

## Report to the Future Melbourne Committee

Agenda item 6.1

### Hawke Street Linear Park concept design

2 May 2023

**Presenter:** Roger Teale, General Manager Property, Infrastructure and Design

#### Purpose and background

1. The purpose of this report is to seek endorsement of the final concept design for the Hawke Street Linear Park (HSLP) project under Major Initiative 46: Transport and Amenity Program (TAP), which is co-funded by Council and the Department of Transport and Planning (DTP).
2. Action 30 of the West Melbourne Structure Plan 2018 includes a detailed design proposal for the HSLP, which has been refined through multiple rounds of community consultation and stakeholder engagement. A final concept plan has been developed and is attached.
3. HSLP is approximately 3500m<sup>2</sup> of public realm linking the existing Hawke and Adderley Park and Curzon Park. It will provide safe active cycling links, a biodiversity corridor, increased canopy cover, integrated water management and passive recreation spaces for community. The design has undergone engagement with Wurundjeri and celebrates connection to Country through Indigenous planting and integrated water management.
4. The first concept for the HSLP originated from the West Melbourne Structure Plan. HSLP aims to mitigate the effects of the West Gate Tunnel entering West and North Melbourne by introducing traffic calming measures, providing cycle and pedestrian priority, and street greening.

#### Key issues

5. Community consultation for the preliminary concept plan was undertaken in March and April 2021. Approximately 150 responses were received and 137 online surveys completed. The engagement responses were generally favourable.
6. There were several objections and concerns raised by residents and business owners regarding the project. Some of these included the removal of the Adderley Street roundabout, a lack of clarity about how traffic would be managed during works, loss of car parking spaces, and concerns about general safety for all road users.
7. The draft concept was updated to address these concerns and further consultation undertaken, including community workshops in December 2021 and community consultation online between December 2021 and January 2022.
8. Since the conclusion of the final round of community consultation, work has progressed to implement the community feedback and finalise the concept design, as well as negotiation with DTP through the Central City Transport Committee to confirm governance structures and achieve a commitment to deliver on the final concept design.
9. The final concept plan (Attachment 1) has been completed in response to the community consultation report (Attachment 2) and further parking data collection. Hawke Street currently has 152 parking spaces. The concept design includes 105 parking spaces for a net loss of 47 spaces.
10. Pending detailed design completion and the public tender process to engage a construction contractor, it is anticipated that the proposed delivery program for construction will commence in early 2024.

## **Recommendation from management**

11. That the Future Melbourne Committee:
  - 11.1. Endorses the final concept plan (refer to Attachment 2 of the report from management) for the Hawke Street Linear Park (HSLP) to proceed to finalisation of the detailed design and tender for works, noting the proposed commencement of construction in early 2024.
  - 11.2. Authorises the General Manager Property, Infrastructure and Design to make any further minor changes if required to the HSLP final concept plan prior to completion of the tender process.

### **Attachments:**

1. Supporting Attachment (Page 3 of 32)
2. Final Concept Plan – Hawke Street Linear Park (Page 5 of 32)
3. Community Engagement Report – Hawke Street Linear Park Concept Design (Page 6 of 32)
4. TAP Parking Summary – Hawke Street Linear Park Concept Design (Page 32 of 32)

## Supporting Attachment

---

### Legal

1. In developing this proposal, no legal issues have been identified.

### Finance

2. The estimated project cost, based on the draft concept plan, is \$12.23 million. Under TAP, the project will be co-funded by Council and DTP. This funding is subject to final Council approval of the draft Budget 2023–24 and final approval by the Minister for Transport and Infrastructure upon endorsement by the Central City Transport Committee.
3. Project costs may be subject to change pending design development and projected market conditions. A final cost plan will be undertaken after endorsement of the final concept plan.

### Conflict of interest

4. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a material or general conflict of interest in relation to the matter of the report.

### Health and Safety

5. In developing this proposal, no Occupational Health and Safety issues or opportunities have been identified.

### Stakeholder consultation

6. Following the initial community consultation described in paragraph 5 of the report from management, a second round of engagement was undertaken and feedback was gathered from the community through:
  - 6.1. A community workshop (8 December 2021).
  - 6.2. An online survey (throughout the project).
  - 6.3. Business and resident focus groups and interviews.
  - 6.4. In total, 37 participants attended the community workshop. There were also 24 responses to the online survey. Six representatives from Hawke Street businesses, and seven residents attended the business and resident focus groups. A further two businesses were interviewed separately.
7. Ongoing quarterly engagement has been undertaken with Wurundjeri at a TAP level including regular engagement as the HSLP concept design has progressed.

### Relation to Council policy

8. The HSLP concept plan delivers on:
  - 8.1. Major Initiative 46: Deliver the North and West Melbourne and Docklands Transport and Amenity Program in partnership with the Victorian Government.
  - 8.2. West Melbourne Structure Plan Action 30: Produce a detailed design proposal for the Hawke Street Linear Park.
  - 8.3. Transport Strategy 2030 Outcome 2.1: Deliver high quality, physically protected cycle lanes on Council roads.
  - 8.4. Open Space Strategy (2012).

