



City of Melbourne Improving Our Neighbourhood Parks and Streets Public Consultation –
Identifying opportunities for improving streets and laneways around Peel St

Findings Report

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Authorship & acknowledgements

This report was written by Dr Andrea Cook, Director at RedRoad Consulting and reflects the in-depth discussion, perspectives and ideas shared by the many community and business participants of this consultation process. We acknowledge these contributions with many thanks.

At a glance...

We wanted to hear from the community about expanding the Bedford and Courtney Street Reserves, North Melbourne, into a larger pocket park. We linked this ‘parks’ conversation with discussions about the feel and function of the ‘streets’ in the same neighbourhood following the construction of a new bike lane in Peel Street.

Gathered insights

Between 28 April and 24 May 2021, we gathered your insights via:



94 survey responses



6 idea wall contributions



110 pop up attendees



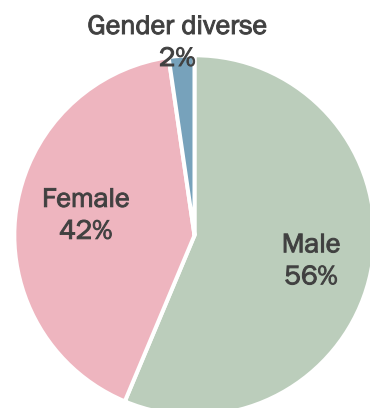
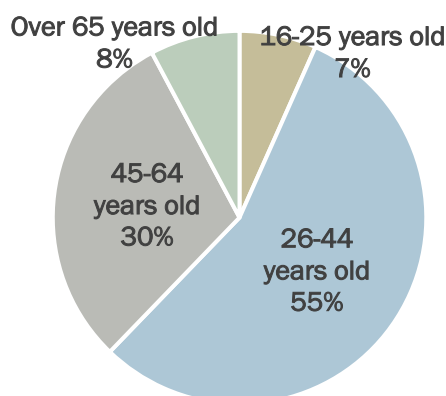
32 area walk participants



18 calls and emails

Who we heard from

Based on the survey, we saw that:



locally based, with **80%** living in the neighbourhood

What you said

You told us the following about how you feel about the **streets** in this neighbourhood:



Traffic flow from Courtney to Bedford to Capel is annoying for pedestrians. Footpaths should reflect walking patterns.

Survey participant (woman, 16-25)



The condition of Denby Lane has significantly deteriorated over the last few years... rubbish, graffiti, safety and unsocial behaviour are major problems for residents, particularly at the two dead end zones of the laneway.

Neighbourhood walk community guide (man, 40s)



Too much parking, too little green space...

Pop-up participant (woman, 36)



I believe this neighbourhood would highly benefit from a tactical urbanism lens. Some fun modular furniture (pallets possibly), programming and a sense of identity.

Survey participant, (man, 26-44)



Added sense of community, such as a communal garden plot... Capel or Peel Street could be turned into a small market, which could attract more customers to cafes along Howard St.

Survey participant, (non-binary/gender diverse, 26-44)

What we heard

Your top three priorities for improving the feel and function, safety and connection of the neighbourhood are:

1

The Capel-Peel Street laneways offer important opportunities to create safe, interesting and convivial walkways/connections (via greening, lighting, activation, street art, etc.).

2

Local parking used by residents and visitors is often occupied by permit holders from other areas. Parking permits should prioritise people from the local neighbourhood.

3

Implement and/or advocate for better/longer pedestrian crossings at key locations:

- Peel & Bedford Streets
- Victoria & Capel Streets
- Victoria & Peel Streets
- Peel Street crossing at the Queen Victoria market

Other emerging ideas for change included...

We also heard a range of other **'convergent' (commonly heard)** and **'divergent' (rarer but interesting)** ideas during these engagements, including:

reduce the amount of gravel used as landscaping and replace with green landscaping

improve the lighting in the park areas for safety at night

Green Capel and O'Connell Streets with under tree planting

Create a pedestrian-friendly space to replace the Courtney St. slip lane.

More strongly enforce rules regarding bin storage and other blocks to footpath traffic.

permanently close O'Connell Street to through traffic and create a pocket park

create a protected bike lane along Courtney and Capel Streets

improve wayfinding and 'identity' signage, posts and banners

advocate for entire Peel tramway to be driveable for emergency vehicles

Narrow and/or plant part of median in Capel Street to calm traffic

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01 Introduction

The project background

As part of the City of Melbourne [Transport Strategy 2030](#) and in response to changes to movement as a result of COVID-19, Council is fast tracking the delivery of 40km of the future protected bike lane network. This includes Peel Street, North Melbourne, which is also a [State Government Strategic Cycling Corridor](#).

Some of the feedback during that phase of consultation highlighted feel and function concerns for those walking in the neighbourhood, including for those who were now required to park in adjacent streets due to changes to parking on Peel Street. In response, Council initiated a community-focused local area auditing process to scope how comfort, access, connection and safety might be improved for people walking in the area.

Concurrent to this process, the City of Melbourne was exploring options for increasing the green space in/around the Bedford Street and Courtney Street Reserves in the same neighbourhood. This project was also at a point of engaging community in discussion about what such a greening project might look like and, as the communities of interest for the two projects overlapped so strongly, a decision was made to ‘link up’ the two projects.

The result was a shared engagement process to explore ‘neighbourhood improvements to our parks and streets’ for the area described in Fig. 01. The ‘parks’ related (in the main) to the Bedford Street Reserve component of the engagement and the ‘streets’ related to this Peel Street (and surrounds) audit component.

This consultation report details the key ‘**streets**’ findings from this linked up work.



