop in an urban, mixed-use 'boulevard' seems poorly considered.
I'm a little concerned about the old Darwin Primary School and I'd like to make sure the carpark between Smith and Cavanagh streets will remain.
Traffic lights at McMinn St. are unnecessary. I think a dual lane roundabout would eliminate the potential bottleneck and traffic jam a set of lights would create, completely blocking access to my driveway at times.
From the brief layout, it seems that parking may be an issue for access to shops and cafes.
As long as there are no bottle necks
If "Signalised intersections have been identified as the safest and most effective traffic management approach to these intersections", then these intersections are fundamentally flawed. We've got more than enough traffic lights. Keep it flowing.
Concerns about frog's hollow residents and parking
Tiger Brennan Exit
More parking lots I think will be lost.
a
Reduction where possible in the number of lights. Is it necessary to have the connection from Bennett to TBD outbound requiring lights? It would seem better for outbound from Bennett to go down McMinn and turn right at the lights. This would remove 1 set of lights.
Frog's Hollow community park - must be retained for community to use as its much needed green space, even if just some of the space is retained. it's a heavily used park as a linkage path from One Mile Community to the city and for the many many residents who live in the surrounding high rise buildings.
Details on slip lanes, traffic flows, noise impacts, car parking. How will existing infrastructure including Woolworths site be affected?
It's important for the final design to ensure that Barneson Boulevard becomes a slow speed environment with the inclusion of landscaping on either side and within the median strip. It will be important to include on-street parking; however, it shouldn't dominate the street so to ensure that vibrancy at the street level can occur. Footpath widths should allow opportunity for street trees, bike parking, alfresco dining, awnings and large thoroughfares for pedestrians. Cycle lanes should be included to encourage alternative modes of transport that connect to the broader cycle network. Consideration of bus routes and stops should also be included, DoT are already trialling express routes travelling via TBD so long term this could be a thing. Sites adjacent the proposed Barneson Boulevard should integrate with the new network with active street frontages to create vibrancy and life at the street. Consideration should be given to the inclusion of an overarching Area Plan for Barneson Boulevard and adjacent sites in the Planning Scheme that supports these principles to get the best urban outcome for Darwin to blossom into the future.
I'm concerned about the future of the Aurecon Building and congestion surrounding the Woolworths car park. Will there be alternative car park options for the people who typically park in the lot that will be destroyed?
I note the benefits listed as creating a third exit/entry to the city, yet it appears from the plans the exit links into the Barneson Boulevard/ Cross Road intersection. Will this not become a bottleneck and is there not really only two exits from the city.
Provision for cyclists
why does the cycle lane not go anywhere? it just stops
No
I'm assuming that you will be using a considerable number of existing car parks to complete this project. What arrangements have been considered to replace these? All day Parking is already an issue for workers in the city. It also looks like you will using parks of Frogs Hollow park. What inclusions have been considered for ensuring that there are adequate and appropriate trees included in the new road?
Ensure that the road surfaces are constructed to the highest standards, to avoid development of pot holes in common

forming areas of road lap joints and weak base surfaces. Provision and the requirement of traffic lights really also needs to be considered, less is more to ensure even flow of traffic and reduce congestion. Greenery and flora would also be a wise area to consider, enhancing the mood and feel of the approach and entrance into the CBD - this is an easy area to skimp on and save money/ maintenance, but I think can really make a visual difference and. Would be great to also see additional amenities and infrastructure that could be accessible through this new development. Think and build something that we need in the next 10 years, not for now.
A better road network mean less time in traffic and more time with family and friends.
First and foremost, why-oh-why do you plan to introduce more "shops and cafes" along this strip? Surely you should be focussing on strategies to fill the CBD's current vacant commercial tenancies before doing anything which might dilute the already-woeful market! Retail shops need to be concentrated in and around the established shopping areas around Smith Street mall, Knuckey Street, and down to the Mitchell Centre. With that in mind, the options for land-use are more limited. Needless to say, the CBD residential market isn't in much better shape than the commercial scene. And an industrial estate would be downright out-of-place. My best suggestion for the land use is to make the best of nature and either revegetate the natural scrubland, or install some picturesque parklands. Admittedly, the latter has the potential to attract homeless people and unauthorised quasi-camping, but if Adelaide managed to clean up its disreputable Southern Parklands then I'm sure you'll find a way to keep things respectable. Secondly, if despite my first point, you still intend to build more buildings, make sure the buildings look congruous with one another, to achieve a quaint "terrace" look (which Darwin sorely lacks) without appearing too contrived and manufactured. Try eschewing "troppo architecture" for a change. Sometimes it's alright, but there is a reason it hasn't found widespread appeal outside of this city. Bright colours don't even make sense in the tropical heat - have you seen the fadedness of the Mitchell Centre sign lately? White and silver makes much more sense (e.g. Evolution, Charles Darwin Centre, Etc.). Thirdly, if despite my first point, you really plan to dilute the CBD's commercial foot-traffic beyond its current smattering, make sure the whole area caters to Darwin's climate, by adopting a policy of continuous verandas and awnings to cover the entire footpath area when granting development approvals. In fact, this should be adopted CBD-wide. Fourthly, no-one will go to Alfresco Cafes unless there are anchor tenants and entertainment infrastructure nearby. For example: A. How about an Entertainment Centre for live music, comedy and other shows? (Despite its name, DEC is not an entertainment centre: it is clearly a theatre/opera house. The namers of DEC have obviously never seen an entertainment centre, which is concerning in its own right.) It wouldn't need to be all that big - just somewhere other than Discovery where decent bands can play in the CBD to decent crowds in a "general admission" section where they are actually allowed to stand and move around. B. Set aside land for a big multipurpose stadium on Barneson St in future (unless you have plans to develop Gardens Oval for this), and stop investing in TIO Stadium. Having Darwin's premier stadium in Marrara makes as much sense as having Adelaide's premier stadium in West Lakes. Looking at Adelaide Oval, we all know Footy Park was a big dumb waste of money.
No
Please just clean up the McMinn St area and really get it nice in terms of landscaping - make it a tropical gateway to the CBD
Will there be any environmentally sustainable design considerations for the streetscape around aesthetics/ vegetation and associated water use, stormwater management?
A bridge (like Bagot Road/Stuart Highway) at the Tiger Brennan Drive/Barneson Blvd would generate better traffic flow. A one way street and set of lights would cause more congestion than current layout.
No
Mainly that any development needs to be green including planting appropriately for Darwin to creating shade and a nice vista on entry into the CBD (the skyline on entry to the city along Tiger Brennan is visually very unappealing) so the last physical entry point should be as welcoming as possible to counteract that. Also cyclists need to be considered in the planning in terms of construction of cycle paths and access points etc.
The road is fine as it is now.. Don't spoil it. There is no need to spend the money there. Darwin's population is not as big as we need it anyway. Money can be better spend elsewhere
Landscaping! My first impression flying to Darwin was the establish green trees that border our city. It's the first impression you get and distinguishes Darwin from every other concrete jungle city. This needs to be protected! I hope a landscaping plan is included. I don't like the fact that this development gets rid of the last remaining wall of established trees.
make sure there is cycle paths that are high quality and safe for both cyclists and motorists. I'm too scared to ride on road so would love a segregated continuous bike lane
I'd rather see the money go into public transport
The intersection with Cavanagh St and implications for tenants in adjacent buildings during construction and once complete
If someone gave me a lift from Fannie Bay to the CBD, I would encourage them to park on McMinn St and walk up

