

HAWKE STREET LINEAR PARK

Purpose : Community consultation update

Date:

December 2021

Acknowledgement of Traditional Owners

The City of Melbourne respectfully acknowledges the Traditional Owners of the land we are meeting on, the Wurundjeri Woi Wurrung people of the Eastern Kulin and pays respect to their Elders past, present and emerging.

We are committed to our reconciliation journey, because at its heart, reconciliation is about strengthening relationships between Aboriginal and non-Aboriginal peoples, for the benefit of all Victorians.

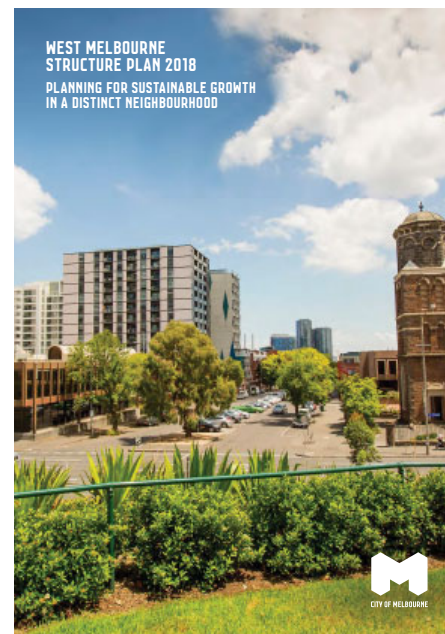
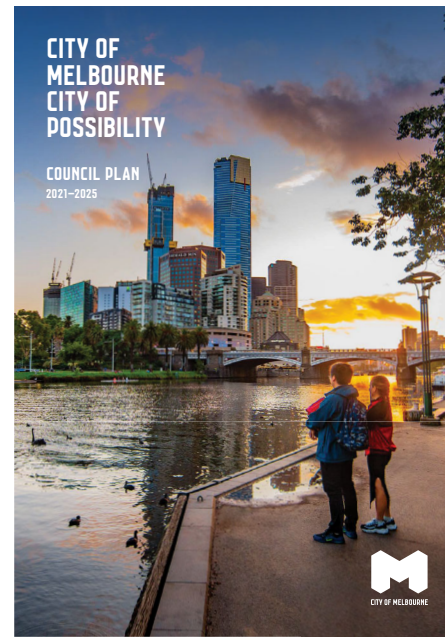
HAWKE STREET LINEAR PARK – STRATEGIC ALIGNMENT

Council Plan 2021-25 Strategic Objective : Safety and Wellbeing

Major Initiative 46 : Deliver the North and West Melbourne and Docklands Transport and Amenity Program (TAP) in partnership with the Victorian Government.

Key eligibility criteria for TAP projects include;

- Mitigates or leverages predicted changes in traffic volumes or movements resulting from the West Gate Tunnel Project.
- Demonstrates benefits to transport and or amenity for the site area.
- Outcomes align with the objectives of the West Melbourne Structure Plan, Urban Forest Strategy, Open Space Strategy and/or Transport Strategy 2030.



HAWKE STREET LINEAR PARK - WEST MELBOURNE STRUCTURE PLAN

Future vision

Hawke Street Linear Park is a key initiative of the West Melbourne Structure Plan and is proposed to be

“... an active transport link from Docklands to North Melbourne with open space within the street reserve. Hawke Street will provide high quality local open spaces and become an important strategic walking and cycling route.”