Fig. 01: Neighbourhood map
(source: City of Melbourne)



How we engaged

The goal of these consultations was to maximise the shared opportunity for residents, workers and visitors to discuss how the feel and function of this local neighbourhood might be improved. Between 28 April and 24 May 2021, this involved approximately 260 people in the following activities:

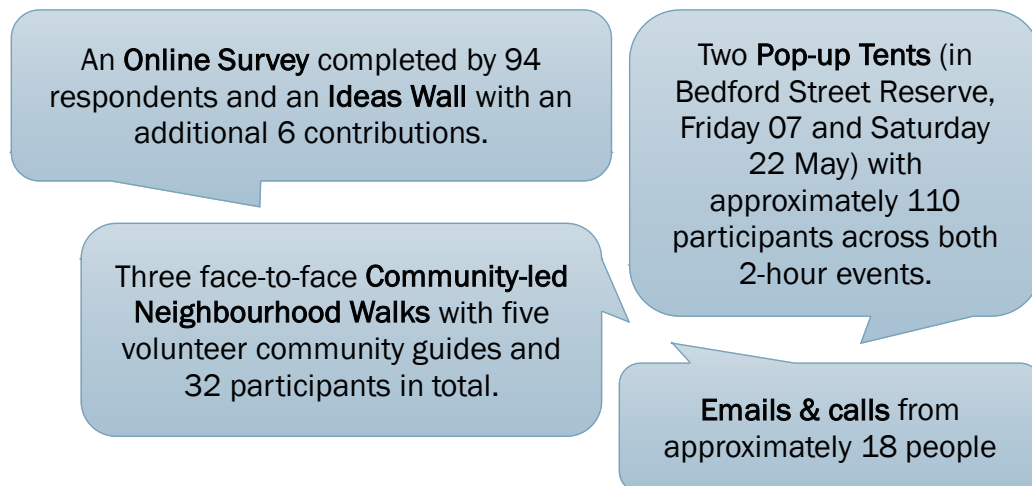


Fig. 02: Summary of the 'joined up' engagement activities

The questions that the City of Melbourne was eager to answer via these shared engagements included:

- Who uses the different reserves, streets and laneways in this area and how?
- What are people's experiences of these reserves, streets and laneways at different times and for different people?
- What are the opportunities to improve: accessibility, activation, place connection, [perceptions of] safety and quantity/quality of open space?
- What priorities do people place on various options to improve access, amenity and safety (perceived and actual)?
- What preferences do people have for mocked up site options (Bedford St Reserve-specific) and/or what other suggestions do people have?

The engagement activities were recorded in different formats: the surveys generated quantitative data via the Hive platform on Participate Melbourne and the pop-ups and walks generated facilitator and activity photos and notes that were transcribed and coded in NVivo qualitative software.

The consultations and the findings in this report represent the views of those participating rather than the views or decisions/commitments of the City of Melbourne. The consultation feedback is part of – not the sum of – the information shaping the two projects' actions to improve the neighbourhood.

Who we reached

From the online survey, which collected demographic data, we know that there was a slightly greater proportion of men (56%) than women (42%) and gender diverse/non-binary people (2%) participating. The bulk of participants (56%) were aged between 26 and 44 years old and a further 30% were aged 45 to 64. Those aged over 65 and those aged between 15 and 25 (8% and 7% respectively) were less well represented in the online engagements. No children under 15 participated in the online survey, though we did see stronger participation by children, young adults and those aged over 65 in the pop-up engagements.

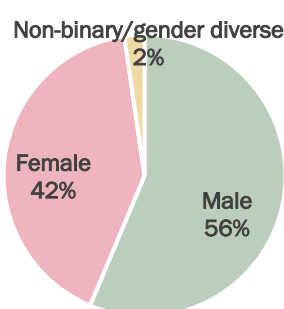


Fig. 03: Gender profile of online survey participants (N=87)

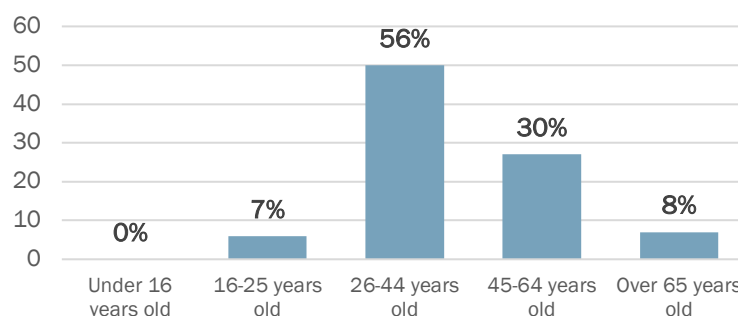


Fig. 04: Age profile of online survey participants (N=90)

Most participants (70%) were neighbourhood residents, workers or students and the remainder lived nearby or regularly visited or travelled through the area. A breakdown of where people lived showed the following:

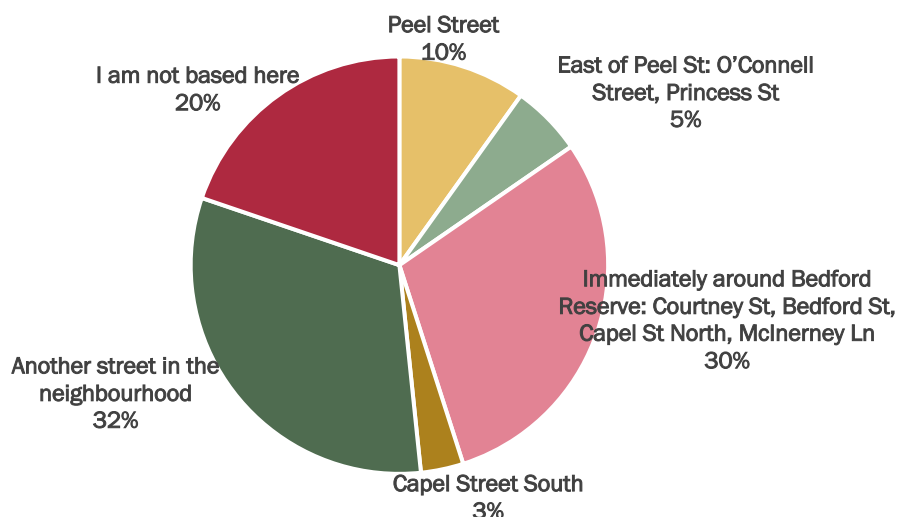


Fig. 05: Where participants lived (N=91)

Reflections on our approach

The methodology was a robust mixed approach and encompassed quantitative and qualitative elements. Participants, especially in the face-to-face pop-up activities, included a mix of people, many who can be underrepresented in traditional consultation practices (for example, people from CALD backgrounds, including international students). Others (children, Indigenous Australians and those experiencing hardship such as homelessness) were less well represented.

Council received very positive feedback on the face-to-face activities, and the community walks in particular. A major strength of the community walks was the use of community guides, whose local experience helped highlight specific issues and ideas for change.

“ *I would like to again express my thanks to Council for arranging this consultation with the community. We have resided (on and off) in the North Melbourne area for the past 14 years and to my memory this is a first. I thought it was very effective and it was wonderful to get to know my neighbours and Council members more.*

Local resident/community walk guide, via email

This community development approach also inspired ideas for action, including on-going guided community walks in the area.