Barneson St to the CBD.
Yes, can we please have a fly over at the cross road? How do we walk to frog hollow park from the Knucky Street side of Wood Street?
What is going to happen with the Art present in Frogs Hollow, and what are they going to be offered and at what price?
What will happen to Frog Hollow Centre for the Arts? There is no transparency about what will happen to this historic and important community facility.
Will the crossroad follow the former railway corridor to connect with the Stuart Hwy? Will the crossroad have two-way traffic?
Leave Frogs Hollow alone! This is public land and valued for its heritage and open space.
Tiger Brennan one way around the duck pond may be a concern for companies or businesses that are already in place. Also another traffic light in the city! please don't make it like Palmerston and have 5 sets of lights within 1.3km. Being a heavy vehicle driver it creates more noise and pollution by starting and stopping heavy vehicles. Barneson Boulevard, is there going to be any bus drop off areas out the front to drop people off? what about taxi ranks? Uber drop offs? emergency vehicles? deliveries? cars that park overnight?
It is a shame that we have to have so many signalised intersections within a short distance. Is there any other way this can be avoided without using confusing roundabouts? I don't think that an entrance to the city should be marred by so many traffic lights. Look at Palmerston - Roystonea Ave. I also would appreciate seeing some sort of interaction along the entrance boulevard. Something a bit more dedicated and useful rather than what eventuated underneath Pandanus and Evolution in an effort to create interactive street levels. In my mind they are an eyesore of a concept.
No
When this new access to the CBD was planned in the mid 1990's Barneson Street was to be an underpass under McMinn Street. No doubt this was a very forward thinking plan by the then CLP Government. So what happened? I guess the Darwin City Council got involved and we get more traffic lights. Were alternative plans considered and if so what were they?
udedfuewfdh
It is good to see shared paths are included in the scope of the project. To maximise the shared path for Stuart Park residents commuting into the city the path along Dinah Beach Road up to Duke street needs to be completed. Current pedestrian/cycle access southbound along Dinah Beach road is dangerous due to blind corner and motorists speeding
I hope the traffic intersections are not going to be (or remain) scramble crossings and require merging into the left lane to go straight.
No
W
I think the current design is good
I'm against it going through Frogs Hollow
I think that there should be dedicated bike paths built in if there aren't already. I fear for my bike riding friends on the roads of Darwin, especially when it rains and visibility is poor.
Yes - there are 4 sets of traffic lights in this design - but you do now t show the 4th duck-pond set of lights. Your diagram is deceiving. To have 4 sets of lights into town is ridiculous. please remove from this design the McMinn Street set and replace with a dual round-about! In comparison the existing TBD run has 2 sets of lights into town. Why in this new entrance would you put in 4th set? It is important to not restrict flow with traffic lights as this new design does. There are not road trains coming into town. So there is no excuse to not put in a round-about. Also I object to cutting off Woods Street. It goes completely against the whole idea of the Darwin CBD with an open grid system - not with a new cul-de-sac. Get the engineers to do their work properly please.
Better late than never. Tiger Brennan Drive should have ended at the new intersection when it was built. Poor planning or blocked by, now magically gone, green or indigenous objection??
I think It's a good idea, however there may be too many traffic lights. Also can the economy support these new businesses going in?
A
I think the proposition to spend money on a new "boulevard" with cafes, offices and shops is unrealistic given that half of the existing CBD buildings are empty and run-down. Similar to other proposals to turn Darwin into the Singapore of Australia, no mention of addressing anti-social behaviour and public indecency/inappropriate behaviour has been mentioned so the artist's impression compared to reality will be very different.
Segregated bike lanes, using best practice models are a must.
Not needed for at least a decade ...if ever

The plan should have some provision for the future light rail, be it a small bridge like Daly St, or a lowering of the boulevard to a degree so any future rail does not have to have an unsightly bridge for a crossing (this of course assumes any future light rail will neither be at grade nor terminate prior to the boulevard)
The connection of Tiger Brennan to the city is relatively narrow, new project will bring a good alternative to that
Absolutely NO bus stop outside the quality hotel, Office cafe and KABUKI haircutters!!!!
No
Car parking
Adequate parking in the area
Putting in an overpass so traffic continues smoothly.
Intersection of McMinn st, and Barneson. - How will this affect traffic flow?
No
No bus stop in front of my property (The Office, The Vault cafes) as it brings all of the anti-social behaviour in front of my business and also inside (asking for water, change, toilets etc.) I would have to close within 6 months.
Ensure integration with bicycle and pedestrian traffic
Have concerns that there will be sufficient parking in city for extra traffic. Unsure of the purpose and advantages of the new road. What is the proposed speed limit?
Maybe having car parking in Palmerston then free transport to the city to ease traffic flow and a cost saving
Yes - I attach a page of comments. I think the project is incredibly outdated and very poorly thought through. It will create many CBD problems, reduce amenity in the CBD and destroy future potential for what people WANT - walkable CBD with less reliance on cars. It will NOT regenerate our economy no bring people into the city - people will not come to visit or dine alfresco beside a road!!!
NA
1) Traffic lights - there are too many traffic lights into the city as it is without adding to them. We need more overpasses, tunnels, underpasses, roundabouts to keep traffic flowing. 2) Impact on existing residences and buildings - directing traffic to the centre of the city will have a massive impact on residents and workers. Ending opposite a very busy shopping centre is problematic.
Please not more traffic lights!
The previous stages of the Tiger Brennan Drive (TBD) duplication has been poorly designed. The intersection at Woolner Rd and TBD has caused more trouble than good, two lanes going straight out of Bayview are not needed and reducing from a slip-lane from the city to a merging lane has dramatically reduced traffic flow. There are also too many traffic lights along this previous stage of TBD. Two new sets of traffic lights are excessive for people coming out of Winnellie; a fly-over should have been employed here. If people struggle leaving Winnellie, they should leave through the lights on the Stuart Highway. Tiger Brennan Drive should have been left as more of a free-way, giving a high speed link to Darwin CBD and greater Darwin, such as Palmerston and even more rural suburbs. I am in agreeance with another entry/exit into the city, but to reduce the amount of gridlock, the roads need to be more free-flowing, like having a minimal amount of traffic lights and more over-passes.
Where Harvey Street meets with Barneson Boulevard, could this become a cul-de-sac rather than an intersection. This would help keep traffic on Harvey restricted to residents rather than being used as a shortcut by other commuters wanting to get into the city as well as making it safer for the residents.
Council needs a proactive approach to where cars currently parking for free on barneson will go next. Council are good at policing parking, maybe they need to promote somewhere like chinatown with gold coin fee for city workers, better than empty multistorey carpark, take pressure off residential areas. Please provide access to the city for One Mile residents during construction, remember they are people as well and need easy pedestrian access.
In a project of this scale and cost, it is imperative that a proper Traffic Impact Assessment (TIA) has been performed by a proven consultant firm. Otherwise, upon the completion of the project, car and motorbike users may feel the traffic jams caused are adding more to their inconvenience, instead of the other way round. Be careful of putting too many signalised intersections. It may be slow down traffic too much if a car needs to stop too many times on a main street.
Removing a large slab of Frogs Hollow parkland for four vehicle lanes plus footpaths plus median strips plus cycle path ... destruction of some of the last green space in the city; very short sighted indeed. More cars into the city - if they come (and one hopes they don't), where will they all park? Three more sets of traffic lights, great for slowing traffic flow... and the delays on the intersecting streets. What happens with all the cars entering Cavenagh Street; has there been modelling re the resultant vehicle flows?? What about the impact on the Darwinbus timetables with the extra delays on Cavenagh? And whatever happened to the Darwin-Palmerston light rail idea? Wasn't there a plan to build a tunnel under Frogs Hollow to

protect this park from just such a road?
Roundabouts should be used at cross street and mcminn street. Can see no reason why not , extensively used in Europe where there are many lanes going into a roundabout . Very safe appears to be a hangover from DCC dislike of roundabouts has moved across to DIPL, no justification provided in the information, other than a generic statement roundabouts are unsafe? As to exit from the CBD a little surprised that the access into city via Bennett street does not allow for exit that way as well? Do not agree with Woods street in westerly direction from Knuckey street being b,locked off ?
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No
It will allow me to bypass Bennett St area and go straight to the centre of the city.
I think it's a great idea. I live in Woolner and when I walk home from work I have to do a massive detour and go all the way down the Stuart Hwy because there's no safe footpath anywhere else. This will be a much safer option for pedestrians and will cut down my trip by more than half.
jhhh
It is a.very.cheap and ineffective option.to place traffic lights in Mcminn and Woods Streets. Dcc are incapable of current traffic management ? Traffic lights will create more congestion not less.
Yes. I am concerned that the frogs Hollow Arts Centre currently next to Frog Hollow Park is not listed anywhere on the project webpage, nor is it represented in forecasted images of the Project. I am deeply concerned about the vital importance of maximising this important precinct which houses many of our most highly regarded and prolific art institutions, as well as publicly accessible visual art galleries - and I want to make sure that this project's scope is linked with making frogs hollow a key part of the development plan, both in final outcome, but also in the roll out of the project as the proposed timeline is directly on top of the Arts sectors busiest months, including the Darwin Fringe and Darwin Festival seasons.
City needs better/cheaper parking
Please Please Please do not put so many traffic lights! Shall I repeat that? All literature I can source prefers round-abouts across a broad range of intersections. As I live in the area I use the McMinn street - Barneson Boulevard intersection at least twice daily, I will be affected. A set of traffic lights there would be just unnecessary considering round-about would do the same and better flow of traffic, but not bank up and stop-start-stop traffic unnecessarily as Traffic lights would do. And this is what my readings tell me. The sensing devices for Traffic lights are not able to work with the same intuitiveness as drivers entering round-abouts. To have a new set of three traffic lights is just too much. Common-on - don't screw this up. It is practical to have just two sets - so eliminate the McMinn Street set in this design. Shall I repeat that? Secondly - Cutting off of Woods street is against the city's original design and will place a new constraint in the CBDs roads system. I will cut access to the docyors and force Stuart Park side traffic through - yes - to the McMinn Street traffic areas controlled by those traffic lights. Very silly idea and just counter to the city's intended design and natural traffic flow. The reason for cutting off Woods street in the design is due to a height restriction with a Power and Water HV cable pit. This is not insurmountable. From their responses to the first query at the Public session on B Boulevard, it is clear that the Engineers have not measured the depth of the Power and Water pit and the cables entering. They are more than two meters below the surface of this pit - and the cover is far greater than satisfying the protection of HV etc cables. Australian Standards seek 900mm cover for HV. if there is inadequate cover - Concrete over is the solution. It is done all the time! Do the engineering properly please and don't alter the original design intent for the city's roads because the engineers (from out of town by the way) could not do a good job for the road approaches around the P&W infrastructure pit. I suspect they are protecting their fee limits and maximising their profit - because they are not putting in any effort to solve this problem.
I don't agree with blocking off Wood Street. Have you discussed this option with Cavenagh Medical Centre on Wood Street? I don't agree with traffic lights right next to the Arts Centre and the flats at this needs to be a round about.
Proposed moving of the bus bays on Cavenagh Street at Woolworths. How are you going to deal with the antisocial behavior that is currently a major issue at this bus bay. Moving a bay to in front of local business is a major concern. The Hairdresser, Cafe, Hotel, and AV business all struggle to keep the mess under control as it is now.
I dont agree with the destruction of the buildings and deem it unnecessary. The Conversation (a non-political daily paper) recently had ab article saying no city in the world was making new roads into cities. Except Darwin- and lets face it there will not be more commerce there-no land- but there will be more people, many without cars. Also a survey shows that cars are actually used 14% of the actual owned time. Put in a Parking area out of town and run buses.