8.5. Urban Forest Strategy (2012).

8.6. Aboriginal Heritage Action Plan.

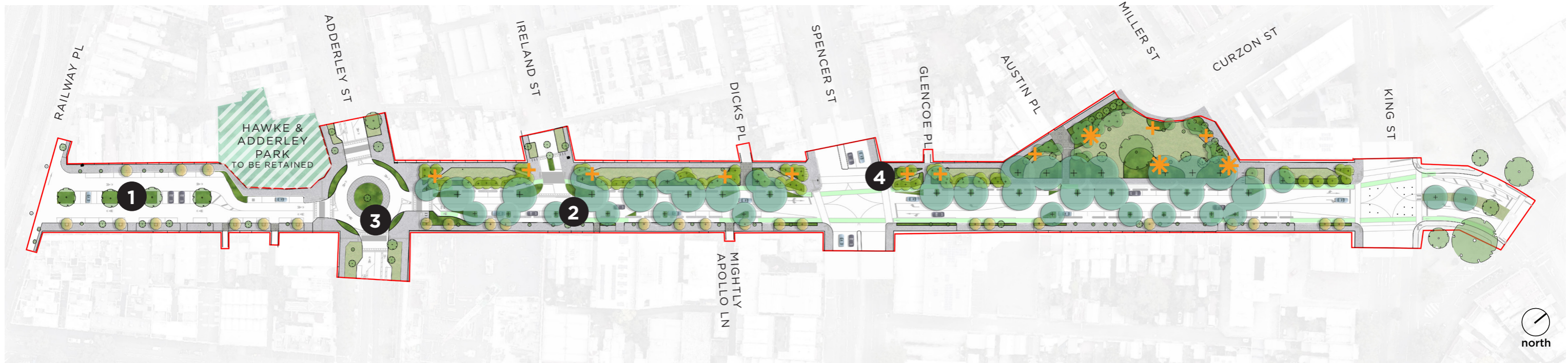
**Environmental sustainability**

9. The HSLP will add approximately 3500m<sup>2</sup> of open space linking two existing open spaces totalling 1500m<sup>2</sup>, with a considerable portion of the new public open space being permeable.
10. Opportunities for Water Sensitive Urban Design are incorporated into the design to capture stormwater run-off for use to water trees in tree pits on road and in the open space.
11. A Carbon Plan has been prepared to evaluate typical materials and volumes and assess the upfront embodied carbon for the project. This report provided recommendations to reduce the upfront embodied carbon impact of the project via material substitutions or design changes. These recommendations will be assessed and implemented where feasible during the detailed design phase.






# HAWKE ST LINEAR PARK

## MARCH 2023

### PROPOSED LANDSCAPE CONCEPT - KEY CHANGES FROM WEST MELBOURNE STRUCTURE PLAN



#### LEGEND

-  Proposed Linear Parkland and new open space
-  Proposed 2.0m wide physical separated cycle lane
-  Proposed roadway and parking alignments
-  Seating
-  Trees

#### 1 PARKING BETWEEN RAILWAY PL AND ADDERLEY ST RETAINED (INSTEAD OF LINEAR PARK)

During consultation, the community expressed appreciation of the existing streetscape character towards the established trees and the local park. The recently upgraded Hawke and Adderley Street Park provides a significant contribution towards open space for this section of Hawke Street.

City of Melbourne also heard concern from the community around the loss of parking. Following review of multiple options, the current streetscape in this section of Hawke Street will be retained with only minor modifications near the roundabout. The change reduces the overall loss of parking from 50 to 47 spaces.

Overall changes to parking are:

- 152 existing parking spaces
- 105 proposed parking spaces
- 47 net loss of parking spaces

#### 2 SEPARATED PROTECTED BIKE LANES PROPOSED (INSTEAD OF PROPOSED SHARED USER PATH)

New on-road bike lanes with a protected buffer zone is now included along Hawke Street in each direction from Adderley Street to Victoria Street.

The community raised concerns about safety of bike riders using the shared user path (SUP) in the linear reserve, as proposed in the West Melbourne Structure Plan. The design team reviewed concerns including pedestrian, bike and vehicle conflicts at multiple locations and intersections. It was determined that a protected on-road bike lane would be clearer and safer for all users.

#### 3 ROUNDABOUT RETAINED (INSTEAD OF NEW INTERSECTION)

There was some concern with removing the Adderley St roundabout and its traffic calming benefits.

After reviewing the options, it was found that retaining and modifying the roundabout would make it safer than the original concept. The concept now includes narrowing and slowing the access around the roundabout to allow for equitable speed between vehicles and bike riders sharing it. On each approach are new speed humps, new line marking and new pedestrian crossings to help slow traffic further.

#### 4 LINEAR PARK TO NORTH OF STREET (INSTEAD OF SOUTH)

The northern side of the street has been selected for the linear park owing to the fact that properties on this side of the street enjoy vehicle access via rear laneways. This alignment provides an opportunity to create larger areas of continuous green space and to integrate with the two existing open spaces at each end of the street. Further to this, there are extensive services on the southern side of the road.

DRAWING TITLE

PROJECT  
HAWKE ST LINEAR PARK

CONTENT FOR  
ELT

**CONCEPT IS SUBJECT TO DETAIL DESIGN AND FINAL COUNCIL ENDORSEMENT**

DATE  
2023



REPORT



# Hawke Street Linear Park

Community and Business Consultation Report

Version 3

18 February 2022

**capire**

## COMMUNITY

The term community refers to a group of people that has something in common such as identity, behaviours, interests or values. A community often share a sense of place in a given geographical area (e.g. a country, city, town, or neighbourhood) or in virtual space through communication platforms.

## STAKEHOLDER

The word stakeholder refers to individuals, groups or organisations with a stake or interest in the outcome of a decision. Stakeholders may also have the ability to influence the decision given their role or position.

## ENGAGEMENT

Engagement is defined as a planned process with the purpose of working with communities and stakeholders to inform decisions, share knowledge and strengthen relationships.

## About Capire Consulting Group

Capire is a specialist community engagement company. We design and deliver tailored engagement strategies to build understanding, create local ownership and to inform sustainable decision making.

We use a lens of diversity, inclusion and accessibility to maximise social benefit on all our projects. Our team are skilled listeners, communicators, researchers, facilitators and problem solvers.

<b>1 Background</b>	<b>1</b>
1.1 Community Engagement on the Concept Plan	1
<b>2 Community Workshop</b>	<b>3</b>
<b>3 Survey</b>	<b>4</b>
<b>4 Focus Groups and Interviews</b>	<b>4</b>
Hawke Street Businesses	4
Residential Engagement	5
<b>5 Results</b>	<b>5</b>
Community Workshop	5
Survey	5
Focus Group and Interview - Business Owners	9
Focus Group Meeting - Residents	10
<b>6 Key findings and observations</b>	<b>11</b>
<b>7 Recommendations</b>	<b>13</b>
<b>Appendices</b>	<b>15</b>
Appendix A: List of questions and comments raised by attendees of the workshop	15
Appendix B: Graffiti Map	17
Appendix C: Comments on Graffiti Map	18
Appendix D: Aspirational cross-section diagram for residents between King and Spencer Streets	22





# 1 Background

City of Melbourne is proposing to enhance the quality and function of public space in Hawke Street, West Melbourne.

Hawke Street is a wide paved road that runs between Railway Place and Victoria Street. It has two small parks with a substantial amount of parallel and median-strip parking along its length. It is home to a diverse mix of Victorian terrace houses, converted warehouse apartments, and a handful of large shopfronts. Notable landmarks include the McMahons Hotel, West Melbourne Baptist Community Centre and The Miami Hotel.

The area is transitioning from a commercial precinct to a mixed-use neighbourhood, with a rapidly growing population. With this change, comes an opportunity to redefine the street's character as a linear boulevard of trees, green landscaping, and shared paths.