02 Key findings

The following is a summary of the key findings from the various ‘joined up’ engagement activities, focusing on what people said and what we heard about neighbourhood improvements to the study area (as illustrated in Fig. 01)

How do people use the neighbourhood?

The community using the area is varied and includes:

- residents, including a sizeable number of international students
- business owners and workers
- students and staff at St Joseph’s College and Flexible Learning Centre
- shoppers, and those shopping at the Queen Victoria Market in particular
- site workers on construction/development sites
- people traveling through the area

These different people have different means of traveling around and through the neighbourhood, but walking was by far the most nominated transport mode in the online survey responses (Fig. 06). Over 90% of respondents would typically walk, 39% would typically drive, 34% would cycle and 30% would use public transport.

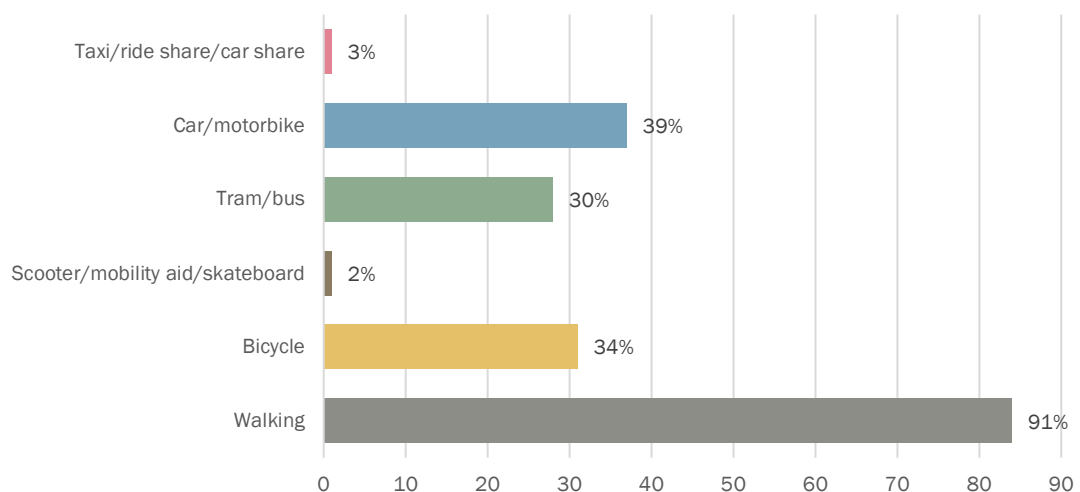


Fig. 06: ‘How do you typically move around this neighbourhood?’ (N=94, multiple answers allowed)

This preference for walking reflects the neighbourhood's location close to Melbourne's CBD and to local services and facilities¹ as well as other factors like age, disability and so forth.

It also reaffirms that the feel and function of the neighbourhood for pedestrians is a critical concern, and we heard many comments about how the area felt for people while walking. Most comments related to the lack of safety for pedestrians due to the heavy car traffic in the area:

“ *Traffic flow from Courtney to Bedford to Capel is annoying for pedestrians. Footpaths should reflect walking patterns.*

Survey participant (F16-25)

Others told us that there are not enough pedestrian lights, crossings and priority given to people walking, especially across busy streets like Victoria and Queensberry Streets. Feedback indicated this caused stress and inconvenience for locals and visitors alike.

“ *Too much parking, too little green space...*

Pop-up participant (F36)

Parking was also a common (but more contested) use of the neighbourhood. While many residents were frustrated by the difficulties they sometimes face in finding a parking space, there was also a general view that there was a lot or too much parking and that it was for the benefit of non-residents.

Changes to parking permits were seen to have added to these issues, enabling people from other areas of North Melbourne to more easily park and walk or take public transport to the CBD or do their Queen Victoria Market shopping.

The use of the area for parking was linked to another significant use of the neighbourhood: through traffic. Many commented on the high traffic volumes and

¹ North Melbourne has a high [‘walk score’](#) of 87, ranking as metropolitan Melbourne's 18th most walkable suburb.

unsafe driver behaviour (like cutting off cyclists and pedestrians, speeding or ignoring one-way streets).

Finally, the area was seen and used as a local neighbourhood and the Bedford Street Reserve, in particular, was well used for local picnics and work lunch breaks, games (badminton, for example), hanging out/socialising and enjoying nature. These social and 'green' functions of the area were very important to people and attracted the most positive comments and ideas.

How do people experience the neighbourhood?

In terms of how people experienced the neighbourhood, these consultations tapped into a range of more general experiences and quite specific examples from those participating.

In the survey and in general terms, people rated the neighbourhood as more convenient and safe, and less green/natural, interesting and attractive (Fig. 07). However, even the most positive attribute (the convenience of the neighbourhood) was not rated so resoundingly.

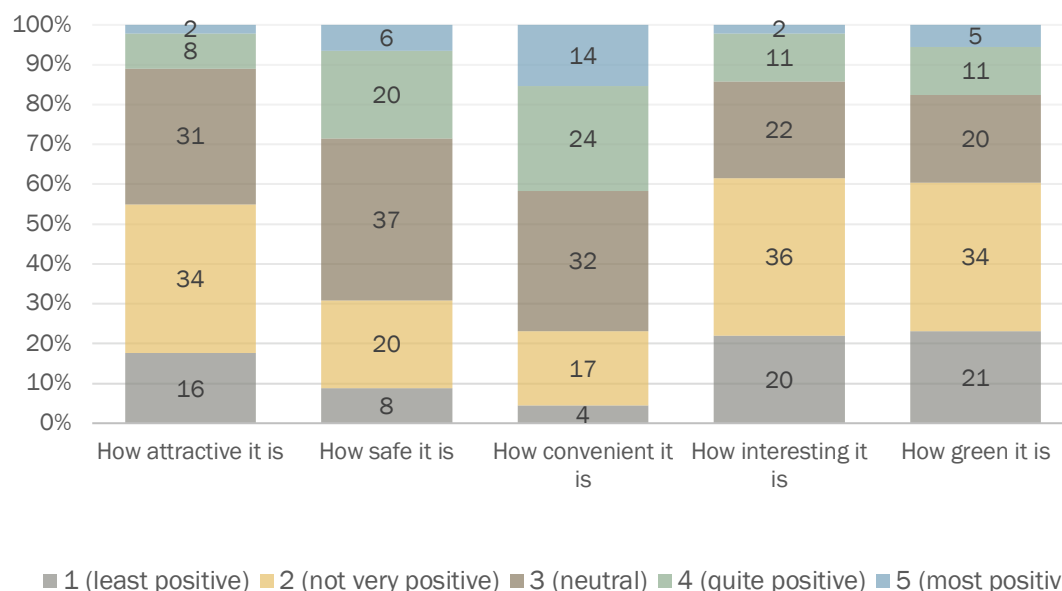


Fig. 07: 'Overall, how would you rate this neighbourhood's streets and public spaces?' (N=91)

The pop-up and community walk activities generated more specific reflections on neighbourhood feel and function. The community walk, for example, demonstrated very specific pedestrian crossing dangers, such as the (lack of) pedestrian crossing

facilities where Bedford Street meets Peel Street, pictured below (Fig. 08) and the lack of pedestrian facilities in Capel Street, crossing Peels Street. These crossing areas, and others, were discussed as stressful and frustrating experiences by participants on all three walks.