No	
No	
Yes	
Nothing	
Information is vague but it's progress and that is always a positive	
I'm 100% for it. Darwin needs something to boost the economy	
Not really	
Good idea	
I'd like to contribute my ideas which have consideration of more of the existing current operation of the CBD traffic, rather than this project simply tying in to the current CBD traffic operation. I believe the current proposal will create congestion at intersections including Cavenagh/Barneson (and intersections surrounding with vehicles trying to access it), Cavenagh/Knuckey, Barneson/McMinn, and TBD/Crossroad. I don't believe the current proposal will allow for quick and easy entry and exit to the CBD which is what people want, and this lack of 'easy access' also discourages people coming into the CBD. I'm thinking big picture.. In summary the ideas I have would improve accessibility and distribution into the CBD, improve egress by distribution to the Barneson exit road, improve congestion within the CBD by less stops and improved signal phasing, retain parking in the CBD (possibly create more angle parking). My suggestions would require less construction by utilising existing road infrastructure (with the exception of the Barneson Link itself) as the duplication of the TBD would not be required, and also the upcoming modifications of Bennett / Cavenagh st intersection that CoD are undertaking (over \$1mil) would also not be required. It would do this by having TBD the inbound movement and Barneson the outbound with a natural flow in between, rather than the proposal having TBD and Barneson both cater for inbound and outbound traffic, which then requires them to intersect at 'the Crossroad'. Some modifications to current operations of traffic in the CBD would be required to create some single directional traffic flow. It is this single directional traffic flow that ultimately assists with distribution of traffic into the CBD, smooth movement through the CBD, and egress out of CBD via selected routes. Currently the intersections in the CBD allow for all movements resulting in delay due to having to cater for so many opposing movements. Inbound TBD & Bennett Route & CBD Distribution. All traffic enters via existing TBD lanes, one way direction IB through to Bennet St and onto Mitchell St. Distribution into the CBD through four routes off TBD and Bennett - McMinn, Woods St, Cavenagh St, Mitchell St. These are all roads which travel North-West for the length of the CBD ultimately leading back to the main exit from the CBD via Barneson (and alternatively Daly St / Stuart Hwy except for Woods St which joins at Barneson without proceeding through). CBD Thoroughfare. Bennett St one way to Mitchell St/Knuckey St intersection (the rest of Mitchell remains two way). Knuckey St one way to Cavenagh St. This allows smoother flow through the CBD encouraging clockwise direction of flow through the most congested area of the CBD (which CoD are already having issues with), and this also naturally provides easy access to the routes to exit the city to Barneson St exit. Outbound Barneson Route & CBD exit. All traffic exiting outbound to TBD utilise Barneson link. Access to Barneson link provided by three main routes assisted by the CBD thoroughfare and direct link to the IB distribution roads – via McMinn St, Woods St (south), and Cavenagh St. McMinn st access via acceleration lane with Barneson St overpassing McMinn using the natural terrain decline. The surrounding roads and intersections nearest to Cavenagh/Barneson intersection would need to be further assessed, however this would need to be carefully considered with the current proposal anyway which i couldn't see any detail on. This concept would clearly need full investigation and traffic assessment, however I believe CBD traffic flow needs to be considered as a part of this project as I believe the current project concept is going to create significant CBD congestion and also congestionat the crossroad intersection. Most other CBDs have been required to do similar things in order to allow the traffic flow to operate more efficiently, and I believe now we have the opportunity to be considering this for Darwin. One city that I've visited that has many one direction roads is Hobart, and I think we should be looking at how and why other CBDs have implemented this. I have provided intersection sketches directly to the project manager of TBD/McMinn, TBD/Bennett, Bennett/Mitchell, Cav/Barneson, McMinn/Barneson in accordance with this concept.	
answered question	128
skipped question	24

Q5 What is acceptable?

Q5. What do you like about the project?
Response text
I like the more seamless design proposed for city links and getting out of the city. Currently the bottleneck on Tiger Brennan is slow and dangerous at times.
The idea of alfresco spaces, and a better looking and feeling entrance into the CBD.
Everything else EXCEPT the illustrated design of the bike lane (and I'm an avid road cyclist).
If it assists with traffic congestion and beautifies the city it's good
Better access to CBD
I don't
Love the concept. But the details above need addressing.
A proper entrance to the city, thumbs up
the easing of congestion on Bennett street exiting town.
Providing a pleasant entrance to the city, in what is a useless piece of land,
More direct route
Finishing the project and diverting attention from the ugliness of the industrial entrance to Darwin via Stuart Hwy.
It provides a third option into the city. A central option.
An additional access to the city. It seems that Tiger Brennan goes from 3 lanes to one lane going up the hill into the city. This new road will take away any congestion due to that.
Still plenty of greenery.
Nothing
CBD improvements
It looks wonderful but will it be sustainable
Revitalise part of CBD
Modernizing the city
Move the airport
The design and realignment of the traffic flow.
Alleviates the traffic pressure on Tiger Brennan Drive.
Hard to say as there is so little detail.
Will ease congestion
Gets rid of the bottle neck on Tiger Brennan Drive and provides better central connection to the city.
Creating a proper entrance into the CBD. Darwin is a capital city, people need to let go of it being a country town.
Planning for long term traffic needs is good
Pedestrian and cycle access
It will add a little more flexibility to navigation choices.
Not a lot
Something new in Darwin to boost people!
Simplicity
More roads is always a good idea. Darwin suffers minimal congestion compared to other capital cities, but there's no reason to let it ever get as bad as those places.
Stimulus to the economy
Extra incoming options
Not sure if I will like it.
b
Provides better connection into the centre of the CBD taking the load off Bennett Street which probably isn't design to take the traffic load it currently does. It also presents a better entrance to the City provided it is designed well.
Connectivity to the city although I am unclear as to why it's needed with so much development occurring beyond the city.
Should improve access to the City, I support the general idea
That it's happening!
I do like the aspect of the connections into the city, but don't think Darwin has the traffic flow to justify a 30+ million dollar spend on this road.
I like the finally there will be progress on the remainder of Tiger Brennan drive
Better entry into Darwin, currently the two entry points are uninspiring and ugly