Initial online community consultation took place from 26 March to 25 April 2021 involving an online website and a survey, reaching at least 8000 people. City of Melbourne put forward the idea of a new linear park with traffic and parking changes.

The preliminary concept plan was supported by 73 per cent of survey respondents. There was positive response from community about increase in open green space and improvement to pedestrian and cycling connections. A small number of responses reported deep dissatisfaction with the reduction of local car parking space along Hawke Street. The reduction of car parking was noted to have a large impact on residents and businesses already struggling to park near their home or office.

Throughout December 2021 and February 2022, the City of Melbourne invited Capire Consulting Group to plan and facilitate a community workshop at the *Apollo Café*. Capire was also tasked with analysing an additional community survey and hosting a series of focus group meetings with residents and business owners. The purpose of this phase of engagement was to gather feedback on the concept design for the linear park from those highly impacted by the plan during the initial consultation phase.

## 1.1 Community Engagement on the Concept Plan

The City of Melbourne wanted to find out from residents and local community:

- How they think the park space will be used
- What design features, treatments and placements would they like to see access/restrictions
- Where further consultation is needed.
- What opportunities are there to amend parking conditions in the area.

The outcome of this consultation sought to understand any residual community concerns and identify areas to improve the design before the development stage begins.

Feedback was gathered from the community through these methods:

- Community workshop (8 December 2021)
- Online Survey (throughout the project)
- Business and resident focus groups and interviews

In total, 37 participants attended the Community Workshop. There were also 24 responses to the online survey. Six representatives from Hawke Street businesses, and seven residents attended the business and resident focus groups. A further two businesses were interviewed separately.

## 2 Community Workshop

The community workshop was hosted on Wednesday 8 December 2021 and incorporated several activity stations set up throughout the *Apollo Café* space. This layout allowed people to arrive at their own convenience, explore the linear park plan, talk to people at the City of Melbourne and familiarize themselves with the project. During the workshop a presentation and question/answer session was facilitated.



The activities of the Open House included:

### **“Graffiti Map” - *Interacting with concept design and exploring options***

People were asked to comment/draw on printout of concept design and mark their contribution with one of three traffic light-colored sticky dots.

### **“Ask an expert” - *Asking experts questions***

A space for people to engage directly with subject matter experts from the City of Melbourne across a range of key topics

1. Traffic and Parking issues
2. Streetscape Design
3. West Melbourne Structure Plan
4. Consultation process and feedback to date

**“Report back” - *Understanding what has changed and what hasn’t***

During the workshop, City of Melbourne presented an overview of the project and key changes made to the concept based on previous consultation. About an hour was allowed for people to ask questions and make comments about issues important to them.

**“Case the place” - *Walking around the proposed area of change and exploring options***

Once the event formally concluded, people were invited to walk along a segment of Hawke Street with maps and experts to discuss various details, treatments and forms articulated in the plan.

### 3 Survey

A survey was created to gather sentiments on multiple aspects of the Hawke Street Linear Park project. This included whether people liked the:

- Roundabout at Adderley Street to stay, and upgrades made to make the flow at this intersection safer
- Introduction of separate protected bike lanes on both sides of the road
- Realignment of the kerb to better define the pedestrian area, and a slightly narrower footpath to allow for a greater expanse of greenery
- Careful location of on-road parking bays and tree plots to ensure clear sight lines when passing or turning out of driveways and laneways
- Retaining of 102 kerbside bays for parallel parking, and prioritisation for local residents and businesses with new signage and allocation
- Creation of new bike lanes between King Street and Errol Street that connect with Victoria Street, by narrowing the median strip and number of lanes.
- Kerb and layout upgrade of the Spencer Street and King Street intersections, plus a review of traffic light signals to make it safer and more convenient to cross over.
- Expansion and upgrade of Hawke & Curzon Street Reserve, and connection to Hawke and Adderley Park with a boulevard of canopy trees and understory planting down the length of Hawke Street.

Respondents were also asked how they would like to see the new and upgraded parkland used.

### 4 Focus Groups and Interviews

#### **Hawke Street Businesses**

To gather feedback from businesses that would be impacted by the project, a small meeting was held with business owners to understand their concerns. This meeting also explored opportunities to improve the design of the linear park. The meeting was attended by four businesses:

1. McMahons Hotel
2. Tricycle Developments
3. Miami Hotel
4. Radio Parts

Two more Hawke Street business owners were also interviewed separately:

1. Apollo Café
2. Butcher Shop Café

Business owners highlighted some key issues around the linear park project. They were concerned about the impacts of parking reductions on their businesses, as well dangerous interactions between cyclists and heavy goods vehicles with the new bicycle lanes. The narrowing of the street would also obstruct goods vehicles from entering and leaving their premises. Furthermore, they sought clarification on how the scheme is to be constructed and explained how disruptions during construction could affect their business.

## **Residential Engagement**

In recognition of the likely significant impact of residents located in the group of heritage terraces between King and Spencer Street on the North-east side of Hawke Street, a small meeting was held. The purpose of the meeting was to discuss design options that might ameliorate several specific issues.

Residents were especially concerned about the traffic speed entering Hawke Street from Victoria Street, as well as the dust, noise, and vibration impacts of traffic on their side of Hawke Street. They were also concerned about tree loss on their street as well as glare from the sun and energy-efficient streetlights. They described an unresolved ground water issue in the area, and also, highlighted concerns about construction impacts on their street.

## **5 Results**

### **Community Workshop**

Attached to this report is a list of questions and comments raised during the “Report Back” activity of the community workshop. This can be found in Appendix A. In addition, community feedback from the Graffiti Map is noted and attached in Appendix B.

### **Survey**

24 survey responses were received. Results of the survey are presented.