Fig. 08: Community walk participants demonstrating poor pedestrian experience at Peel and Bedford Streets (source: RedRoad Consulting, 07 May 2021)

People's poor reflections on the attractiveness of the area were very entwined with people's feelings that the area was not very 'green':

“ *There are a number of Eucalyptus trees along [O'Connell Street], however there is no greenery at eye level – the street is somewhat grey and stark, compared to the Market surroundings.*

Local resident, via email

The extensive gravel landscaping around tree plantings and the amount of road and parking asphalt were also implicated in this 'grey and stark' experience of the neighbourhood. This is further exacerbated by 'desire lines' cutting through green medians (e.g., under the Eucalypt trees where Courtney and Capel Streets intersect) and other signs of lack of care for the greenery that does exist.

Attractiveness was also blighted, in participants' experience, by several vacant properties (and possible squatting within) and by graffiti, litter, dumping of hard rubbish and vandalism. Such concerns were particularly expressed regarding the laneways of the neighbourhood:

“ *The condition of Denby Lane has significantly deteriorated over the last few years... rubbish, graffiti, safety and unsocial behaviour are major problems for residents, particularly at the two dead end zones of the laneway.*

Neighbourhood walk community guide (M40s)

People also mentioned illegal parking, bin storage, uneven surfaces, spotty lighting and other problems with the laneways that led to poor perceptions of safety and lack of accessibility. Several neighbourhood walk participants were simply unaware that Denby Lane even offered a pathway from Capel Street to Peel Street as they would not have ventured into it independently. Other dead-end laneways offered even less cause for locals to explore.



Fig. 08: Community walk participants discussing poor perceptions in Denby Lane
(source: RedRoad Consulting, 07 May 2021)

What are the opportunities to improve the neighbourhood?

The engagement activities generated a lot of ideas for neighbourhood improvements from participants. The survey provided valuable advice about the 'vision' people had for interventions in the neighbourhood: what people most wanted changes to achieve. This reaffirmed people's focus on wanting an attractive and beautiful neighbourhood (66% of respondents chose this option as one of their three choices) that was walkable and safe for pedestrians (chosen by 60% of respondents) (see Fig. 09. with summary table).

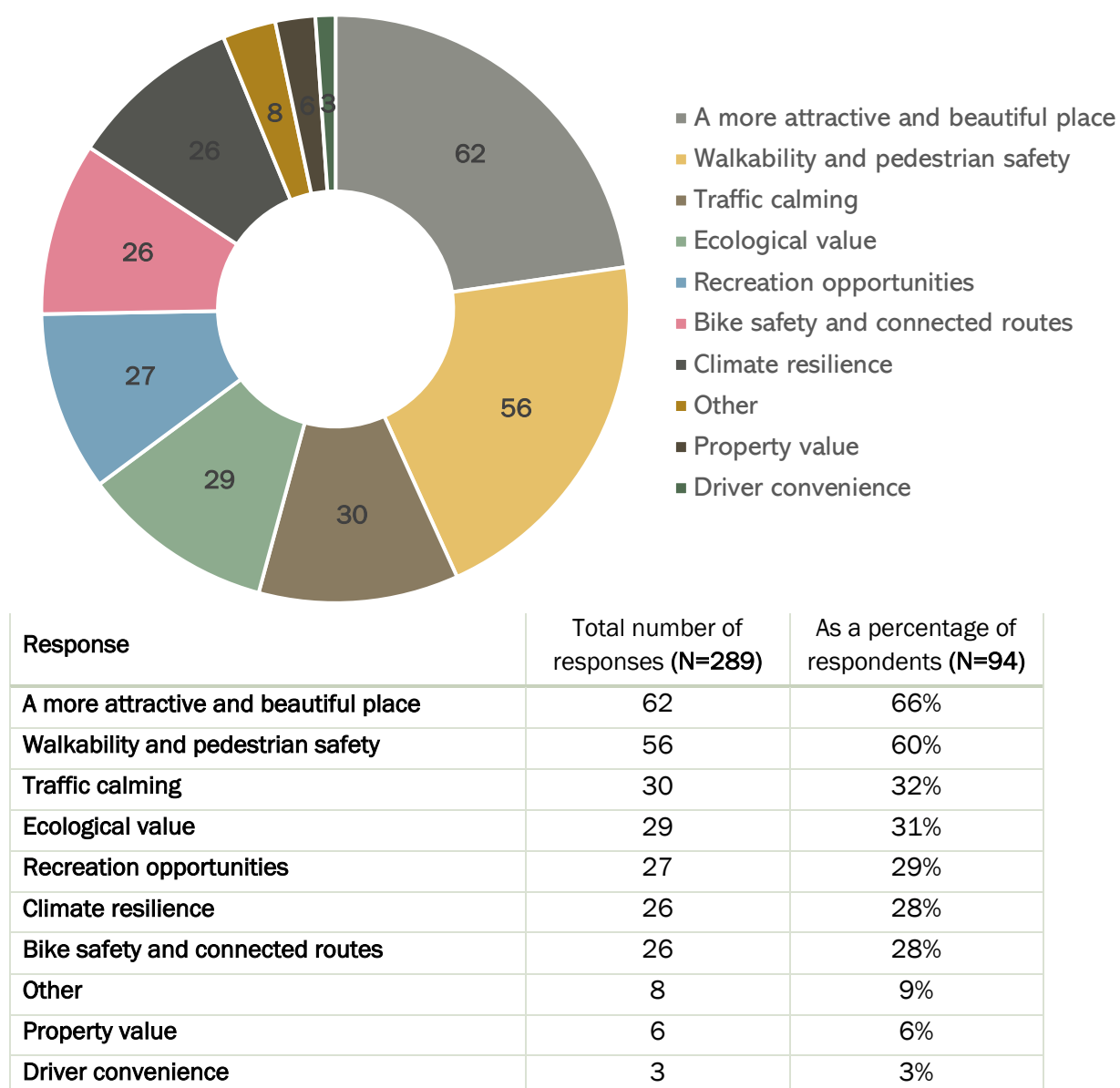


Fig. 09: 'What are the key outcomes that you hope improvements to this neighbourhood could achieve?' (N=94, multiple answers allowed)