Alternate entry to the CBD
This will provide good access to Tiger Brennan Dr when exiting the city.
Community consultation is being done.
The improved access in/ out of the CBD is obviously going to bring some immeasurable improvements that will hopefully liven the place up a bit; it's something that should have occurred a long time ago. If I can get into the CBD easier/ quicker, I'm more likely inclined to drive in for other purposes rather than just work. That and I can sleep in a little bit longer before leaving to work...
Job creation and legacy infrastructure to benefit current and future Territorians
It is reasonable and necessary from a civil infrastructure and traffic engineering perspective. Other than that, the proposed aesthetics are generic and stock-standard at best.
Improving traffic flow and hopefully activate the Darwin CBD
That there will be a precinct, another new area of town, as the waterfront has been amazing it would be nice to replicate to a degree something similar and smaller
The bicycle path continues (even as a shared pathway it's great it doesn't just end like in other capital cities!)
Besides the one intersection mentioned above, it looks very good.
Potential to reduce peak period congestion
Connects with the Darwin City Masterplan, it's good to see these plans being put into action. There are lots of good ideas yet to be implemented to re-develop Darwin.
The road is fine as it is now.. Don't spoil it. There is no need to spend the money there. Darwin's population is not as big as we need it anyway. Money can be better spend elsewhere
The shared pedestrian and cycle paths being built into the project is a good idea. As long as they are wide enough 2.5metres and shaded! The other cycle paths along Tiger Brennan provides shade until the fish and chip shops.
Increase traffic flow
Bike lanes and vegetation shading walkways
the smoothing out of traffic flows into the city
It tries to discourage people from using Cavanagh, Smith and Mitchell streets to access the CBD.
It opens up the middle of the city.
Too many questions need to be answered.
I don't mind the idea of it but feel very strongly about what will be sacrificed. I am very concerned that there is no easily obtainable information on what will be demolished to make way. The website only speaks of the positives. What about One Mile Camp and the pocket of rainforest land. ?
It provides motorists with an alternative access to the CBD thus taking a lot of traffic away from the south end of the city around the Bennett St area.
Nothing.
Modernisation
It may ease the congestion out of the city in the afternoons. Of Tiger Brennan and Barneson Blvd., why couldn't one be reserved for outgoing traffic (3 or 4 lanes out) and one reserved for inbound (3 or 4 lanes going out). That way the traffic could move all in the one direction without motorists trying to cut across traffic in such a small space going the opposite directions.
Hopefully opens traffic up
As it is currently designed not very much.
iduhwhduehwuhue
Shared Paths and improved traffic flows.
Double lanes.
An additional access road to the city, like the idea of a cafe urban zone as well
W
Removes the bottleneck from Bennet Street and then you don't have to drive through the ridiculous traffic lights on Knuckey St (DCC issue)
Nothing
That it splits traffic and promotes flow in the CBD. The current Cavanagh street / Bennett street intersection is terrible. I feel sorry for the people who sit in Austin lane trying to go anywhere during the peak hour. This is a good move generally.
If it increases flow into town that is good - but to cut off Woods Street, and to put in too many traffic lights - that would be contra to the intent.
It will reduce traffic at Cavanagh and Bennett St between 08:00 and 08:30 Mon to Fri.
It's good

A
Nil
The idea of a new major entrance to the CBD which encourages pedestrians and cyclists. Fantastic idea. Love the early design concepts.
Nothing
The increased access to the city from TBD is a great thing, as the morning bottlenecks near the road to the waterfront are ridiculous. Having this will mean less fender benders and a happier commute.
The best thing is that the community will use it
I personally think it will bring more life to the outskirts of the CBD and as a business / property owner of the city this will be great
Will create jobs
An extra entry into the city
It opens new opportunities to enrich the CBD
3rd access point is long overdue, and the upgrade of a derelict part of the CBD is great.
The way that it will waste hundreds of thousands of dollars of tax payer's money, on an unneeded thing.
It hopefully will be quicker to get to the CBD no
It could benefit possibly our end of Cavanagh St with more activity, as we have lost lots of tenancy's in the last 12-24 months as rents went up and tenants moved out of town to cheaper areas like Winnellie.
Hopefully ease pressure on merge lanes when TBD and Bennett St meet (exit north side of McMinn and entry south side)
Proposed cycle/pedestrian lanes, side street amenities (although not sure what the traffic noise level and air quality will be like so close to a 4 lane road)
Will help speed up traffic
Absolutely nothing. There is no good reason for it - not traffic congestion in Darwin. No current problem with traffic flow. Two major arterials is sufficient for a CBD the size of Darwin with public transport for future growth.
NA
I am pleased the Gov and Council are considering our road system and looking at ways to improve it. Unfortunately, in this case the proposal is not an improvement.
I like the look of it. Makes sense.
Will hopefully stimulate Darwin's CBD.
If done well, it would make a more attractive entrance to the city itself
If done well and DCC have minimal input, it may just be a nicer first impression of Darwin City.
Certainly the shorter driving distance to reach Cavenagh Street and hence, more fuel savings and less travelling time when we accumulate the total travelling along that stretch in a year.
Not much - More short-term car-centric planning. Off road cycle path and on a different route would be better.
Introduces another access point into the CBD
Nothing
Progress, more defined and better looking entrance into CBD, ease traffic on Tiger Brennan.
Pedestrian foot path
hhh
The connection was inevitable. We made the provision 40 years ago.
The opportunity for Frogs Hollow arts centre to receive main street frontage in this project will put Darwin back on the map in relation to other arts centres around Australia, However, it will need to be managed effectively. Insuring this project considers how pedestrians and road traffic will be accessing the Arts Centre is incredibly important for the success of the project.
creates work
Love the intent - but not these two details discussed above.
I love the fact that this will clean up this whole area. The anti social behaviour that occurs at the back of the Arts Centre is horrendous.
Finally a dual carriageway out of the city on to TB road.
I am told the green space will stay. It is a great area and one hopes further development will not spoil the SPACE there for people to sit in groups. The recent planting of native trees is good.
Defined entrance that brings you to the heart of the city
relieving congestion to the city!
Not much
It will give people nice and easy access to the city - less traffic congestion, nice landscaping etc.

Will create jobs, modernise and enhance the CBD and activate the area which is a dead zone	
Creates jobs and activity in what is a downturn in the economy at the moment. Cycle paths are great	
The fact that it will make it easier to get into the city	
Help to ease the traffic. On tiger Brennan drive in peak hour.	
It has huge potential. I hope we make the most of it.	
answered question	130
skipped question	22

Q6 Other comments

Q6. Is there anything else you'd like to tell us about this project?
Response text
Is there anything else you'd like to tell us about this project?
Please talk to actual cyclists before making a bike lane. It looks a lot like the Esplanade one and NO cyclists that actually knew anything about cycling actually use it. It is dangerous. You either need to design a proper Copenhagen style bike lane with a safety area/barrier that stops car passengers from opening their door on a bike (they are not inclined to look behind them as they are used to stepping out on a non traffic path or you have a dedicated lane along the moving car side of the road. PLEASE talk to cycling clubs in Darwin before designing a path that you think might suit riders. The Esplanade one is not safe and not fit for purpose.
More tree lined streets
More information
Support it wholeheartedly but if you don't listen to constructive feedback - as above - in my mind the project will be a failure to the residents of McMinn street, the general traffic flow for woods street and to those businesses whose customers will be quite cross at interfering with the general grid traffic pattern as Darwin has. First of all, do no harm. And cutting off Woods street does nothing to improve, but does alter a working system. I do have reservations with an interstate lead designer missing these points - as he will do his lazy engineering and leave it to us to live with. Very narrow engineering and with little "feel" for the existing city workings. Leave Woods street alone please.
One mile dam is an un utilized space and could become a proper park.
Really looking forward to the future use of the vacant land in the area, hopefully a stadium, and at least some council parking.
Please don't waste the opportunity and stuff it like they have done in Palmerston with Roystonea and Gateway. Great example of how not to do it. Study CBD issues in bigger cities and do get expert ideas on traffic flow, do not use our current road designers who seem hung up on traffic lights always.
What are the bike plans?
Bike and pedestrian paths are essential, as are regular water fountains/refill drink bottles.
Make it green and bicycle friendly
Can't start soon enough.
Let's get this city developed.
Why do it Darwin is dying being killed by dcc
Move the airport
I hope the landscaping design is an enhance that really showcases the city.
You say: "reenergise the CBD through its visual appeal" I don't see how a new entry into the CBD will reenergise it. The problem with the CBD is the cost of parking, especially under cover, the lack of non-tourist shops and the catering for backpackers. A new entry will NOT make it any more attractive to me. And why would I want to sit in alfresco dining right next to a main road? Not me.
Concerned one of the only substantial parks in the city may be destroyed.
With a new road being introduced new opportunities arise for land usage purposes for commercial activity that did not previously exist. Identify land which will have new road frontage and how it can be used or sold for high value best purpose.
What other alternatives were considered and what criteria were used for choosing among them?
No.
Woods St. dead end, makes the grid system dysfunctional.
No