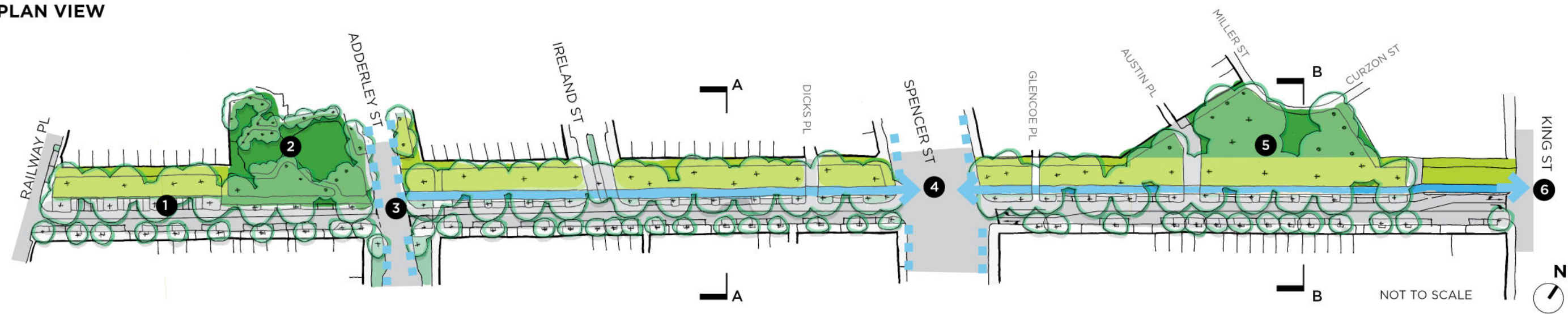
West Melbourne Structure Plan Artist's impression of the proposed Hawke Street linear park looking south-west towards Adderley Street (indicative only).



HAWKE STREET LINEAR PARK

PRELIMINARY CONCEPT PLAN - MARCH 2021

PLAN VIEW



LEGEND

- PROPOSED CONFIGURATION OF ROADWAY AND PARKING
- FUTURE PROTECTED BIKE LANES
- INDICATIVE CANOPY OF NEW AND EXISTING TREES
- EXISTING PARKS AND EXTENDED RESERVE
- PROPOSED 3.5M SHARED USER PATH (BIDIRECTIONAL)
- PROPOSED LINEAR PARKLAND

FEATURE NOTES

- BIKES SHARE WITH VEHICLES IN A LOW SPEED ENVIRONMENT BETWEEN RAILWAY PL AND ADDERLEY ST
- HAWKE AND ADDERLEY STREET PARK
- INTERSECTION UPGRADE (ROUNABOUT REMOVAL) WITH FUTURE PROTECTED BIKE LANES ALONG ADDERLEY ST
- FUTURE BIKE RIDER CONNECTIONS ALONG SPENCER ST
- HAWKE AND CURZON ST RESERVE
- IMPROVED PEDESTRIAN AND BICYCLE CONNECTIONS, BIKE RIDER AND PEDESTRIAN CONNECTIONS TO VICTORIA AND ERROL STREETS

STREETSCAPE IMPROVEMENTS

- TRANSFORMATION OF HAWKE STREET INTO A LOCAL STREET, REDUCING TRAFFIC FLOW FROM THE WEST GATE TUNNEL
- A NEW LINEAR PARK ALONG THE NORTH OF HAWKE STREET WITH OVER 5,500M2 OF NEW OPEN SPACE
- INCREASED TREE PLANTING AND SHADIER COOLER PLACES
- EXPANDED LAWN AND PLANTED SPACES
- IMPROVED PEDESTRIAN AND BIKE RIDER CONNECTIONS
- A NEW 3.5M WIDE SHARED USER PATH

PARKING

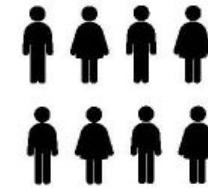
(APPROXIMATE NUMBERS ONLY)

- 157 EXISTING CAR PARKING SPACES
- 108 PROPOSED CAR PARKING SPACES
- 49 CAR PARKING SPACES IN NET LOSS

HAWKE STREET LINEAR PARK - COMMUNITY CONSULTATION SUMMARY - APRIL 2021

The engagement reached over 8000 people and 153 people provided feedback.

