

DRAFT REPORT



# Hawke Street Linear Park

Face-Face Workshop (8 December 2022) Report

DRAFT Version 1

17 December 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.

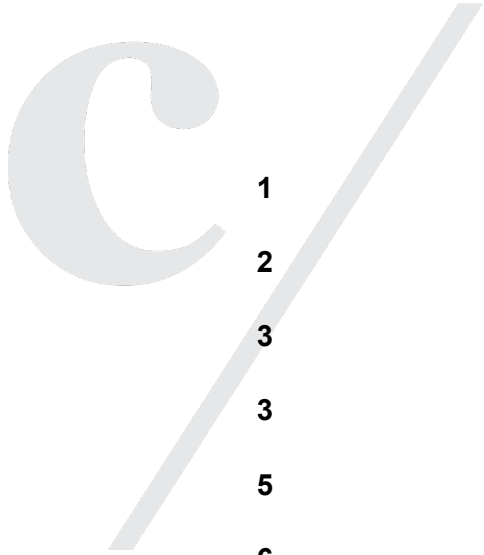
## ENGAGEMENT

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.



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# 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 very 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 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.

Community consultation took place from 26 March to 25 April 2021, 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.

City of Melbourne invited Capire Consulting Group to plan and facilitate a workshop at the *Apollo Café*, (Hawke Street, West Melbourne) on the evening of Wednesday 8 December.

The purpose of the workshop was to find out from the community have we got the latest concept plan right. The outcomes were to inform community of changes to concept, understand any residual community concerns and identify areas to improve the concept before design stage.

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.

## 2 Event approach

The workshop was designed as an “Open House” with several activity stations set up throughout the *Apollo Café* space. This layout allowed people to arrive at their own convenience, explore the 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

- Traffic and Parking issues
- Streetscape Design
- West Melbourne Structure Plan
- 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 Feedback**

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

## **4 Key findings and observations**

Attendees were broadly supportive of the project. Attendees were also very appreciative of the effort the City of Melbourne went to, to host a workshop to hear their views. At the conclusion of the workshop, Capire noted a sense of satisfaction with the event. Several people commented that they felt heard and their feedback understood and valued. However, throughout the session several key concerns were raised which people would like addressed.

These include:

- Reduction of car parking impacting residents and businesses on Hawke Street and in the surrounds
- Changes to traffic conditions will push traffic to other corners of West and North Melbourne
- Design leads to “winners” and “losers” depending on which end and side of Hawke Street you live or work.

### **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 a number of 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

### **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 Hawke Street.

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. Although these ideas are constrained by the existing format of the streetscape.

### **Design**

Residents along the Southside of Hawke Street shared concerns about structural damage based on increased vehicular movements on their homes and frontages. They noted a preference for the Adderly 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 Southside 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.

A small number of business owners who attended also shared concerns about design and the limited opportunity for street activation and increase commercial activity. This issue included questions about whether the parklets (Covid measures to support small businesses) could be permanent or enhanced through the design.



## 5 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.

In addition, Capire Consulting recommend a series of targeted consultations with clusters of Hawke Street residents and business owners, exploring design opportunities in specific segments of the plan. This includes engaging residents on the Southside of Hawke Street in design opportunities and potentials for solar amenity and noise buffering, business owners on opportunities for on street commercial activations and residents living in around the various *cul de sacs* and streets adjacent to Hawke Street, whom will be impacted by the proposal.

## Appendices

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

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 f 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.

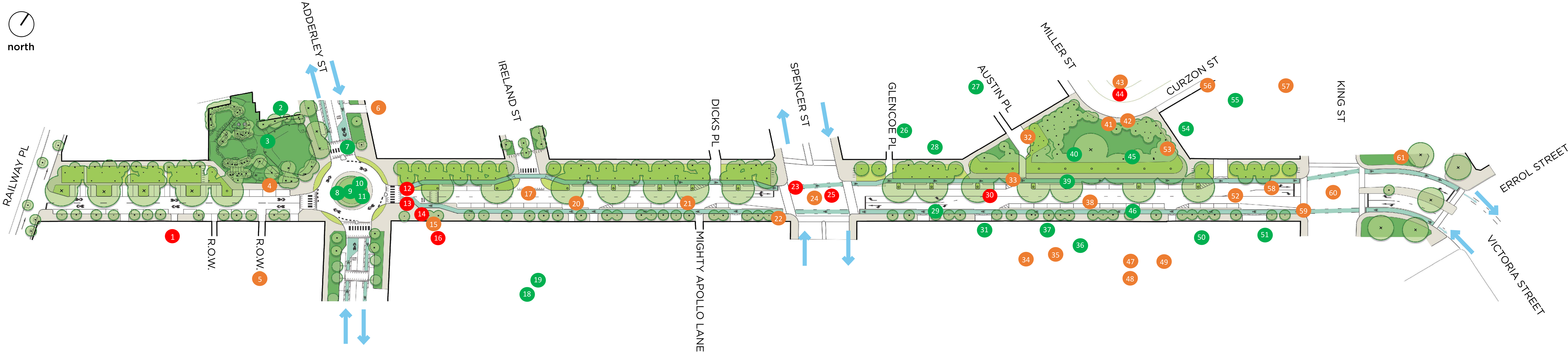
When does Council think we will see the end of the west gate tunnel?

## **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





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) ) = o erate zones. Develop Spencer to King first.
- Ireland Street: Will the pedestrian crossing be raised?
- Spencer Street: Pedestrian (cycle) lights "green wave" early start
- # = o o o