No
This section shouldn't be mandatory.
Seems pointless in its current iteration, with little consultation from people who live and frequent the route
Don't like that the exits from the city remains the same number and is directed to a new point with a set of lights. Just moving an issue to a new location. Would've preferred a new entrance and new exit from the city
Nope
c
No
Please include a Larrakeyah artwork and message to remind everyone of the land they are entering.
I don't particularly like the cross road becoming a 'bottle-neck", this will place a lot of traffic in this portion of the Boulevard and the good urban planning outcomes will be difficult to achieve with the higher traffic volumes in this portion of the works. I would also envisage that Frances Bay Drive would become a 'rat-route' for people that work at the south-eastern end of the city to avoid this intersection and 'bank-up' of traffic.
I'd prefer if the roads were improved before new roads were added. There are a ridiculous amount of potholes in the general area.
no
No
It would be nice if there was additional information available on the website. It would have been good if there was a diagram that showed the existing roads and new roads. (Showing how you are changing the existing roads and directions).
Yes, I'd like to say thanks for getting this under way.
The concept designs look good
See above. Also, what ever happened to the China Town development? Since its announcement many years ago, all that has happened is the closure of the CBD's only yum cha venues, the continued absence of any Asian supermarket in town, and a half-full multilevel car park (which, by the way, has absolutely nothing to do with Asia).
No
Just please do not mess this one up. Consider the environment, health and wellbeing, and social considerations not just a business and transport job - holistic, sustainable approach that makes it pleasant to drive and socialize within - there is that much potential in this, and Darwin is booming artistically, within the café scene, and outdoor living taken to new heights
Will be interesting to see the outcomes from the community workshops.
Please add some iconic designs and features into the project so our city (especially entrance and exit) is more exciting and colourful.
No
The road is fine as it is now.. Don't spoil it. There is no need to spend the money there. Darwin's population is not as big as we need it anyway. Money can be better spent elsewhere
This is the entrance to the city! I'd hope it reflects our character and more BIG trees are planted to provide shade and amenity.
more cycle paths and fly overs for pedestrians and bikes
No need for Council to spend NTG money on left hand turn lane in Cavanagh St going into Bennet St. Keep the tree and the footpath.
I feel like those directly affected by construction and the realignment of the entrance into the city don't have enough information on what it means for them and their businesses
I would encourage you to keep working on it.
I am concerned about the number of traffic lights which at peak times have the potential of further unneeded congestion. Good luck with the project, it is a big investment spend.
Please list all details on the website of what will be lost as a result of the project. Not everyone can get to the public meetings.
Are there any plans to build office buildings or apartments in the triangle created by Barneson St, Tiger Brennan Drive and the Crossroad? Or will it be a big parkland for local residents to relax and enjoy gas barbecues?
Light rail and public transport just as you promised.
Maybe consult transport businesses to see what problems could occur.
The website mentions the Barneson Blvd. corridor was reserved 20 years ago. No. That's what I would expect new-to-the-territory planners to say. All we are doing is reclaiming the Peel Street corridor that was set aside by Goyder - and yet no mention is made of that historic fact anywhere.
no

In making a final decision on this project one can always learn from the past. look at the Bagot road flyover which was built in the early 1980's when Darwin had a population of approximately 40,000 people. Can you imagine Bagot road without the flyover today? This is why Government needs to think very carefully about installing two new sets of traffic lights in Barneson Street.
wiudhuwehduhudhueh
No
W
Has there been any analysis on the effect of the small intermediate streets between Woods and Cavanagh, and Cavanagh and Smith street as a consequence of Barneson. Streets such as Edmonds, Searcy, Whitfield and to a lesser extent Lindsay streets are very narrow, and really only allow traffic flow in one direction when there are cars parked. Is there any consideration to changing these to one way streets between Smith and Cavanagh in the near future?
I hope contracts for work are awarded to local companies to support local people. I think this is a reasonable and necessary bias in procurement in these economic times. Thanks.
Where are the cafes going? You concept drawings are deceptive.
Don't put lipstick on the pig. The idea of another area of empty shops and low customer numbers is not a selling point for a road. Just build it.
No.
Please continue your strong consultation process. Please ensure City of Darwin do not lead the decision making process around the important aspects of this project: i.e.; Pedestrian and Cycle access.
I think it is a long time coming, and a good start to the overall redevelopment of the city. This, coupled with the plans for the duck pond etc. shown in the masterplan show that the CBD can finally solve some of the problems it has from being effectively on the corner of our land mass.
Let's utilise frogs hollow park More!!!! What a beautiful space!
No
It needs to provide more car parking and not at 2.90 an hour
Unsure what will happen to traffic flow during construction
Don't do it. - building yet more empty shopfronts isn't smart.
We don't know enough about it as yet, but it could be potentially positive. But as it was born in 1996 and the world has moved on, to a more greener and more social conscious, I think less cars and more bikes or more public transport is the way in the future as a good example just have a look at Denmark and their infrastructure in cities. Best practice
Was a bus link with separate bus lane and commuter car park considered?
brings too much traffic into the city, too much fumes and noise
The money could be diverted to develop the waterfront where people WILL come to dine and spend money to enjoy water views and an environment without diesel fumes.
Very little thought seems to have been given to traffic leaving the city. The proposal will slow and impede traffic flow out of the city, even during non peak times.
Will Frogs Hollow be affected?
Make Harvey St. a cul-de-sac no through road, instead of turn-in turn-out intersection with outbound Barneson Blvd. This will prevent Harvey st becoming a short cut route and help keep it for local traffic/residential.
None for now. Thank you.
Expect Cross Road/Barneson intersection in the evening will be a significant bottleneck with the now two major roads merging there... What about a flyover/underpass? (Cross Road may well be an appropriate name.) I guess its consistent with the overall development of Tiger Brennan and other major roads around Darwin ... Roystonea between flyover and Temple Terrace is another great example of the over-use of traffic lights.
I would suggest that the consultation could have been approved by additional times other than during working hours and asks a presentation spent out via Facebook or television that set out what was proposed including streets to bear cutoff and one way access only. Constructive comment is better before the project is signed off compared to surprises after construction commences.
No
hhh
Please. This.is a very hot climate. Not a bike riding community. Dont impose southern ideas on Terriyotians.
No
Yes - it will affect the property development value of my unit at _____ - in that having a set of traffic lights will limit my access and egress from my driveway. It is seriously encroaching on my driveway access. and that is why I need round-about at that McMinn street intersection.

<p>I have no problem with the road, just put a bit more thought, imagination and money into how you are going to do it. It would be a great shame to do a short sighted tacky approach.</p>
<p>vehicles that really want the lower end of town peel off at Dinah Beach Road and get access that way. Just upgrade Duke and Dinah Beach Roads.</p>
<p>no</p>
<p>Barneson Boulevard Feedback Part 1 – In Roads and the Tiger Brennan Drive Duplication It is stated in the documentation that Barneson Boulevard will “provide a third and main entry and exit point for the CBD”. This is a bit disingenuous isn’t it? Firstly, there are already five major entry points to the City, namely: • Gilruth Avenue which brings most of the Fanny Bay and Nightcliff traffic to town and distributes it to Cullen Bay, Smith and Mitchell Streets and Larrakeyah (including Military). • Gardens Road also handles some of this traffic and distributes it to McMinn Street, Woods Street, Smith Street and even backwards into Houston Street. • Stuart Highway - Daly Street is the major contributor from the Northern Suburbs and everywhere else and the major entry to the City and distributes to everywhere there. • Tiger Brennan Drive is also a major contributor and distributes up Bennett Street and to the Eastern part of the City (Council, Courts, Parliament, West Land Carpark etc) • Frances Bay Drive takes some of the Tiger Brennan traffic and Tipperary Waters etc to the Waterfront. Consequently, Barneson will be the Sixth entry point. Also, Barneson Boulevard will NEVER be “a main entry and exit point for the CBD”. Secondly, the documentation also says, “This project will also complete the duplication of Tiger Brennan Drive from Dinah Beach Road to Bennett Street.” None of the maps shows this! In fact, they all show a doglegged diversion to a bottlenecked signalised intersection in the mangroves!! What I, and everyone I have spoken to wants is an additional outbound lane added to Tiger Brennan Dr from Bennett/McMinn all the way to Dinah Beach Rd, that is, similar to existing Tiger Brennan Dr to Woolner Rd. This funny, proposed doglegged excursion planned is like either diverting all Daly Street traffic down Gardens Rd to the signalised intersection at Gilruth Avenue, then up the hill to Goyder Rd and then back onto the Stuart Highway, or turning off all the outbound lanes of Tiger Brennan onto the old Woolner Rd, Stuart Park, and shooting up the hill to Bishop Street and then back onto Tiger Brennan at Benison Rd. Ridiculous!! The dogleg from Tiger Brennan Dr to Barneson Boulevard is bizarre. It is worse than putting an extraneous set of traffic lights on Tiger Brennan Dr halfway between McMinn St and Dinah Beach Rd for no other reason than to just disrupt the traffic. By the way, if you haven’t learnt already. Darwin motorists hate traffic lights! Witness the ongoing saga about removal of the Smith-Daly Sts Roundabout and the signalisation of the intersection. Resolution 1 - Just complete the duplication of the outbound lanes of the existing Tiger Brennan Drive from McMinn St to Dinah Beach Rd intersection, to match the Woolner Rd Intersection. Part 2 – Woods Street The second major point is cutting and blocking Woods Street at Barneson St. You seem to have overlooked the contribution of Woods Street. Woods St takes traffic from both Gardens Rd and Stuart Highway/Daly Street to a number of destinations, including the Post Office Carpark, Knuckey Street and Waterfront. You have also overlooked the contribution of traffic from the island of apartments around Dashwood Place. There are now 100’s of them and more coming (Haritos’). All the traffic from here has to go somewhere, most naturally to Woods and Cavenagh Sts. It can’t go up McMinn St as NO Right Turn from Daly Street. Mirrambeena has already made representations to you about traffic disruption. You can expect more from others, eg apartments and hotels around Knuckey/Chung Wah and apartments around McLachlan Street too. Resolution 2 – Don’t close Wood Street. Part 3 – Barneson Boulevard for Walkers and Cyclists Etc. If you really want a slow speed (50 Kph) entry to the city from Stuart Park; for cyclists from Stuart Park (and maybe a little further) and the odd walker in the morning or evening (none or few walk in the heat of the day!) Then this is the shot. It goes nowhere except Post Office Carpark and possibly Chinatown Carpark and Woolies Shopping Centre for Stuart Park, Woolner, Bayview and Tipperary shoppers. It disrupts established Woods Street traffic, bisects the Frog Hollow Art Centre and Park and removes all the free parking on McMinn St. Doesn’t seem to be very beneficial to many people at all. It will disrupt Cavenagh Street traffic, especially near the Woolies Shopping Centre, the adjacent Bus Stops and in Whitfield St too en route to Chinatown parking. Resolution 3 – Not many benefits to anyone! Why bother! Resolution 4 – Try again.</p>