- A strong majority (73%) supported the proposal, with “enhancing green space and trees”, “calm and limit traffic” and “community feel” as key themes.
- Only 19% were unsupportive with “parking loss” and “effects on traffic in surrounding streets” as key concerns.
- “Safety for all users of the road” – cyclists, drivers, and pedestrians – was a prominent issue for both groups.



8000

people reached through
engagement campaign



153

submissions received



73%

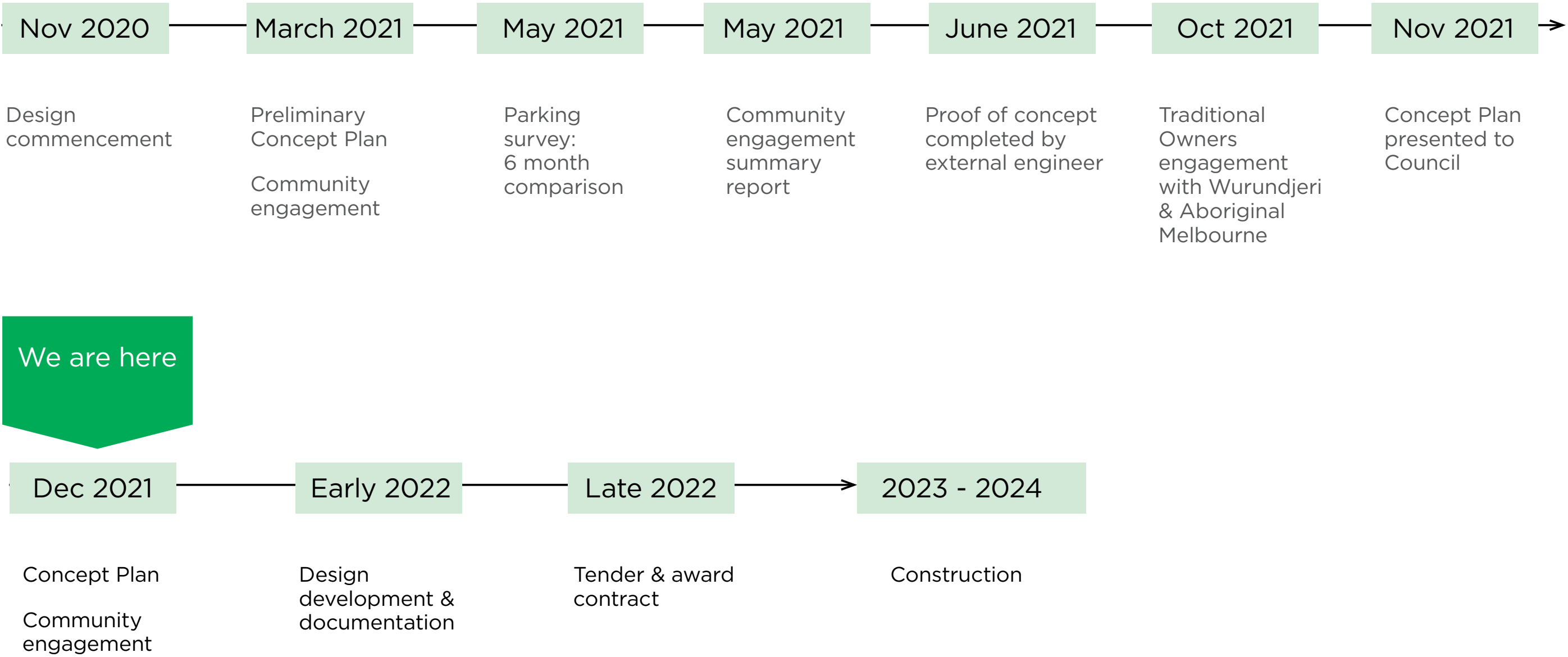
supported the proposal



19%

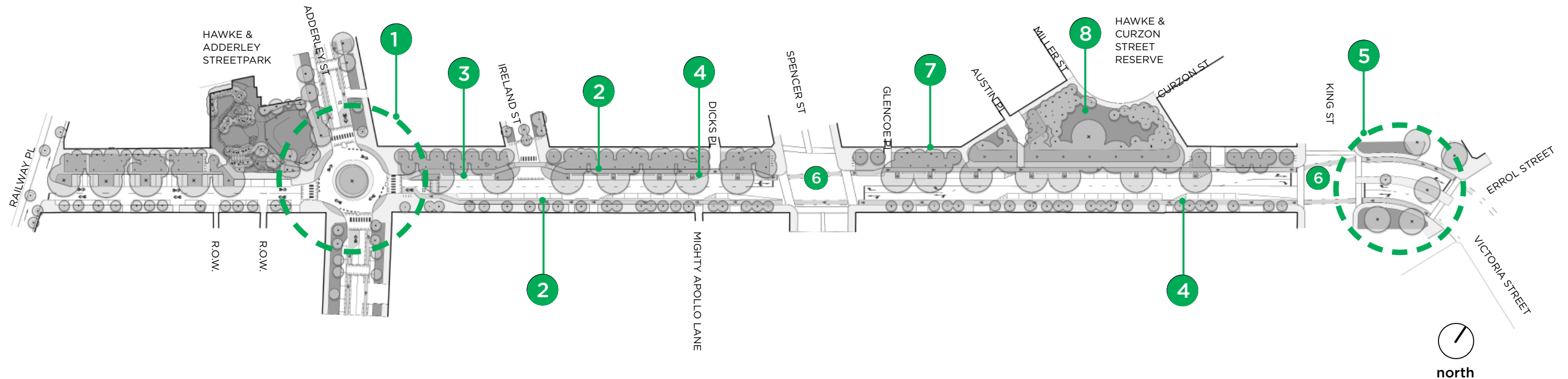
did not support the
proposal

HAWKE STREET LINEAR PARK - TIMELINE



HAWKE STREET LINEAR PARK - KEY DESIGN CHANGES

KEY CHANGES SINCE COMMUNITY CONSULTATION FEEDBACK



1 Roundabout retention

There was some community concern with the removal of the Adderley Street roundabout and its community perceived traffic calming benefits.

The design team with the independent traffic engineers reviewed multiple options and found that retaining the roundabout in place and modifying it would make this 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 down further.

2 Protected on-road bike lanes added

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.

Shared user path removed

The community raised concerns about safety of bike riders using the shared user path (SUP) in the linear reserve. 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 & safer for all users.

3 Kerb alignment redefined

An independent traffic engineer was engaged to review the preliminary concept plans and the concerns regarding the proposed SUP. They provided a functional layout 'proof of concept' base plan on which this current concept plan is based upon incorporating the new protected bike lanes.

Parking locations redefined

The community were concerned with the net loss of parking spaces.

The traffic and parking team identified that signage and allocation should be revised to ensure locals with permits should have better access to parking. Only 58 annual on-street parking permits currently exist for Hawke Street. Parking will be provided for the benefit of local residents, visitors and local businesses

4 Safety and access considerations

Proposed on-road features such as parking and tree bays have been located with consideration of safety and access. This includes clearways and open sightlines at driveways and laneways to ensure the new bike lane users can be seen.

It is considered that these spaces will also be used for temporary kerbside waste collection services

5 New bike lane connection to Victoria Street

Previously not shown. Protected bike lanes are now shown between King & Victoria Streets. The east bound approach lane will be reduced from 2 lanes down to 1 lane to accommodate the bike lane. The median strip will require to be narrowed.

6 Safer intersections

Improved safety at all intersections will include upgrades such as new layouts, kerb out stands, pedestrian crossings, integration of bike lanes and signal plan reviews where required.

7 Path network better defined

Pedestrian only footpaths are better defined now that the shared user path has been removed. A slight reduction of the existing western footpath will allow a slight increase to the width of the linear reserve.