Traffic calming (32%), ecological value (31%), recreation opportunities (29%), climate resilience (28%) and bike safety and connected routes (28%) each attracted similar support in the surveying. Retaining property value (6%) and driver convenience (3%) rated very poorly as a goal of interventions while some ‘other’ ideas raised (9%) included:

- off-leash dog park (2 mentions)
- encourage native wildlife/indigenous species/improved landscaping (2 mentions)
- Traditional Owner involvement in planning and development
- better place to play for kids (there are more kids in the area than people realise)
- reduction in drug crime and vandalism

When asked to ‘balance’ different sorts of imperatives (using a ‘slider’ in the survey), we saw responses consistent with the previous discussions: people supported green/natural space over parking/asphalt space (Fig.10), local traffic over through traffic (Fig. 11) and restricted, resident-priority parking over open, freely accessible parking for all (Fig. 12).

Fig. 10, Fig. 11 and Fig. 12 are reproductions of those ‘slider’ responses, with the red bar/dots representing the mean and median responses to each question.

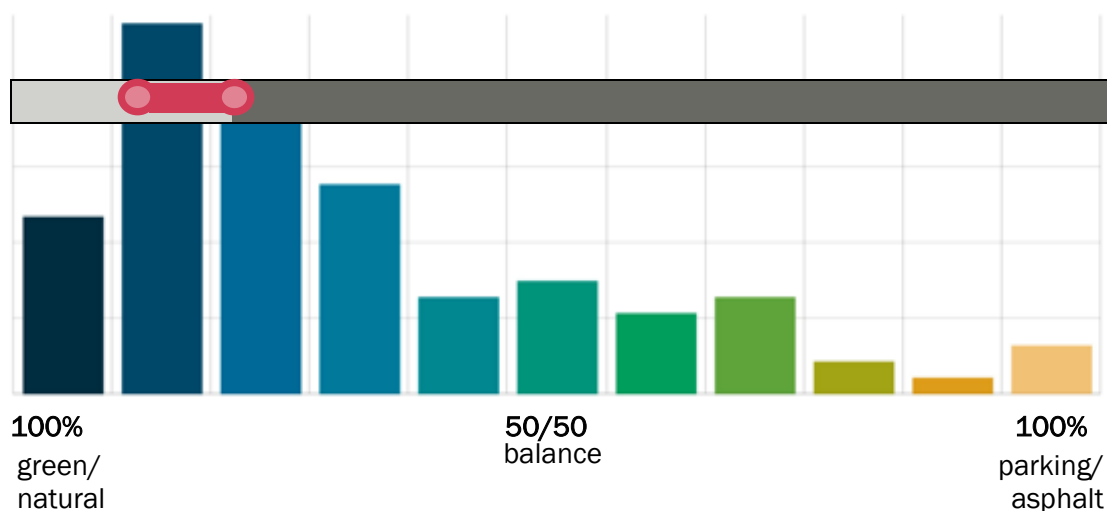


Fig. 10: ‘What is the right balance for the type and purpose of public land in this neighbourhood?’
(N=94 Red slider buttons represent the range between the median and average response)

Fig. 10 demonstrates a clear preference for allocating public space to green/natural space versus parking and paved space in the neighbourhood. This preference for greenery is also reflected in other consultation findings.

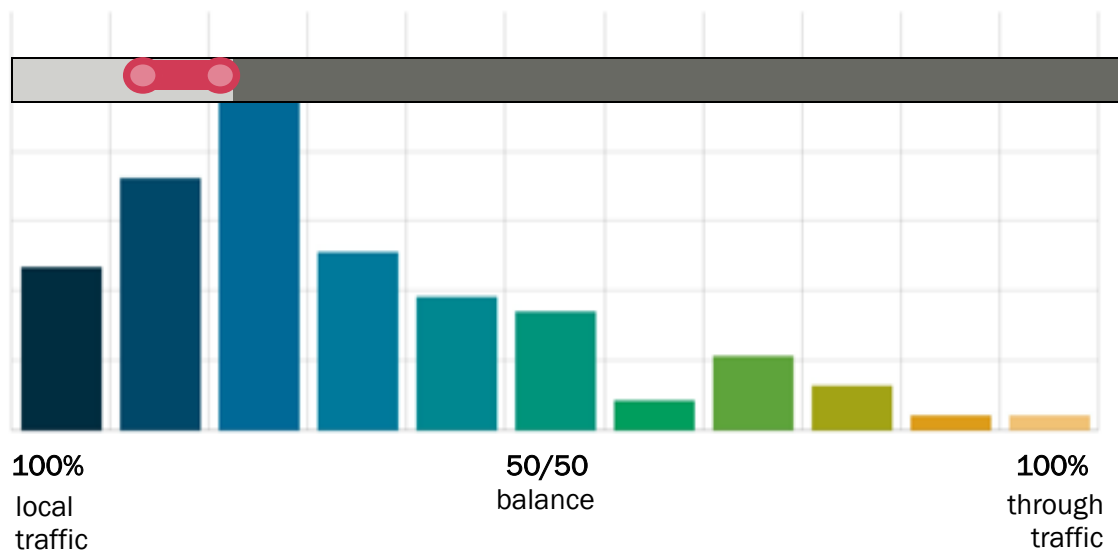


Fig. 11: 'What is the right balance when designing for vehicle movement through this neighbourhood?' (N=94 Red slider buttons represent the range between the median and average response)

Fig. 11 also demonstrates a clear preference for designing roads and traffic management around the movements of local traffic versus through traffic. This preference was also reflected in other consultation findings, particularly with respect to assuring the walkability and cyclability of the area. Finally, Fig. 12 also demonstrated a preference for local priority in parking provision, though this was the least definitive of the 'slider' responses with more spread of responses.