Q7. Contact details

Q7. If you would like to enter the draw to win one of four \$50 vouchers to spend at your favourite CBD Business, please leave your name and contact details.		
	Response count	Response per cent
Name	71	100%
Phone number	70	98.59%
Email Address	69	97.18%
<i>answered question</i>	71	
<i>skipped question</i>	81	

Appendix C

One-on-one meetings summary

Who	
Date	2 February 2017
Detail	<ul style="list-style-type: none"> • Would welcome new set of toilet blocks • Main concerns are noise during construction, environmental impact during construction but not just that ongoing noise of traffic.
Who	
Date	2 February 2017
Detail	<ul style="list-style-type: none"> • Concerns with violence and drinking on site • Construction timing impacting with dry season • Noise and air pollution
Who	
Date	2 February 2017
Detail	<ul style="list-style-type: none"> • Peak period during the Art Fare from June to August • Construction timing • Precinct needs severe updating
Who	
Date	2 February 2017
Detail	<ul style="list-style-type: none"> • People can't see signage at the moment • Importance of retaining landscaping and green space
Who	
Date	2 February 2017
Detail	<ul style="list-style-type: none"> • Security issues with it being used as a thoroughfare at the moment • Dust pollution • Dry season is busiest period – Darwin Festival runs through August
Who	
Date	2 February 2017
Detail	<ul style="list-style-type: none"> • We don't have a peak time, we are always busy – January is probably quietest time • Biggest concern is noise and dust pollution • Security of area
Who	
Date	2 February 2017
Detail	<ul style="list-style-type: none"> • Darwin Festival was going to take place here this year • Ideas for carpark entrance • Keen to be involved in planning process
Who	
Date	7 February 2017
Detail	<ul style="list-style-type: none"> • Supportive of the project, especially that there is no impact to heritage listed land • Concerned with the impact of the retaining wall on the environment • Would like to see landscaping that integrates seamlessly with Frog Hollow Park • Opportunity for public art • Will provide advice about the heritage value of Frog Hollow Park.
Who	
Date	7 February 2017
Detail	<ul style="list-style-type: none"> • Supportive of the project • Would like to see interpretive sites and signage, installation and public art • LDC would be happy to help facilitate public art.
Who	
Date	9 February 2017
Detail	<ul style="list-style-type: none"> • Very supportive and positive about concept • Reduced speed and separation of pedestrian and cycle paths is fantastic • Will write a submission in support of the project • Will relay information to Pedals NT and Bicycle Network NT members.

Who	
Date	9 February 2017
Detail	<ul style="list-style-type: none"> • Supportive of road but completely against movement of bus stop • Antisocial behaviour is already an issue in the area and it will worsen • Bus stop will block hotel entrance and signage • Express bus service times coincide with hotel check in times.
Who	
Date	9 February 2017
Detail	<ul style="list-style-type: none"> • Completely against movement of bus stop • Movement of bus stop will affect on street parking outside the business and increase risk of vandalism • Rely on parking for customers.
Who	
Date	9 February 2017
Detail	<ul style="list-style-type: none"> • Supportive of road but very concerned about potential movement of bus bay • Recently relocated to Cavenagh Street from Smith Street to get away from anti-social behaviour • Will write a submission against movement of bus bay and attend workshop • Very outspoken and will go to the media if this were to go ahead.
Who	
Date	10 February 2017
Detail	<ul style="list-style-type: none"> • Very supportive of the project • Noise issues can be addressed once the road is finished.
Who	
Date	10 February 2017
Detail	<ul style="list-style-type: none"> • Project is a great idea, will create development opportunities and will make Darwin look better • Walkways should have shaded awnings • Understand why signalised intersections are required on Barneson Boulevard.
Who	
Date	13 February 2017
Detail	<ul style="list-style-type: none"> • Happy that Frog Hollow Park will not be affected • Said it is critical there are no impacts to the One Mile Dam community • Concerned with in the air pollution from vehicles • Felt reassured about treatment of Woods Street • Interested in the preservation of green open spaces • Project is something that could help the current construction slump but thinks it's overkill and before it's time.
Who	
Date	13 February 2017, 14 February 2017
Detail	<ul style="list-style-type: none"> • Concerned with relocation of bus bay near school and increase in anti-social behaviour • Suggested construction on Cavenagh Street be carried out through the wet season and school holidays to minimise disruption • School is having construction work done on Cavenagh St in late June – September 2017 which cannot be disrupted as they have had to relocate students through this period. • School Board Meeting, St Mary's Catholic Primary School <ul style="list-style-type: none"> ○ Would like to see improved signage on Cavenagh Street for 40kmph speed zone, possibly a flashing VMS board with speeds during the first 6 months ○ Concerned with impact to Kiss and Go area which has recently moved to Cavenagh Street ○ Minimise rat running on Lindsay Street by making it a one-way road.
Who	
Date	17 February 2017, 18 February 2017
Detail	<ul style="list-style-type: none"> • Supportive of the project but has some issues with CBD in general and disapproves of City of Darwin • Concerned with lack of parking, interested in purchasing land adjacent to Aurecon building for car parking • Concerned activation of the area will flush anti-social behaviour out of Frog Hollow Park to the front of the Aurecon building • Would like her comments regarding CBD included in final consultation report • Would like to be kept informed by DIPL, particularly about possible purchase of adjacent land.

Submissions summary

Who	
Date	23 December 2016
Correspondence	Written Submission
Detail	Possible redevelopment project Carey Street. Concerns raised about implications for Carey Street site - future access onto the lower proposed Knuckey Street extension allowing street activation and access between the two streets.

Who	
Date	23 December 2016
Correspondence	Written submission
Detail	<ul style="list-style-type: none"> Effect of project on CBD traffic Will project solve vehicular/pedestrian snarls in Knuckey St (especially Mitchell St) Additional cross-street intersecting McMinn, Woods and Cavenagh Sts would surely hinder traffic flow in these areas. Why not an exit from Tiger Brennan Drive into Bennett St. One-way Knuckey St through CBD and reduce traffic signal delays. Will the project save the Mall and CBD from stagnation

Who	
Date	2 February 2017
Correspondence	Written Submission
Detail	<ul style="list-style-type: none"> Ideas for Frog Hollow Centre for the Arts Tabled at stakeholder workshop

Who	
Date	16 February 2017
Correspondence	Written Submission
Detail	<ul style="list-style-type: none"> Concerns about Frog Hollow Loss of carpark near Australia Post Loss of parking in Woods Street Green space bounded by McMinn, TBD Dinah Beach Rd and Stuart Highway One Mile Dam community area Roundabout rather than lights

Who	
Date	20 February 2017
Correspondence	Written Submission
Detail	<ul style="list-style-type: none"> Will design increase or decrease capacity and efficiency of outbound traffic from Bennett Street. Was continuous outbound land Bennett St to TBD considered Are one way streets planned for any existing or new streets in CBD Detachment of Woods St not ideal Exit for Travelodge a factor Public transport changes Will additional funds be required to provide vehicle movement in all directions at the intersection Barneson Boulevard and Woods St Speed limits

Who	
Date	22 February 2017
Correspondence	Written Submission
Detail	<ul style="list-style-type: none"> Bus stop relocation not closer to school for safety of students and families Increase of traffic flow to Lindsay Street Clash of planned school construction works June-September 2017