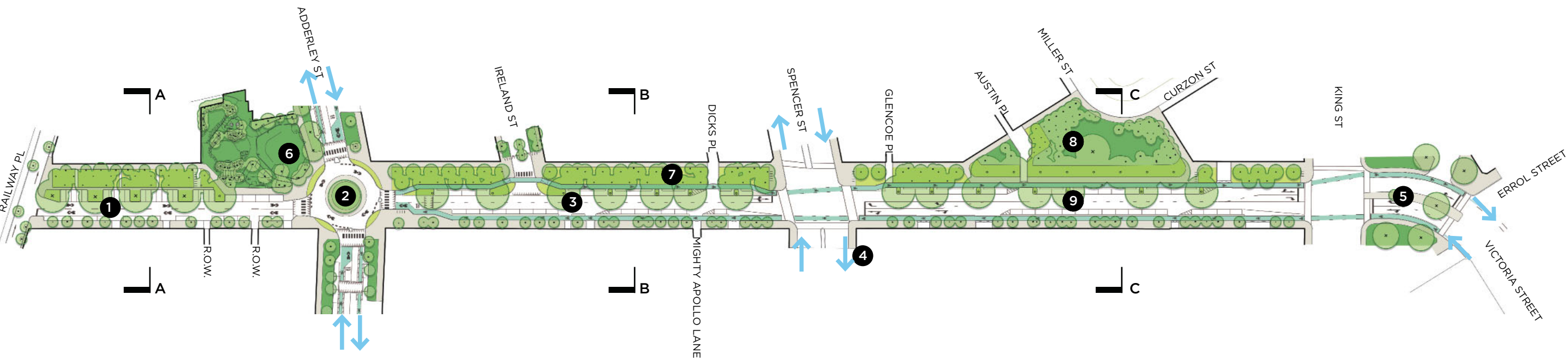
8 Existing reserve expansion

Hawke & Curzon Street Reserve will be better connected with the linear reserve. It is proposed to expand the open space by redefining the footpath alignment with modification of levels and grading to maximise the open space potential of this high ground location.

HAWKE STREET LINEAR PARK

DECEMBER 2021

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



STREETSCAPE IMPROVEMENTS

City of Melbourne is proposing to enhance the quality and function of Hawke St, West Melbourne by transforming the street into the Hawke Street Linear Park.

The new linear park will be an important strategic walking and cycling route with better links for the West Melbourne community to North Melbourne and the city as well providing new high quality local open spaces within the street reserve.

Hawke Street Linear Park is a key initiative of the **West Melbourne Structure Plan** (2018).

Pedestrians and Bicycles

- Bikes will share the road with low speed cars between Railway Pl and Adderley St.
- Adderley Street roundabout retained and modified to slow down cars and improve safety for pedestrians and bike riders from all approaches.
- New physically separated bicycle lanes in each direction between Adderley and Errol St will connect into the wider bicycle network.
- Future Spencer St upgrades and bicycle connections – not in scope of this project
- New protected bicycle lane connections to Victoria St.

Open Space

- Hawke and Adderley Street park will be retained with minor modifications to the surrounding footpath and street edges.
- The new linear park along the north side of the street will have expanded lawn areas, biodiverse understorey planting and increased tree planting to create cooler outdoor spaces.
- Hawke and Curzon St Reserve will be expanded into the linear reserve and enhanced for the local community.

Parking

- Traffic movement will be reduced down to one traffic lane in each direction with parallel parking bays. Reconfigured parking with allocation of parking bays to benefit local residents, visitors and businesses.