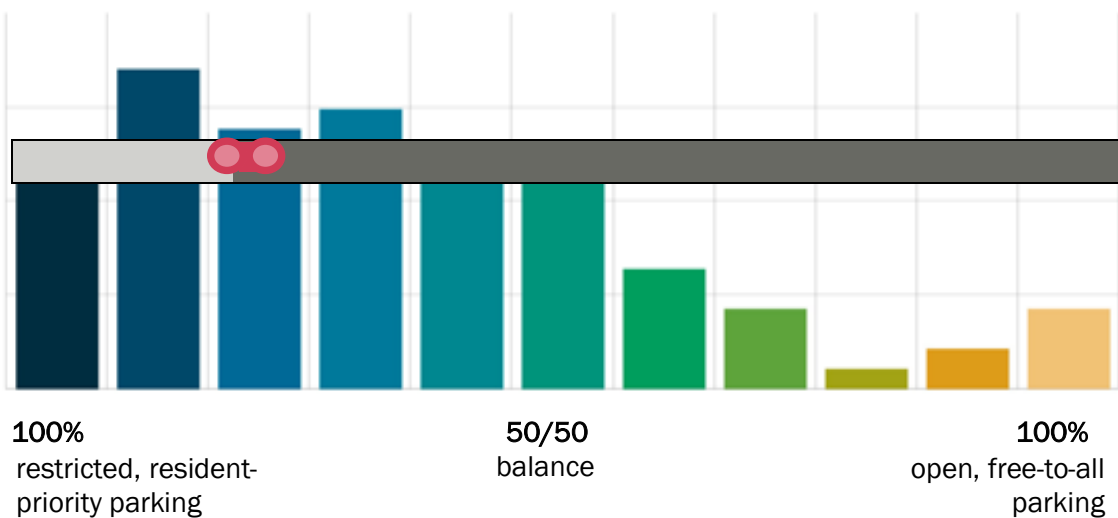


Fig. 12: 'What is the right balance for managing parking around Bedford Street Reserve?' (N=94 Red slider buttons represent the range between the median and average response)

The initial pop-up and the neighbourhood walks were intended to generate a range of ideas as part of the discussions, and ideas also stemmed from the online and email contributions. The range of ideas generated by the community through this engagement can be organised into five broad themes (alphabetically listed):

- activation and community connection initiatives
- ecological/nature initiatives
- infrastructure, facilities and lighting initiatives
- street arts and beautifying initiatives
- traffic calming and parking initiatives

Ideas within these theme areas were often quite specific and in response to changes in the neighbourhood. For example, people discussed ideas for changing the resident parking permit system as a means for better dealing with the displacement of parking when the Peel Street bike lane was installed. Others spoke about additional bike lane provision (including children who participated and advocated for more protected bike lanes in the area to make their cycling safer).

Some ideas wove a few themes together, as the following idea illustrates. It suggests a communal garden that would activate the area, add to nature and contribute economically to the area:

“ *I believe this neighbourhood would highly benefit from a tactical urbanism lens. Some fun modular furniture (pallets possibly), programming and a sense of identity.*

Survey participant, (M26-44)

And the following idea describes a more community-led approach to the provision of things like seating and events:

“ *Added sense of community, such as a communal garden plot... Capel or Peel Street could be turned into a small market, which could attract more customers to cafes along Howard St.*

Survey participant, (NB26-44)

The following (Fig. 11) summarises some of ‘convergent’ (commonly heard) and ‘divergent’ (rare but interesting) ideas raised during these engagements:

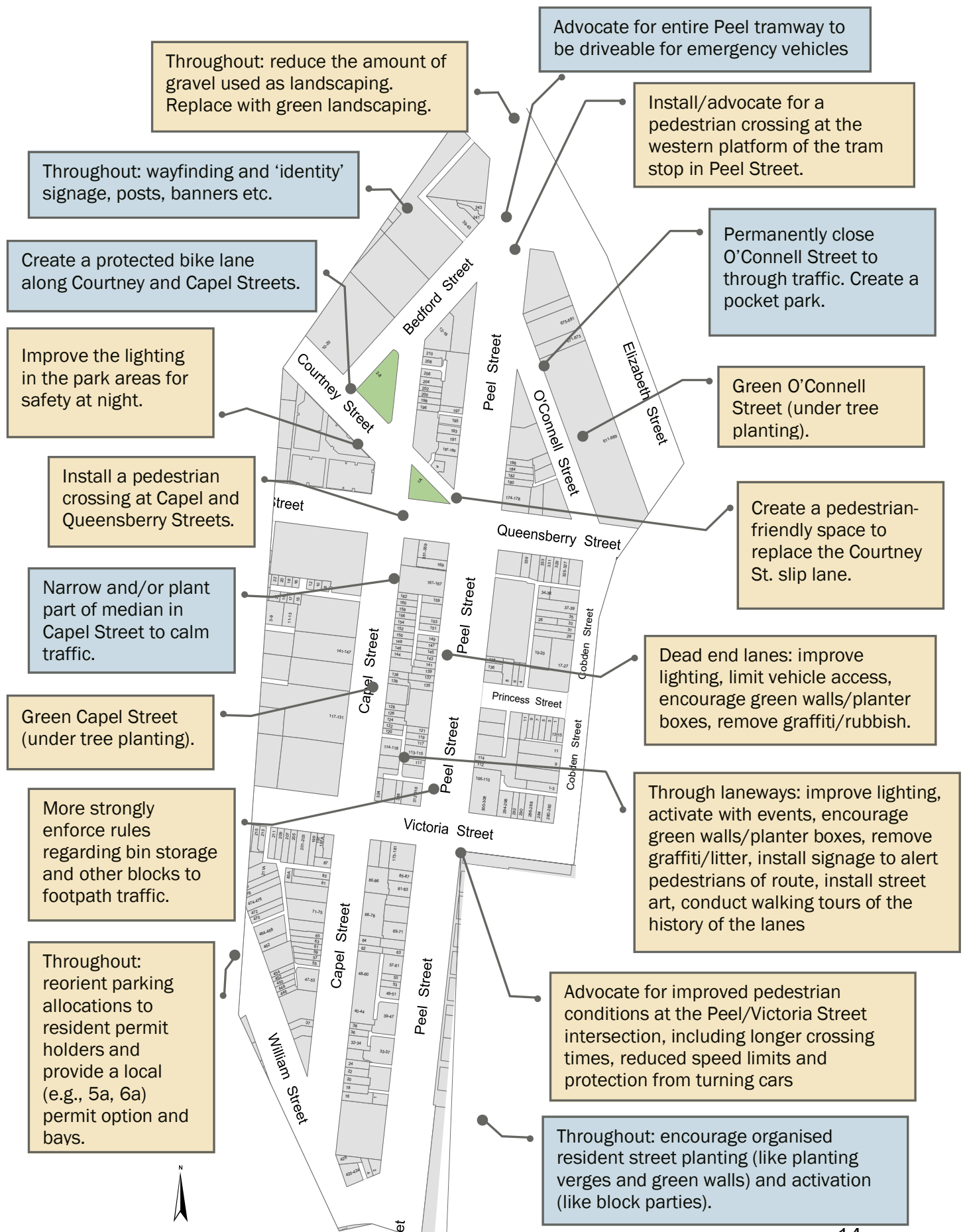


Fig. 11: Community ideas for action to improve the local neighbourhood

What are the priorities for improvement?