**How do you rate these street modifications?**

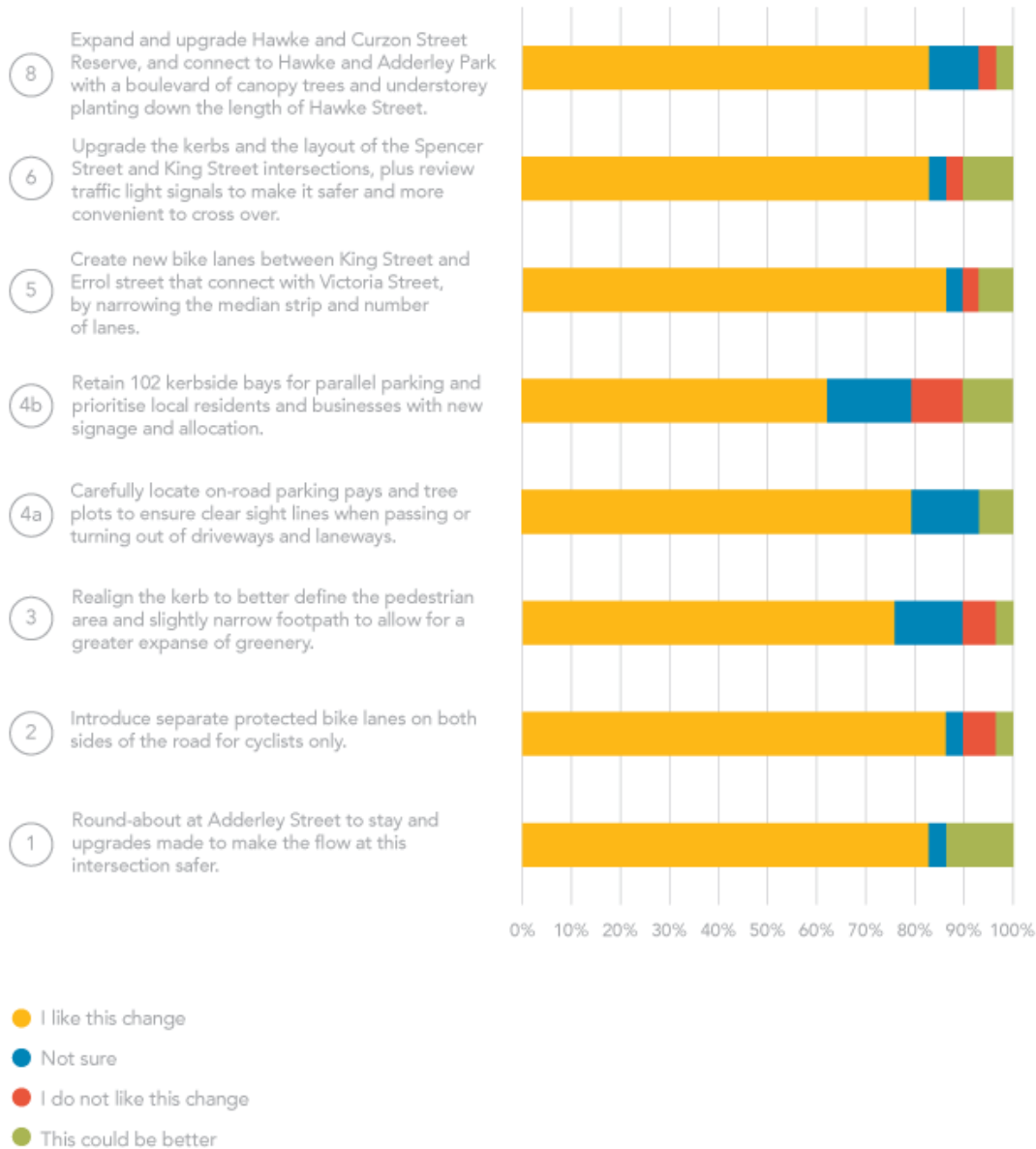


Figure 1 Graph illustrating how residents rated different street modifications

Results show most residents are satisfied with the street modifications proposed. The highest approval was given to the introduction of separate protected bike lanes on both sides of the road – 86% of residents liked this change. There is a higher number of residents who were not so sure about the retention of 102 kerb side parking bays for parallel parking. While 62% liked

that street modification, 17% of residents were not sure about the street modification. 10% of residents either did not like the change or thought that the changes could be made better.

**Why did you rate this way?**

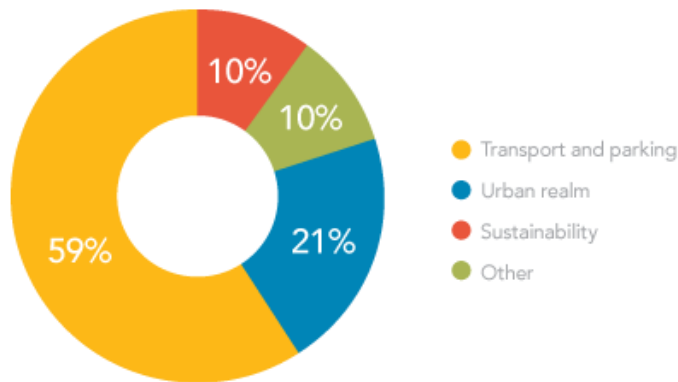


Figure 2 Themes of comments that describe why residents rated different street modifications

When residents were asked about why they rated these street improvements the way they did, a strong majority (58.6%) of residents highlighted issues surrounding parking and transport. Multiple residents were concerned about parking. Some wanted less car parking in the area to create more green space, while others were concerned about not being able to park their cars due to reduced car parking. There were also concerns about safe bicycle lane design.

*“My concern is congestion and parking. I love the idea of green space but am cautious that I won’t be able to park at my house. I am also concerned as I have a townhouse and am not allocated a permit that I’ll be unable to park at all.”*

*“They are all good improvements to the space, although with only 57 residential parking permits in that area, I would have liked to have seen more parking removed to further disincentivise the usage of cars in the inner city.”*

*“I prefer roundabouts, and bike paths that reflect the flow direction of the traffic. wholly separate bike paths to not integrate well for cyclist as they go on to travel on the rest of the on-street paths and roads. less parking spaces and more green.”*

20% of responses were focused on the urban realm, with residents asking for specific improvements such as picnic and dog park spaces, community gardens and preservation of the elm tree at Hawke/Miller Street Reserve. 10% highlighted sustainability issues and opportunities, such as the use of passive irrigation for the linear park and the need for greenery for the southern side of Hawke Street.



*"Opportunity to take advantage of passive watering from storm water on the section between Railway and Adderley; please bury the power lines between Adderley & Spencer to support large canopy trees; bin collection between Adderley & Spencer is a conflict."*

*"In general, I strongly support the plan's core benefits of creating more greenery, reducing traffic, improving community feel and quality of life, encouraging active transport and prioritising people rather than cars."*

**How would you like to see the new and upgraded parkland used?**



*Figure 3 Word cloud illustrating commonly used words in the survey*

Eight responses in the survey indicated that they would love to see picnics in the new and upgraded parkland. Dog walking (and dog-related issues) were also mentioned six times in survey responses. Community gardens, playgrounds and markets were also noted, to a lesser extent, as possible uses for the parkland area. Some residents were indicating that more greenery is needed for sound isolation, and to help make the urban realm interesting.