Parking Changes

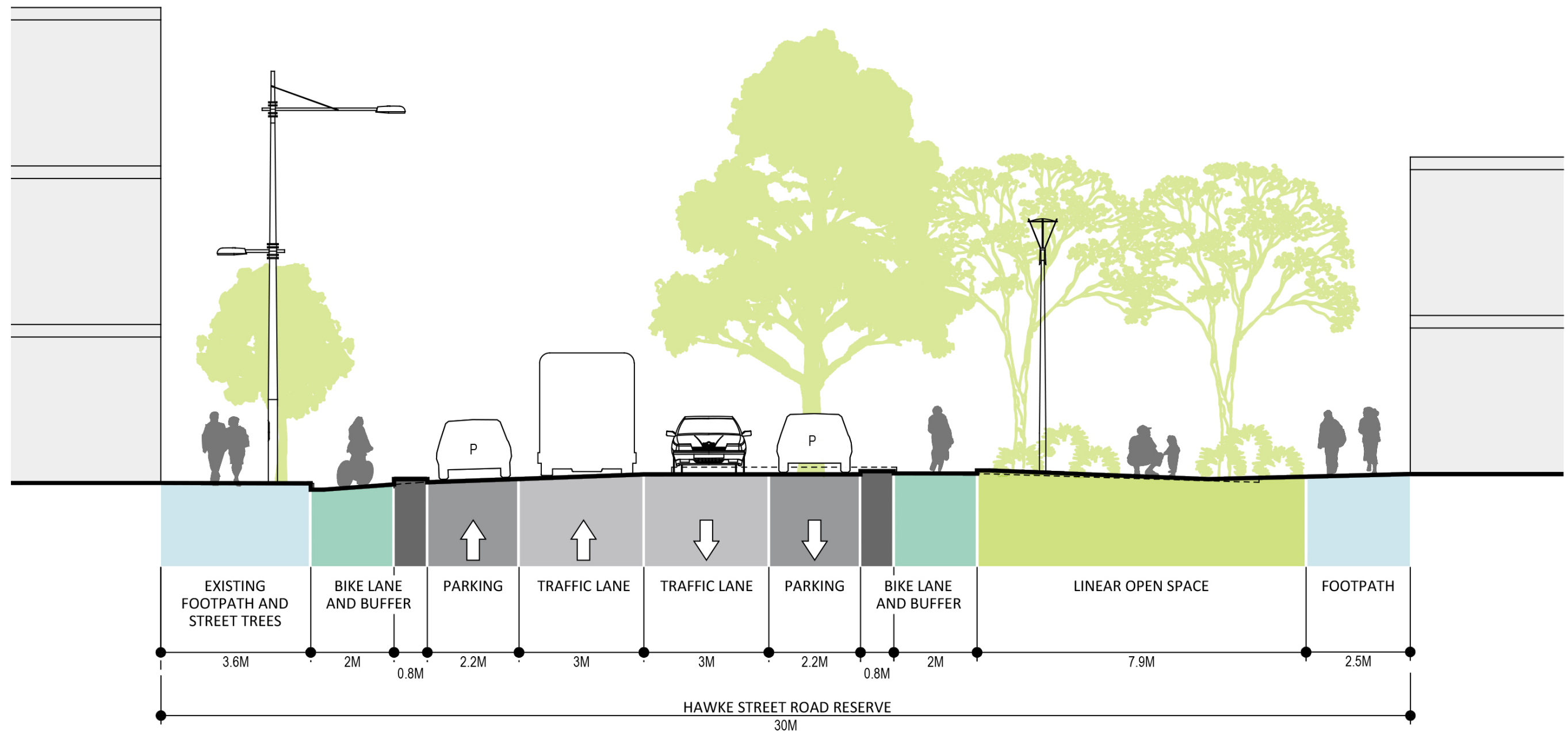
152 existing parking spaces
102 proposed parking spaces
50 parking spaces net loss

HAWKE STREET LINEAR PARK

DECEMBER 2021

PROPOSED LINEAR OPEN SPACE BETWEEN ADDERLEY AND SPENCER STREET

SECTION BB - NOT TO SCALE



CONTACT

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HAWKE STREET LINEAR PARK

DECEMBER 2021

EXISTING CONDITIONS



30m wide street reserve dominated by carparking and traffic lanes with multi-storey mixed use built form between Adderley and Spencer Street.