The final focus for these engagements was to ask people about the preferences and priorities they held for the different actions that might be taken to improve the neighbourhood.

The survey results generated some broad priorities for action in terms of what people thought would make the area, including the reserves, feel ‘more inviting and comfortable’ (Table 01) and ‘easier and safer to get around’ (Table 02).

Table 01: ‘What would help make this area a more comfortable and inviting place?’ (N=94, three choices allowed)		
Response	Total number of responses (N=273)	As a percentage of respondents (N=94)
More trees and greenery	78	83%
Larger and more useable parkland	54	57%
More people and activity	42	45%
More public art	27	29%
Less litter and vandalism	20	21%
Better lighting	18	19%
Other	13	14%
Cleaner walls and fences (no graffiti)	12	13%
Security solutions	9	10%

Together, ‘more trees and greenery’ (chosen by 83% of survey respondents as one of their three priorities) and ‘larger and more useable parkland’ (chosen by 57% of survey respondents) accounted for almost half the total number of responses about what would make the area feel more comfortable and inviting. These responses endorse the City of Melbourne’s plan to expand and improve the open space reserves and recommend that they green the neighbourhood more broadly.

‘More people’ and activity’ (45%) and ‘more public art’ (29%) were also favoured. Formal ‘security solutions’ (10%) was the least popular response.

In terms of what would make the area feel easier and safer to navigate (Table 02), ‘more trees and greening’ (64%) was also the most popular response. So, again, landscaping was seen as a critical response. The second most popular response was ‘more people and activity’ (48%) followed by ‘protected bike lanes’ (44%), ‘ability to see who is around you’ (39%) and ‘slower road speeds’ (39%).

Table 02: 'What would help make this area feel easier and safer to get around?' (N=94, three choices allowed)		
Response	Total number of responses (N=273)	As a percentage of respondents (N=94)
More trees and greening	60	64%
More people and activity	45	48%
Protected bike lanes	41	44%
Ability to see who is around you	37	39%
Slower road speeds	37	39%
More even ground surfaces	26	28%
Better signage/wayfinding	15	16%
Modified parking rules	12	13%

To drill down and gather more specific priority feedback, different ideas generated in the earlier stages of consultation were presented to people participating in the second pop-up for a 'vote'. Participants were given three weighted voting dots and asked to apply them to a range of 'idea sheets'.

The results demonstrate that people at the pop-ups were most keen to see laneway treatments, parking permit changes and more pedestrian crossing facilities implemented.

Idea	'votes'	Sample comment/s
The Capel-Peel Street laneways offer important opportunities to create safe, interesting and convivial walkways/connections.	46	Signage for the laneways would be very helpful. "I didn't know [the lane between Capel and Peel] went all the way through" (F30s) Lighting. Corner of Victoria Street needs more [traffic] cameras. Community garden- improve gathering oriented in green spaces or social facilities. (M50s)
Local parking used by residents and visitors is often occupied by permit holders from other areas of North and West Melbourne. Parking permits should prioritise people from the local neighbourhood.	45	Permit number reference - refer to Moonee Valley Council's permit system. (F30s) Without enforcement, locals can't find parking. (M74) Please charge fair market prices for residential parking permits

Idea	'votes'	Sample comment/s
<p>Council needs to implement and/or advocate for better/longer pedestrian crossings at key intersections:</p> <ul style="list-style-type: none"> • Peel & Bedford Streets • Victoria & Capel Streets • Victoria & Peel Streets • Peel crossing at the Queen Victoria Market 	38	<p>More pedestrian crossings to green spaces. (F20s)</p> <p>There is only half a pedestrian crossing at the tram stop at Haymarket tram stop and this makes it "very inconvenient" to cross the north side of Peel into Bedford as a pedestrian (F40s)</p>
<p>The gravel landscaping in the area needs to be replaced with green(er) landscaping as this gravel winds up all over the footpath. Ideally, native, low maintenance and water sensitive planting would replace it.</p>	37	<p>We need to plant out the gravel areas with more low maintenance native plants (M30s)</p> <p>There are a lot of gravel areas, many on a slope so the gravel washes out onto the footpath (M70s)</p>
<p>More tree planting on Capel Street will reduce heat during summer and improve local amenity. More green space around existing trees could be made by reducing asphalt areas, improving tree health.</p>	30	<p>The maples and poplars are growing well (M70s)</p> <p>I like the experiment with the pines along Capel Street</p>
<p>Graffiti removal (and commissioning street art) would contribute to positive atmosphere in the neighbourhood and could be an opportunity to establish a stronger local identity.</p>	24	<p>Investigate the idea of street art in the laneways as a means for drawing people into the area. Sponsor/link to local businesses? (M40s)</p>
<p>Community and individuals need support and encouragement from Council to plant out and maintain garden beds around trees, both in the footpath space and within some roads.</p>	23	<p>Anything that may improve biodiversity potential environmental corridor. Flagstaff and Royal Park. Understories and bushes are required. (M20s)</p>
<p>An improved lighting plan (including pedestrian scale lighting and lighting in laneways) would improve the perceptions of safety in the area and encourage greater numbers of people walking in the area.</p>	19	<p>Bedford St Reserve is dark and dangerous to walk at night (F67)</p> <p>Not enough lighting (M30)</p>
<p>Capel Street is not a safe local road, and drivers travel too fast. The roadway could be narrowed to encourage people to drive more slowly and look out for people walking and cycling.</p>	12	<p>Concern on traffic noise and safety in Courtney Street. Make it more bicycle friendly. (M32)</p> <p>Separate the bike lanes from traffic for safety (M11)</p>

03 Conclusions and suggested actions

In response to feedback concerning the delivery of a new bike lane along Peel Street, North Melbourne and the proposed expansion of the Bedford Street Reserve, the City of Melbourne initiated a 'joined up' community engagement process to explore 'neighbourhood improvements to our parks and streets'.