*"The park at the south-western end of the street (I forget the name) is heavily used by families and kids, so enhancing that use-case would be good. The part at the top of the street is difficult to use for much as it's really just a patch of grass and a big tree, it's pretty boring and doesn't provide any sound-isolation from the noisy road. If large plants could be added to provide some sound isolation and more seating added, I suspect it would be heavily used by people who work in the area."*

*“Lots of dogs in the Area so dog poo bags in the park would be great. Local markets would be amazing however of course fears about parking. More picnic tables and park games would be great. Community gardens or plots on the medium strips would be nice.”*

## **Focus Group and Interview - Business Owners**

### **Loading, unloading and freight movements**

Business owners are concerned that the implementation of bicycle lanes between parking/loading zones, the kerb, and the reduction of four traffic lanes to two creates inherent conflict with loading and unloading areas adjacent to their businesses. Feedback includes specific concerns about:

- risking safety of school aged children being hit by oncoming cyclists as they alight or board buses/taxis at The Miami Hotel
- impeding deliveries at The Miami Hotel, Radio Parts and McMahons Hotel
- limiting access of large shipping containers to Radio Parts.

Both Butcher Shop and Apollo Cafes noted that they need loading zones for their deliveries:

- as with the other smaller businesses in the area, they utilize smaller vans to supply their businesses with goods.
- Butcher Shop Café reports that their delivery drivers normally find any parking spot available in the area and uses trollies to get goods to their shop. They prefer if there is a 15-minute loading zone for their shop.

From a broader context, some businesses expressed concern about how freight going through the area would be redirected to other alternative routes. If freight fails to be redirected to King Street, rat-running through Hawke Street will continue.

### **Parking and Transport**

Tricycle Developments, located on the Western end of Hawke Street, expressed concern about the removal of the median strip car parking in the area. They describe the “happy equilibrium” that exists in the area, between residents and businesses sharing the 4P parking in the area without intruding into each other’s space. The loss of parking resulting from the removal of the median strip means this equilibrium is disrupted.

Radio Parts indicated that they did an informal study around their premises and found approximately 400 cars enter their car park daily. Some of these cars use the car park and Jones Place to jump the traffic lights on Spencer Street. There are also users who are not shopping at Radio Parts that tend to park illegally.

McMahon’s Hotel sees that the ¼P parking in front of its premises is crucial for its business. Parking on Spencer Street is unsafe and could affect deliveries to its premises.

Butcher Shop Café and Apollo Café, while very supportive of the Linear Park proposal note that the reduction of parking would affect their businesses. This is attributed to people not being able to park their cars and come into the cafés.

Butcher Shop Café also sees that the park would also invite more customers into her shop

Apollo Café says that parking pressure has been increasing in the area as the businesses in the area (as well as the general population of the area) are growing. For example, a neighboring business will have 950 staff on site.

### ***Open Space***

As most of the businesses are located on the South side of Hawke Street, there was discussion regarding the width of pavement areas and role of “parklets” (street dining) into the future. Across the hospitality businesses there was interest in the availability of outdoor dining options on the Southside of Hawke Street pavement as well as within the linear park itself.

### ***Construction***

Businesses were worried about the impact of construction will have on their bottom line, especially following a difficult commercial period during the Covid-19 pandemic. Businesses expect disruptions to occur throughout construction and wanted to understand the level and duration of these disruptions.

The Butcher Shop Café has heightened concerns that if pedestrian and car travel is prevented from accessing the North side of Hawke Street during construction, would significantly impact their ability to operate a business.

## **Focus Group Meeting - Residents**

### ***Open space and greenery***

Residents were concerned about tree removals during the construction of the linear park – “losing the green oasis”. The trees currently help reduce traffic noise and provide some buffering of impact of traffic.

Residents emphasized the need for deciduous trees to shade sunlight during summer and allow sunlight during winter. This is based on concerns about the heritage terraces on the south side of the street not receiving enough greenery for solar attenuation.

Residents also noted the current new energy-saving streetlights are too bright. Light strays into bedrooms, which is disruptive to sleep.

A concern emphasized by multiple residents was the presence of a constant stream of water flowing down the kerb edge of Hawke Street, adjacent to the Miami Hotel. It is believed that this is a water leak originating from outside the Hawke Street area. This water leak accumulates behind the footpath in this area. It has inundated telecommunication pits and can cause tree roots to intrude into properties even during droughts.

### ***Transport***

Residents were concerned about the speed of traffic travelling into the area from Victoria Street. They describe the speed of traffic on Victoria Street as a “slingshot” that funnels into Hawke Street over King Street. This issue is prevalent all day but is worse at night when traffic volumes are lower.

Residents noted that traffic was on their side of the street (South side). This is a departure from the West Melbourne Structure Plan. Residents are concerned about the traffic noise, dust and vibration brought on by traffic on their side of the street. This is compounded by rat-running through the street and the presence of construction vehicles brought on by development on the western side of the street.

**Construction**

Residents were concerned about construction impacts on the local neighborhood. They would like to see construction that reduces the duration to set up the linear park, dust and noise generation.

## 6 Key findings and observations

The community at large is broadly supportive of the project. Participants of the consultation were also very appreciative of the effort the City of Melbourne went to, to host a workshops and meetings to hear their views.

Capire notes a sense of satisfaction with the consultation process. Several participants commented that they felt heard, and their feedback understood and valued. However, throughout the consultation process several key concerns were raised which people would like addressed.

**Reduction of Car Parking**

The reduction of car parking was first and foremost the dominant issue raised in the concept design for Hawke Street. There were several specific aspects to this issue raised. These include:

- The lack of residential and business on-street car parking is a significant issue for locals
- Residents are calling for more efficient distribution of access to car parking to cater for local needs first
- Residents of new developments said that they were not eligible for resident parking permits and relied on on-street parking
- Small business owners advised that they needed parking for their visitors and workers
- Residents advised that it was impossible to get a parking spot on the weekends
- The Hawke Street area needed more parking enforcement
- Concerns raised new developments were not required to provide adequate on-site parking which has exacerbated the problems
- Concerns raised about the number of parking bays taken over by construction zones and construction workers
- Opportunities raised to increase parking along Spencer and King Street

From a business owner perspective, there was a specific request that the parking study consider the needs of loading and unloading of goods, the bus/taxi loading areas, construction, and freight movements that supply the businesses in the area. They would also like to have discussions with a parking expert at the City of Melbourne about parking issues in the area.