Who	
Date	23 February 2017
Correspondence	Written Submission
Detail	<ul style="list-style-type: none"> Preference would be for additional outbound lane added to Tiger Brennan Drive from Bennett/McMinn all the way to Dinah Beach Road. Concerns about more traffic lights. Blocking off Woods Street affecting travel to Post Office Carpark, Knuckey St & Waterfront. Loss of carpark Woods Street Access for apartments around Dashwood Place

Who	
Date	23 February 2017
Correspondence	Sketch Submission & Meeting
Detail	<ul style="list-style-type: none"> • Provided alternative plan • Avoid impact on mangroves where Barneson meeting TBD • Need preservation of rail bridges and assessment of heritage artefacts at site of old dump and the Millers workshop. • Don't agree with 50kph speed limit, should be higher

Who	
Date	23 February 2017
Correspondence	Written submission and sketches provided
Detail	<ul style="list-style-type: none"> • Improve accessibility and distribution into CBD • Improve egress by distribution to the Barneson exit road • This proposal creates congestion • Bennett one way to Mitchell Street • Traffic exiting TBD utilise Barneson link. Access to Barneson link provided by three main routes - direct McMinn, Woods, Cavenagh Streets

Who	
Date	24 February 2017
Correspondence	Written Submission
Detail	<ul style="list-style-type: none"> • Project will lessen value of property and any future development • Access to property during construction • Permanent effect on access to property • Traffic backup caused by automated traffic lights • McMinn Street at entrance to property will worsen with lights, prefer roundabout

Who	
Date	27 February 2017
Correspondence	Submission
Detail	<ul style="list-style-type: none"> • Efficiency of Cross Road's capability to handle anticipated population development. • Impact on One Mile Dam community • Frog Hollow accessibility • Proposed future school development Woods Street • Cul de sac end of Woods Street not acceptable • Perception three extra sets of lights will slow traffic and 50kph limit • Bottleneck concerns T junction Cavenagh Street • Access to Chinatown Carpark • Many other roads entering CBD not being considered

Who	
Date	6 March 2017
Correspondence	Submission via Email
Detail	<ul style="list-style-type: none"> • Shared paths pedestrians and cyclists – need to be maximum width • One way lanes Barneson Blvd preferred • Options for bicycles turning out of Barneson • Cross Road and Barneson – consider cyclists entering the inbound bike lane. • Entrance/exit pints to Post Office carpark should be restricted to Woods St and Cavenagh St

Email correspondence

Who	
Date	7 December 2016
Correspondence	Email
Detail	<ul style="list-style-type: none"> • Proposed extension seems to be just outside of the boundaries of Frogs Hollow Park. This is a declared heritage place.

Who	
Date	12 December 2016
Correspondence	Email
Detail	<ul style="list-style-type: none"> • Status report requested on Barneson Blvd. Have a proposed development project which will be on corner of new Barneson & Harvey St as enters CBD

Who	
-----	--

Barneson Boulevard Consultation

Date	12 December
Correspondence	Email
Detail	<ul style="list-style-type: none"> Ruddick Circuit and Dinah Beach Road used as race track by motor bikes and vehicles 24/8 Planners guarantee Dinah Beach road will return to calm neighbourhood, free of noise, speed bikes and vehicles.

Who	
Date	23 December 2016
Correspondence	Email Query
Detail	<ul style="list-style-type: none"> Will extension go right through Frog Hollow and old Woolies carpark

Who	
Date	8 th February 2017
Correspondence	Email
Detail	<ul style="list-style-type: none"> Boulevard welcome addition to road network to alleviate bottlenecks particularly Bennett St. Effect of small intermediate streets between Woods St and Cavenagh St, and Smith St and Cavenagh St Smaller streets Searcy, Edmonds, Whitfield Lindsay very narrow could be one-way

Who	
Date	1 March 2017
Correspondence	Email
Detail	<ul style="list-style-type: none"> Cutting through Frog Hollow and reduction of greenspace in CBD Public transport Traffic and carparking issues Pictures on website misleading

Appendix D: Community and stakeholder workshop summaries

Community Workshop 1 – Saturday 10 December 2016

Attendees:

First name	Last name	Interest in the project
		Resident
		Business owner
		Frog Hollow tenant
		Frog Hollow tenant
		Travelodge management
		PCA NT
		Resident
		Resident
		Geographer
		Chairman of body corp for 41 McMinn St
		Landowner
		Community member
		Community member
		Business owner McMinn St
		Tracks Dance Company
		Business owner
		Community member
		3 Harvey St resident
		Property owner and president of the Property Council of the Northern Territory.
		Frog Hollow tenant
		Off The Leash
		Local resident - McMinn St
		Community member
		Resident of McMinn St

Questions/statements

- Where do you put cafes? Where are they on the map? Will the cafes be in the parts where the tanks are?
- Is any work being done on alternate traffic problems in the city? Have other ideas come up? In the Dry Season there is nowhere to park. Into the future there should be other solutions encouraging people not to drive.

- Frog Hollow is an iconic area. I went to Darwin Primary School. This is destroying something iconic for the Territory. It is quite a special place for some people – what does that do for tourism? Cutting the school (site) off from the park (Frog Hollow) is taking history away – it is heritage and historic value.
- Why is the road reserve there? Why does it go through a park?
- What has happened with consulting staff at Frog Hollow (Arts Centre). It's a bad time of year to consult – everyone is understaffed for Christmas.
- How are you treating the McMinn Street/Barneson Street intersection? Getting in and out of there now is difficult. I am 60 metres away from where the intersection will be and there is potentially (going to be) a high rise on that block too.
- When people park on Woods Street it is effectively a one lane street. What happens if people start using Wood Street? People will start using it as a rat run.
- Same (as above) with McMinn Street.
- Safety on Woods and McMinn Street is a key issue, and planning – (there is) no buffer zone, no aesthetics or connectivity.
- Will there be no right turn (on Harvey Street)? Will that be detrimental to the residents there?
- Is McMinn Street planned for four lanes?
- In Harvey Street public servants park on crown land. What will happen? Why aren't there provisions (for parking) there yet? You've taken away parking at Woolworths (Post Office car park) so what will you do when the parking is taken away?
- We need a better and more detailed map.
- What will happen with the toilet block at Frog Hollow?
- Are there any restrictions for what can be built at the tank farm site? Is it in private hands?
- The old railway corridor has heritage listed, as well as One Mile Dam.
- Does the zoning happen after the consultation process?
- The north side of McMinn – lots of businesses are bounded by arterial roads.
- Harvey Street access will be constrained with left in/left out.
- When is the consultation period? How long will it last and what is the exact date construction will commence?
- General disagreement over traffic lights and discussion about whether roundabouts would be a better option, including reference to Daly Street roundabout.
- Roundabouts have been deemed a better option by the Queensland Government, why not here? Europe is changing to roundabouts so how can you say they aren't suitable – the statement (about signalised intersections being a better option) needs to be qualified.
- The statement (about signalised intersections) is too generalised.
- I have a disability and I find it very difficult to cross a roundabout. I need traffic lights, it is much easier.
- Why was the flyover scrapped?
- It will be too constrained with all the traffic lights. Maybe one or two sets, but not three (on Barneson).
- In the future we want less cars in the city, but we are building these massive freeways. We need alternative options – why isn't this happening yet? Do something now with the \$40 million.
- Since initial planning in 1996, the world has moved on. We need to move on and encourage people not to bring their cars in. Building this road would be suicide for Darwin. What about the health and lifestyle factors, the environmental factors – how do we solve that?
- Why not get better cycle and foot paths?
- Will there be something to help the antisocial behaviour at the Arts Centre?

- I run the dance studio (at Frog Hollow) and my customers access the building from the front, there is no back entry. Where will they access the studio from now?
- Patterns of itinerants – Frog Hollow Park acts like a catch point.
- How will it affect the One Mile Dam community? (ABC journalist)
- Is there a plan to extend Harvey Street in case someone buys the land and wants to develop it?
- Who owns the Shell site now?
- Technological advancements – lighting on Barneson and maintenance of lighting on Barneson. How can you design lighting and maintenance to ensure it is cost effective down the track?
- Cavenagh Street still has a dust bowl at the end of it.
- I would like to see a strong idea of the requirement of trees in the plan. Need more concrete plans about trees.
- In relation to the species of trees chosen, can we have consideration so in 10 years' time the trees aren't all cut down?
- Landscaping and CCTV is all part of the planning process. Security, itinerant issues and crime prevention can be prevented through environmental design.
- There is a major bus stop outside of Woolies – what will happen to it?
- Very concerned about the sudden stop at the end of Cavenagh Street. Traffic flow within the CBD – that will create a fundamental issue.
- Where are the additional cars going to park?
- This will bring more cars in even though you say it won't. It is difficult to negotiate your way and there are narrow streets, there will be a parking issue.
- How do the existing bike paths connect to Barneson?
- If there is a bike path right outside these potential businesses, what attracts businesses (alfresco's, cafes) to occupy that area if people can't turn and park in?