Existing Victorian terrace housing between Spencer and King Street.



Hawke and Adderley Street Park featuring new picnic facilities, planting and an upgraded playground is well used by local residents.



Hawke and Curzon Street Reserve with open lawn areas and some shade opportunities.

PRECEDENTS



Safer bicycle riding

Physically separated bicycle lanes will connect into the existing and future bike lane network on Adderley Street, Victoria Street and Spencer Street.



New open spaces

Flexible lawn areas will complement the existing established parks along Hawke Street. These simple spaces can be used for passive recreation, informal nature play and small gatherings. Additional tree planting will assist in creating cooler outdoor spaces.



Informal nature play

Planting and other landscape features will provide opportunities that encourage people of all ages to interact with nature.



Biodiversity planting

Garden beds extend along the length of the linear park. Selected plants will provide colour, biodiversity and habitat.

HAWKE STREET LINEAR PARK – KEY BENEFITS



NEW OPEN SPACE

The reconfiguration of Hawke Street will create over 3,000m² of new usable open space beyond the new bike lanes and upgraded footpaths and existing reserves.



A HEALTHY URBAN FOREST

The urban forest will be doubled from 148 trees to over 300 trees. New trees to be selected for climate resilience, biodiversity and increased canopy coverage creating a cooler environment. Some existing trees will benefit from improved growing conditions and succession planting as they reach maturity.



CONNECTION TO COUNTRY

Ongoing collaboration with the Wurundjeri Woi Wurung and Aboriginal Melbourne to strengthen the community's understanding of place through elements including story telling, art and indigenous and native planting design.



NEW BIKE LANES

Approximately 1km of new bike lanes going in both directions. These dedicated lanes will create safer conditions and encourage cycling within the community.



IMPROVED BIKE CONNECTIONS

Protected bike lanes will help establish a strong connection for bike riders from West Melbourne into the city and beyond.



IMPROVED PEDESTRIAN CONNECTIVITY

Upgraded footpaths and new improved crossings will create a safer environment for pedestrians.



PARKING

Reconfigured parking with allocation of parking bays to benefit local residents, visitors and businesses.



WATER SENSITIVE URBAN DESIGN

Passive irrigation and increased permeable surfaces to reduce stormwater runoff and improve water quality.

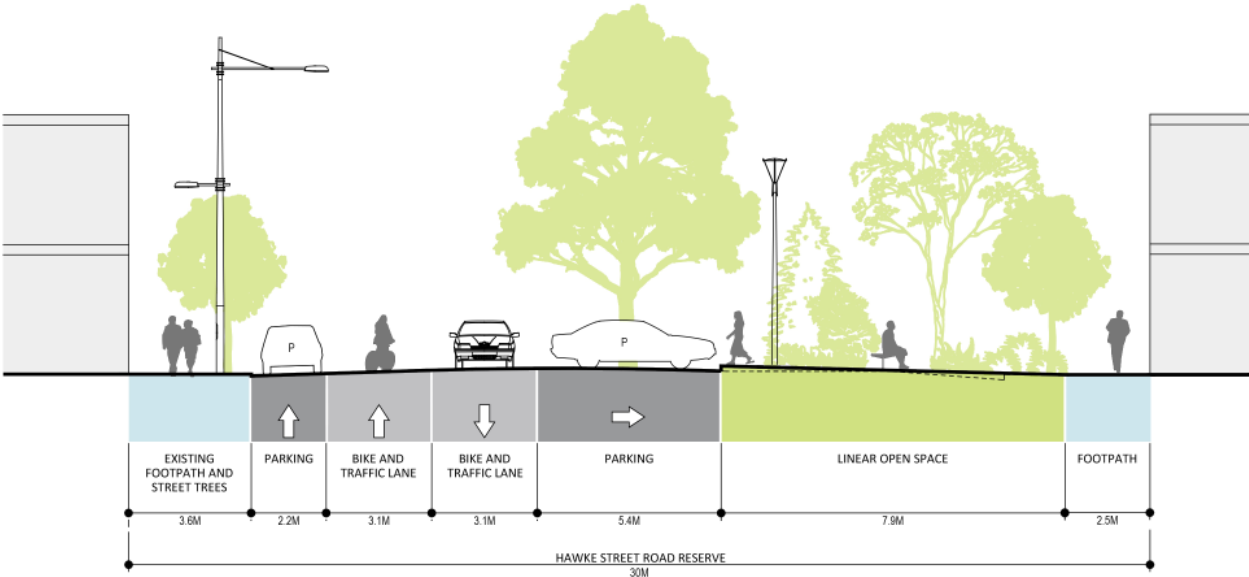
HAWKE STREET LINEAR PARK – Q & A, NEXT STEPS