Two specific businesses, Miami Hotel and Radio Parts, would require further engagement about their specific delivery and parking circumstances. These include maintaining the bus parking space and drop-off parking spaces in front of The Miami Hotel and reducing the number of illegal parkers and rat-runners through the Radio Parts carpark.

Another business owner asked for the parking spaces between Adderley Street and Railway Place to be maintained. These parking spaces should only be available to permit holders after business hours.

A local business owner asked if 45-degree parking spaces would be considered for Hawke Street to fit in more parking spaces while also maintaining the integrity of the design.

### **Changes in Traffic Conditions**

There were numerous questions and comments on the impact of changing traffic conditions. These centered around how calming techniques on Hawke Street will drive traffic elsewhere in the area.

The reduction of lanes and turning lanes in and out of Hawke Street will make it difficult for residents to complete the home commute. During peak hour, people expect cars to queue up on Hawke Street. While modeling suggests an overall reduction of traffic flow through the street, community maintain concern about congestions associated with less lanes.

Some people felt the issues at the Railway Place end of the street were very different to the Victoria Street end of the Street. The former being more about car parking and not traffic, the latter being more about traffic than parking.

People observed the linear park did not necessarily address these two issues efficiently or uniquely in the design. Several people suggested alternate design ideas. However, these ideas are constrained by the existing format of the streetscape.

Businesses emphasized that the new bicycle lanes would obstruct their deliveries and driveways, leading to dangerous interactions between cyclists and heavy goods vehicles. They proposed creating a bidirectional bicycle lane on the northern side of Hawke Street, next to the Hawke and Curzon Streets Park reserve. In addition, multiple businesses would like to see 15-minute loading zones created or maintained for their business to load and unload deliveries.

Residents suggested that electronic and conventional street signs indicating Hawke Street as an access road to other major roads in the area be amended or removed. Chicanes, speed humps, larger green spaces or a modified road profile incorporating gentle curves and narrowed lanes should be designed into Hawke Street to reduce traffic speed.

### **Design**

Residents along the south side of Hawke Street shared concerns about structural damage based on increased vehicular movements on their homes and frontages. They noted a preference for the Adderley Street section design – which has extended nature strips on both

sides of the road, rather than an extensive park realm on one side. They note the value in designing the streetscape for noise buffering and solar amenity.

On the same note, there were concerns around inequity/fairness of the design. While residents on the south side understood the barrier infrastructure services and driveways have on the design, they felt the overall benefit of the project was not shared for their side of the street.

Businesses and residents identified multiple opportunities to improve the design of the linear park:

- Narrowing the footpath to include a nature strip
- Usage of deciduous trees and vegetation, such as those found in front of the nearby St. Mary's Church
- Growing trees in three specific parking spaces on the eastern part of the site, to dissipate the sun's glare on the heritage terraces.
- Sculptures and painted hoardings
- Aboriginal art, acknowledgements of country and heritage trails focusing on the history of Railway Place
- Roadway paintings
- Expanding the playground at Adderley Street Reserve

Later design proposals developed by the City of Melbourne incorporating some of these design elements were enthusiastically accepted by the community.

Residents had multiple suggestions for the issues they have highlighted:

- Water sustainable urban design (WSUD) to deal with groundwater issues in the area.
- a lighting review for the Hawke Street area to reduce the impacts of street lighting glare on houses in the area.
- Ensuring trees are kept healthy so they grow to their full potential, or replanting mature trees in the area
- Designating Miller and Curzon Street Reservation as a permanent park reserve.

### **Construction**

Businesses and residents expressed concern about the construction impacts on their community. They suggested implementing the scheme in one go to reduce disruptions.

Businesses enquired whether the construction would disrupt pedestrian footpaths and close the street to cars. They also suggested that construction should be confined to a December to March construction period, to maximise quiet period over summer holidays.

## **7 Recommendations**

Capire Consulting Group recommends, as a matter of priority, a detailed car parking study of the West Melbourne local area is conducted in early 2022. The study should determine requirements of residents and businesses, how the area caters for visitors, the level of compliance achieved and analyze how well the residential parking scheme is working in the area.

The study must seek direct feedback from residents and businesses about their general parking needs, issues, and concerns.

The study should inform a parking proposal prior to confirmation of the final design of the Hawke Street Linear Park.

Capire Consulting Group also recommends ongoing communication and consultation with businesses and residents participating with this consultation process.

## Appendices

### Appendix A: List of questions and comments raised by attendees of the workshop

One way bike paths?

What material will the buffer be?

Are you going to give people permanent parking (x7)

Would you be looking to reduce the hours of parking for non-residents? (x5)

- New developments aren't given parking for a reason
- Reducing middle parking will reduce finite resources of fining parking in front of our house
- We need to put some balance
- Lack of policing and compliance of parking
- Some restrictions don't apply on weekends
- Parking for events at Marvel
- Still need to have parking for local businesses during office hours

Has CoM done any study on the underutilized parking on Spencer and King?

- Better design should be added and add parking here instead of Hawke street
- Its currently dangerous so no one parks there – should be designed better

Would the team consider Hawke street being a one-way street and retain all the parking?

Will the number of parking permits go up?

Are we going to lose the parklets for cafes etc?

- Maybe there could be a snaky design along Hawke street

Is it correct King Street will take the majority of traffic and not Spencer?

- If you are a resident (Jones pl resident) with the new tram – this may create a trouble for Jones pl residents

Spencer and King street = State Road

- Have VicRoads signed off on the changed cycling route?

Education Program?

I understand the need for thoroughfares – I'm worried we are diverting problem for using the top end of King street accessing the City.

- Other options – green arrows at King street may decrease the issue
- I disagree we should encourage people to be outside and have open space – the proposal is a reasonable approach

Wurundjeri Way will probably work with the traffic

- It's a matter for CoM to tighten traffic

Reduce the speed make it more useable for the green spaces and slow the traffic down



My main concern is single way – peak hour is dreadful

- There is a dedicated right and turn lane which blocks traffic

Has it occurred to you to sequence the project in stages? – “good idea”

- The traffic “Problem” is Spencer to King
- Start with this section then do the other sections
- Agree its three sections and having them segmented will give better feedback

Docklands Primary School – what will the traffic be there?

- How do kids get from West Melbourne to docklands?

I am a big fan – what is the timeline?

Would you consider traffic speed bumps to lower speed?