Option 1

- How long will the retaining wall (for Woods Street) be? Will it run all the way up to Aurecon?
- Will it (the retaining wall) be balustraded all the way along, even at the short end?
- Is any work being done on how traffic diversions from this (Woods Street options) will impact nearby roads? It seems Cavenagh Street and Woods Street are the losers.
- There has been discussion over the last 10 years on underground parking on Cavenagh Street. If you did something like that wouldn't it solve the problem?
- Will you still be able to get through on foot and bike (Woods Street options)?
- Can you give some orientation on which Frog Hollow buildings they are (on map)?
- The toilet block is connected to and impacts the main building (of Frog Hollow Arts Centre) if you actually look at it.

Option 2

- Option 2 (Woods Street options) is too complicated.
- As a percentage, how much of Frog Hollow do you stand to lose?
- To preserve the historic value and connection you could create an underground link or flyover.
- Will the speed in this area be slower?
- Four lanes is still big, so how do you make that transition into an inner city feel?
- Heavy vehicles will use this road. Have you considering treatment for heavy vehicles?
- Frog Hollow doesn't need any urbanisation.

- Woods Street is being cut in half, would be good to have some fancy pedestrian access.

Option 3

- The less cars the better, and option 1 seems to have the least cars, so its best for me.
- General consensus that cul de sac is best.
- Barneson will cut of our access as cyclists.
- Why do you need to cut off Woods Street, is it really an issue?
- Why can't you cut the top of the bank off?
- We would like a localise planning session for Frog Hollow tenants.
- Can you bring a physical model to the next meeting?
- I don't like the idea of cutting off Woods Street.
- I don't mind the cul de sac. My concern is having to go down McMinn Street will create a rat run connector – Lindsay Street is steep with poor vision.
- Is there an option 4 for Woods Street? We would like to see other options?
- How much notice was there for this workshop? Two days? We would like to see more than a week's notice next time.
- Can you put a Facebook page up?

Key points noted on whiteboard

- Long term planning for Frog Hollow Arts Centre, including access, safety and long term needs
- Heritage value of the area and links to the old Darwin Primary School
- Consultation period is happening during the Christmas shutdown period
- Congestion from signalised intersection, particularly at Barneson/McMinn
- Rat running on Woods Street and McMinn Street
- Left in/left out access for Harvey Street – Harvey Street will be constrained
- Loss of on street parking
- Loss of toilet block at Frog Hollow Arts Centre
- Use of roundabouts rather than signalised intersections as three sets of lights will be too constrained
- Underground parking options
- Consideration of people with disabilities – prefer signalised intersections
- Options for CCTV
- Flow of traffic at Cavenagh Street intersection
- Connectivity of bike paths – Barneson path to existing bike paths
- Integration of roadside amenities (cafes) with car parking and bike paths
- Consideration of a flyover like Bagot Road
- Less focus and planning on car use into/out of CBD
- Idea for central car park and mini bus systems
- Less focus on roads and car travel for health and environmental considerations and more focus on alternatives like public transport
- Planning for cycle paths
- Ongoing maintenance for lighting and landscaping
- Strong ideas for landscaping – trees and art
- Focus on choice of tree species for longevity
- Potential for a flyover between Frog Hollow park and Arts Centre
- Consideration for heavy vehicle use and access

- Maximise pedestrian access to Arts Centre
- Request for targeted planning sessions with tenants of Frog Hollow Arts Centre
- The road treatment to signify pedestrian and cycle areas
- Option 1 if it allows cyclists and pedestrians to cross Barneson from Woods Street
- Rat running with Woods Street Options 2 and 3

Informal votes on Woods Street options:

- Option 1 – 11
- Option 2 – 0
- Option 3 - 1

Community Workshop 2 – Wednesday 15 February 2017

Attendees:

First name	Last name
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Key points noted on whiteboard

- Will the bus interchange at Woolies be moved? If so where?
- Will the entrance to Woolies on Cavanagh St be affected? Will it create traffic congestion?
- Will Barneson cut through the island on Cavanagh St?
- Public want more information on traffic modelling and carpark.
- What is the overall need for Barneson Blvd? Why do we need the road if the overall plan is to discourage vehicles in the CBD?

- Congestion getting into CBD Carparks- where will the cars go? There is a lack of carparks.
- Has the old shell site and the government negotiated/ acquired the land for Barneson Blvd?
- Will this project block off any potential corridors for the future light rail, or make it more difficult?
- Why hasn't the Barneson Blvd route been used as a light rail use instead?
- Consideration for future bus terminal.
- Is Barneson Blvd 100% going ahead>
 - Concept design finalised?
 - Is this the final layout?
- Does Barneson Blvd run through the Travelodge?
- How the road doesn't affect Frogs Hollow Park Directly?
- Rate run through waterfront side road.
- Traffic light treatment at Tiger Brennan Dr/ Barneson Blvd.
- Has One Mile Dam community been consulted yet?
- How long will construction take?
- How will construction affect businesses?
 - What will be done to reduce this effect?
- How will construction affect existing roads?
- Will a double story carpark be created in accordance with Barneson?
- Will subways be created in the future (underneath Barneson?)
- Congestion on Tiger Brennan Dr.
- Will the roads on Cavanagh St be changed to one lane?
- Why are you making Barneson Blvd a one way in only?
- What's the indicated speed limit of Barneson Blvd?
- Consideration of Traffic modelling for Tiger Brennan Dr.

Stakeholder workshop – Monday 6 February 2017

Representatives from:

Arts NT
 Darwin Visual Arts Association
 Darwin Festival
 Off The Leash
 Tracks Dance Company

Discussion

Elena - overview of workshop and introductions

Jamie - brief planning overview, history of corridor and long term planning opportunities. Asked if anyone had questions. Nobody raised anything.

Chandan - overview and update of the project.

Mandy: Where will construction start?

Chandan: Dinah Beach end at this stage but this will depend on the contractor and what they decide on

Dan - talked through new access arrangements and potential site for new car park/toilet block

Q1: The existing toilet block has showers will the new one have showers?

Dan: Yes it will

Q2: The shower will face Barneson Blvd. I don't feel particularly safe showering on a main street. Where will the access be for this?

Dan: We can ensure showers are inward, facing the Centre rather than the street.

Q3: In these drawings the toilet block also looks smaller and is it for male and females?

Dan: Yes it's for males and females. We can work with the area and make it bigger if we need to.

Sally: The toilet block will be opposite DVAA so entry will be on the other side. We'll need good signage for this down the track.

Q4: Is there scope to have undercover parking?

Q5: Are there any other plumbing points on the site where the toilet block could be moved to instead?

Dan: Unsure at this stage, awaiting plans.

Ricci and Angela – Talking through long term planning for Arts

Tim and David – sharing drawing of their idea – creating two entries to the building, potential to make it a safer place with fencing on two sides, will have wheelchair access because of built up car park

*In groups drawing what they think could work – many are working off Tim's example

Q6: What is happening to One Mile Dam?

Q7: What about the McMin St duplication?

Presentation

Group 1

Undercover parking

Public art on McMin Street side

What is happening re: public art? Would like to see signage, clarity to bring a bit of life into arts hub of Darwin

Like Tim's idea of second access

The area is underdeveloped and there's a lot of opportunity

Group 2

Second access

Toilet block could be positioned next to existing disabled toilet block

Screen/block garden blocking toilet from road

Under cover walkway on park side (safe access)

Security fence on Barneson and McMin St side

Second car park
Second access during construction period

Group 3

Main entrance needs to be more attractive, accessible
Secure/contained area on Barneson/McMinn St side – showcasing Arts Centre but still secure
Green sound proofing
Second access would provide better access to store room
Create performance/stage area on site
We want to keep green area – very important

Questions

Are there any plans to mark the entrances into the city, like make it into more of a gateway?

Chandan: Yes, there will be artwork.

The timing of construction for when it gets to here is integral for us. For a lot of us the best time would be for it to start after August and to finish before the following August.

Elena: Chandan will have discussions, factoring this in.

Who will maintain the lines of trees planted in between the roads? Is that City of Darwin's responsibility?

Chandan: The road is a Government asset but this in negotiations. While it is a Government asset it will be maintained by Government.

Who is the best contact for vibration monitoring during construction? We require data on this in advance so we know what to do with artwork that is in the store room. The vibrations do impact the artworks so it's not something we can wait to find out about during construction.

Ricci: For a similar project, an alarm was installed to notify someone if the vibrations were too high. I can give you a contact for this person at the Department and we can ensure something like this is put into place.

Is monitoring vibration part of the environmental risk assessment?