HAWKE STREET LINEAR PARK

DECEMBER 2021

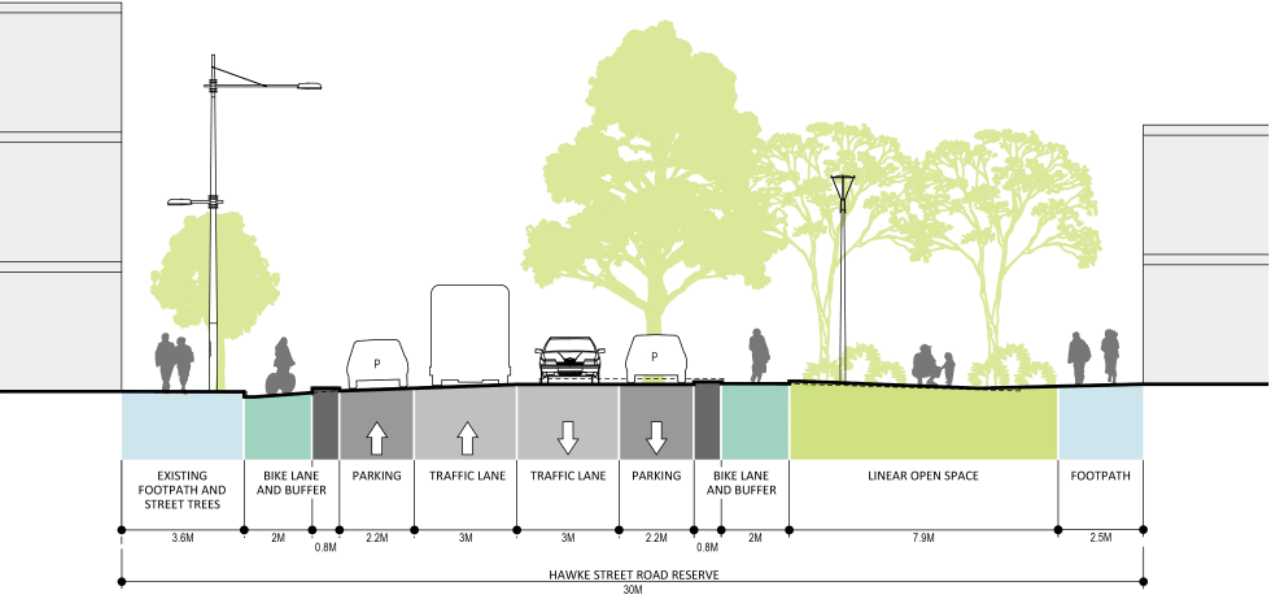
PROPOSED LINEAR OPEN SPACE BETWEEN RAILWAY PLACE AND ADDERLEY STREET

SECTION AA - NOT TO SCALE



PROPOSED LINEAR OPEN SPACE BETWEEN ADDERLEY AND SPENCER STREET

SECTION BB - NOT TO SCALE



PROPOSED OPEN SPACE EXPANSION BETWEEN SPENCER AND KING STREET

SECTION CC - NOT TO SCALE