Where is the West Melbourne Structure Plan? – I heard it was cancelled

If traffic will be pushed to other streets

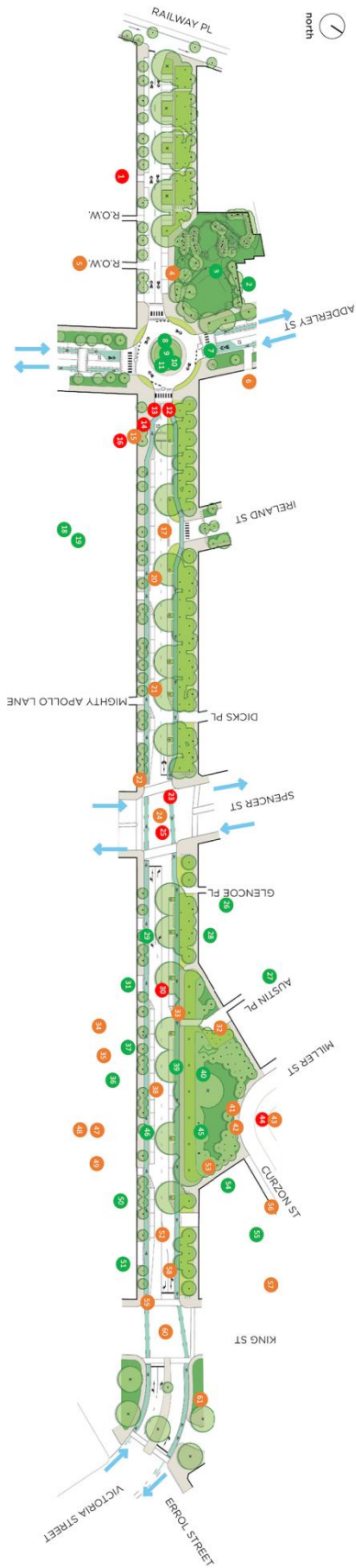
- Can we expand this idea and increase open space to other streets?
- I am all for this plan and the increase in open space in the city.

When does Council think we will see the end of the west gate tunnel?

Appendix B: Graffiti Map

# HAWKE STREET LINEAR PARK

## LANDSCAPE CONCEPT PLAN



- LEGEND**
- Proposed roadway and parking alignments
  - Indicative mature tree canopy - new and existing
  - Existing parks and reserves retained and enhanced
  - Proposed linear parkland and new open space
  - Proposed 2.0m wide physically separated bicycle lanes
  - Future protected bike lanes - not in scope of this project



## Appendix C: Comments on Graffiti Map



Green:

Things I like.



Orange / Amber:

Things I would change.



Red:

Things I dislike.

Coloured dots with numbers	Community comments
1	We want parking restrictions on weekends!!
2	Fantastic Park
3	Love this Park
4	A sight line feature visible down corporation Lane CL1140 ("Row") would be nice. (anything, sculpture) and add interest
5	Support for an application to name this "R.O.W.", would be appreciated (the R.O.W. connects Hawke & Roden)
6	Extend down Aderly Street
7	Like pedestrian Priority crossing
8	Love the tree
9	Love the tree Is this tree being kept along with the roundabout? Important sightline!
10	Love the tree
11	Love the tree
12	Stormwater point conflicts with raised pedestrian crossing
13	Cyclists merge from behind parked cars with street traffic from the <u>left</u> . Cars approaching the intersection look to the right for roundabout traffic. This seems high risk.

14	Design induces bicycle traffic to cut the corner on the footpath (when turning lights) and rejoin the bike lane at the pedestrian crossing.
15	This side of the street has power lines. Can they be buried to allow for larger canopy tree plantings please? (Same as 22 )
16	280 Apartments (impact on parking)
17	Add roundabout
18	(annotation error)
19	(annotation error)
20	Can we preserve the Apollo café space?
21	Where do the flexi cars go?
22	This side of the street has power lines. Can then be buried to allow for larger canopy tree plantings please? (Same as 15 )
23	The bicycle path is hazardous. Cars turning right from Hawke Street run the risk of waiting for bicycles to go in and not looking past them to pedestrians
24	Add roundabout --> Really?
25	So many cars trying to turn right into Spencer Street from Hawke so they then illegally go down Hawke Street to do a U-turn. So need 3 lanes travelling from Spencer toward Railway Pl
26	'Purpose' to stop - Not just walk-through E.g. seats, tables: important for aging-in-place
27	Not concerned about reduction in car parking

28	Trees between car parks
29	Love protected bike lanes along length
30	I have huge concerns around how many parking spots we will lose. Not only impacting local residents but local businesses too. People will not want to come to West Melbourne if they can't park.
31	More trees this side
32	Need to ensure this space is large enough to allow a car to be able to complete a 3-point turn or a delivery truck to park. Currently 4 parking spots- want to keep.
33	Access to laneway- I reverse up the lane. Worried about safe space for cyclists.
34	Zig zag a bit like Gatehouse Street. Put some of the linear park outside the row of Terraces and then curve again.
35	Reduce parking further.
36	Everything is great
37	Love the traffic calming
38	Would love a way to cross the road safely mid street currently I use the centre of road parking to cross.
39	Love the greenspace --> me to!
40	(No comment)
41	I want to continue walking my dog here (x2) --> Why can't it be like a beach where it is hour dependent?
42	Community garden as part of North and West Melbourne patch
43	(No comment)
44	I'm concerned Curzon/Miller will become a cut-through- currently very quiet/residential - considering making 1/2 'dead end' - & extending that park to existing centreway would make safe, friendly park for residents & important place to gather and community build
45	(No comment)
46	Love the bike lane
47	Ride share increase
48	(No comment)
49	Reduce parking further!
50	Bike lane each side with protection

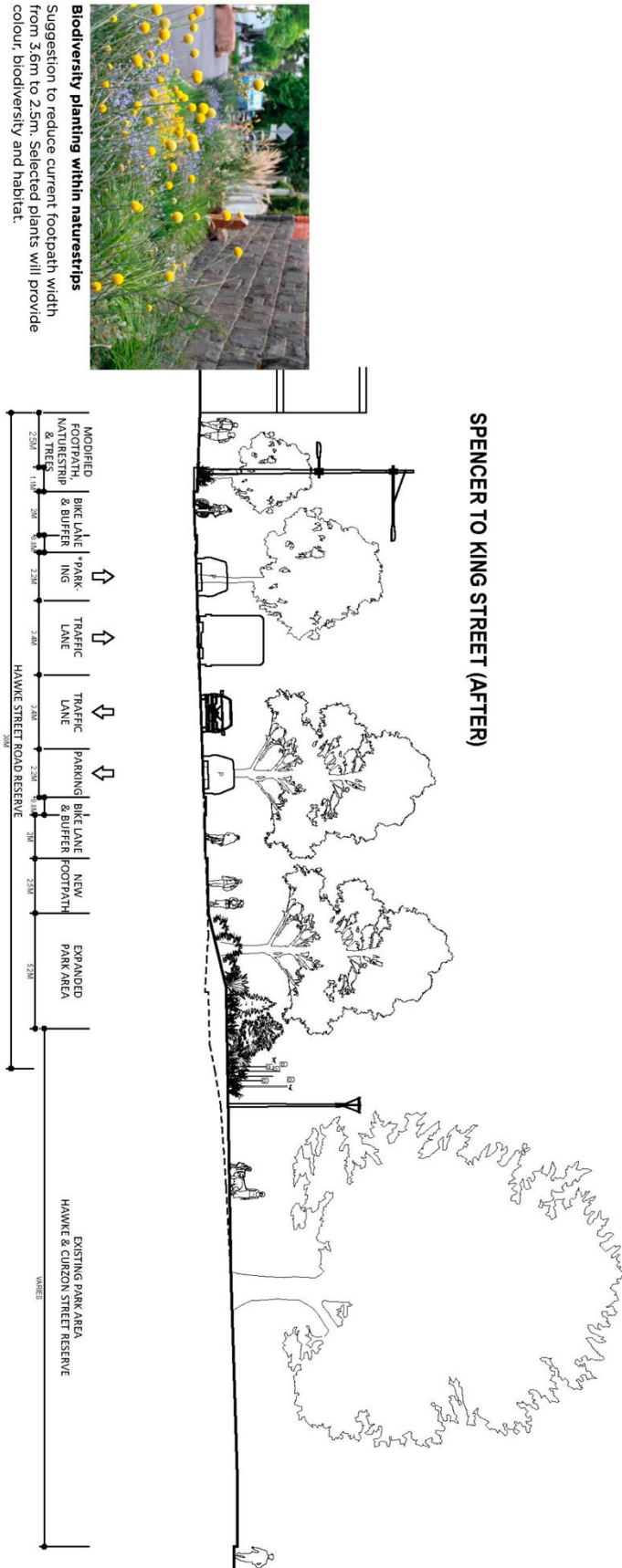
51	One lane either way traffic calming. Reduce traffic there directly to King St and Drybug.
52	What is the plan to divert the traffic? Roads to go somewhere
53	Suggests remaining the reserve
54	(No comment)
55	(No comment)
56	Put the parking restriction back along this site. Install a loading zone as packages are delivered here all day and the current practice of parking at their gas mains is extremely dangerous.
57	Decrease the speed limit along King & Victoria Street
58	Remove all 3 flag poles ASAP. They are noisy with noisy fittings- More annoying than the traffic. (x multiple people)
59	"Green wave" (pre) traffic lights for pedestrians and cyclists (on both sides of Hawke Street) & design for pedestrian refugees (make VicRoads pay)
60	Add traffic arrows to better manage traffic and space. It would become a busier intersection with this change (x multiple people) --> Right turn arrows due to weekly accidents! argh! <u>All directions!</u>
61	Widen footpath to allow 2 wheelchairs to pass

## Additional notes:

- More varied surfaces on roads and other spaces- permeable and traffic calming surfaces (and less black)
- Divide Hawke Street into 3 separate zones. Develop Spencer to King first.
- Ireland Street: Will the pedestrian crossing be raised?
- Spencer Street: Pedestrian (cycle) lights "green wave" early start
- Corner of Hawke Street and Spencer Street: long term parking moved here

**CURRENT CONCEPT WITH PARKING ADJUSTMENT & NATURESTRIP BETWEEN KING AND SPENCER STREET**  
SECTION BB - NOT TO SCALE

**SPENCER TO KING STREET (AFTER)**



**Appendix D:  
Aspirational cross-section diagram for residents between King and Spencer Streets**



## Policy and Frameworks

### Parking and Kerbside Management Plan (PKMP)

**Scope:** Municipal

**Parking net gain:** Up to 500 additional spaces in stage 1 PKMP rollout in CBD precinct from FY 23-24

**Impact to community:** Moderate

**Justification**

- Reallocation of underused kerbside space to paid parking
- Conversion of Loading Zone to parking after 4pm

### Future Streets Framework (including Little Streets and Elizabeth Street)

**Scope:** CBD

**Parking net reduction:** Not specified - Street Types identify opportunities for parking reallocation

**Impact to community:** Moderate

**Justification**

- Aligned with PKMP and Transport Strategy 2030
- Implementation over medium-long term
- Parking need to be determined through design/delivery of priority projects through Capital Works Program
- Reallocation of parking to provide economic, environmental, health benefit suited to context/need

### Low-emissions Vehicles Plan (car share)

**Scope:** Municipal

**Parking net reduction:** indicatively 600 bays (includes up to 450 metered bays) by 2030

**Impact to community:** Significant – potential to reduce purchase of approximately 5,400 private vehicles

**Justification**

- Cost-effective GHG emissions reduction
- Reduces car ownership & increases affordability (each car share vehicle replaces 9 privately-owned vehicles).
- In resi permit areas – frees up bays used by residents for fee-paying customers to use
- TS30 "Action 17: Deliver a new car share policy that aims to support car share growth"

## TAP Projects

### Spencer Street Masterplan

**Parking net reduction:** 36 spaces

**Parking retention:** 80% of existing parking retained

**Impact to community :** Limited

**Justification:**

- West Melbourne Parking Rationalisation Study (Parking Analysis - December 2022)
- Reduction in roadway for cycle lanes, street greening, pedestrian activation and urban forest
- Distribution of parking type to be confirmed through detailed design phase

### Hawke Street Linear Park

**Parking net reduction:** 47 spaces

**Parking retention:** 69% of existing parking retained

**Impact to community :** Moderate – dwellings in surrounds with limited off-street parking

**Justification:**

- West Melbourne Parking Rationalisation Study (Parking Analysis - December 2022)
- Reallocation of roadway for cycle lanes, additional public open space and increased urban forest
- Community consultation feedback demonstrated strong support for new open space

### Transforming Franklin Street

**Parking net reduction:** 46 spaces (approx.)

**Parking retention:** 59% of existing parking retained

**Impact to community:** Limited

**Justification**

- Proposed reduction of 2hr parking bays
- Distribution of parking type to be confirmed through detailed design phase – aligned with PKMP
- New public car park at Munro (500 spaces)
- Proposed public car park at SDS (250 spaces)
- Private parking in surrounding high rise buildings
- Proximity to MTP and existing public transport