Between 28 April and 24 May 2021, approximately 260 people were involved in online surveying and 'ideas wall' discussion, two face-to-face pop-up tents and three community-led neighbourhood walks.

Through these consultation activities, people shared a range of experience of and expectations for their neighbourhood, focusing on:

- activation and community connection issues and ideas
- ecological/nature issues and ideas
- infrastructure, facilities and lighting issues and ideas
- street arts and beautifying issues and ideas
- traffic calming and parking issues and ideas

Priority ideas for actions were both developed by the participants in earlier activities and then 'voted' on by those taking part in the final activity.

The conclusions of this engagement process are suggested by the findings and discussion of the report. In summary, the key actions suggested by these consultations for the City of Melbourne to consider implementing include:

1. The City of Melbourne should focus on **greening the neighbourhood** as a priority. This includes planting trees and shrubs, replacing gravel landscaping with native, low maintenance greenery and expanding the parkland (see the companion report on Bedford Street Reserve).
2. The City of Melbourne should **implement improvements to neighbourhood laneways** – and to through-laneways such as Denby Lane in particular. Improvements include: added lighting, signage, greenery, street art, enforcing parking and dumping violations and activations (events, for example).
3. The City of Melbourne should **investigate new resident parking permit options** (e.g., a 5a/6a zone for this section of North or West Melbourne) that would reserve additional parking for local residents.

4. The City of Melbourne should **implement/advocate for new and improved pedestrian crossing facilities** at locations described. Other options for creating pedestrian priority and safety (e.g., reducing speed limits) might also be explored.
5. The City of Melbourne should **support local community initiatives events** that build community connection and activity in the neighbourhood.

Appendix A: Neighbourhood walk notes

Community Walk #1

4.30pm 07 May 2021 (12 participants + 3 community guides + 2 facilitators)

- Top end of Capel Street is “uninspiring”
- constant graffitiing of buildings, including the school
- Capel Street is heavily trafficked and could include a green reserve and/or green edging where some parking currently is
- The maples and poplars are growing well
- The gravel surfaces around a lot of trees are ugly and barren
- Support local residents’ planting out these areas? At the moment, the Council works against residents who do this...
- investigate the idea of street art in the laneways as a means for drawing people into the area. Sponsor/link to local businesses?
- “Rust on the City Edge development inspired my thinking about having more street art (as a way to disguise disrepair)”
- I’d be concerned about wandering about in the laneways as a woman... especially the ‘T’ lanes. Not safe.
- There are others wandering around at night and they are (sometimes) a concern
- Laneways need better lighting
- Perhaps we could develop a walking trail (like the community walk) that told the history of the local area for people on a walk?
- Narrow Capel Street as it is way too wide and encourages speeding traffic
- The accessibility of laneways (which are bluestone) is an issue. But removing the bluestone would not be acceptable as it is a part of the local heritage and character
- Footpath is very uneven – [shaved] bluestone would be better
- Can ‘flatten’ the bluestone and/or create an asphalt strip in the centre of the bluestone?
- Signage for the laneways would be very helpful. “I didn’t know [the lane between Capel and Peel] went all the way through”
- Laneways need some greening and activity (but not so that there is illicit activity late at night which would be unsafe and potentially noisy for abutting residents)
- businesses storing bins (large bins) on footpath needs to be addressed
- Rubbish is often not collected from laneways
- People parking cars in laneways is also a problem to resolve if these assets are to be fully realised
- The Victoria Street/Peel Street intersection is “incredibly hostile”:
 - pedestrian crossing times are far too short

- wide traffic lanes that bottle neck and cause dangers for cyclists, drivers and pedestrians
- Land banking is a problem in the area as a lot of buildings stand vacant for years
- Development on O'Connell blocked the crossover. Now we need to block off O'Connell Street at Peel Street and create open space next to the large development site. As more people move into this area, more open areas are needed, and the construction workers can use it in the meantime
- There is only half a pedestrian crossing at the tram stop at Haymarket tram stop (Peel at Elizabeth) and this makes it “very inconvenient” to cross the north side of Peel into Bedford as a pedestrian
- We need to plant out the gravel areas with more low maintenance native plants
- There are a lot of gravel areas, many on a slope so the gravel washes out onto the footpath
- Remove parking on approach to Haymarket northbound
- 211 Peel Street must turn left to exit. Use Bedford to travel to southeast
- Parking permits are cheap – “two permits for less than a Netflix subscription”
- Continuous bike lane is much safer



Poor crossing options at Peel and Bedford



Poor landscaping with gravel



Private parking in public laneways



What is this space? wasted opportunity as green space, gateway, thoroughfare, etc. (plus, traffic hazard sign creating a new hazard in footpath)

Community Walk #2

5.45pm 07 May 2021 (10 participants + 4 community guides + 2 facilitators)

- Capel Street is not an attractive Street to walk at night.
- Need a pedestrian crossing at Capel Street and Victoria Street.
- There is a 100-year-old tree just south of Victoria Street on Capel that needs saving (along with other mature trees).
- The area under the tree could be an extended green pling as it is wasted pavement space now
- This street (and others in the area) is “very hot” because of the hard surfacing and lack of shade trees. The newly planted trees will take a long time to grow
- Want trees planted on street, not footpath. Don’t mind losing a car parking space to enable this
- the laneways between Capel and the Vic Market are “very popular” and could stand to have artwork and better lighting
- The crosswalk at the west side of the market (across Peel Street) is terrible: narrow, fenced, dog legged and with a pole in the path on the market side.
- Peel Street is a ‘dedicated city bypass route’ – should it be?

- re: seating along Peel Street: “would you sit here? In the traffic and baking in the sun?”
- Victoria Street is a barrier for people shopping at market and north side of road. North side shops can’t capitalise on the foot traffic in the market because of the poor pedestrian crossings.
- “Could there be a register where local people nominate the sort of businesses they want/need in the area?” (Tallia mentioned the Business Concierge program as a possibility for this idea)
- The right-hand turn lane from Queensberry into Courtney “has led to soooo much more traffic”. Others thought it had resolved some safety issues posed by people turning dangerously...
- The footpath along Queensberry at Courtney Reserve is very wide. Make a planted barrier between road and footpath to cut down on noise and poor amenity from traffic for those wanting to use the Reserve.
- Does anyone use Courtney Reserve? “Never seen anyone there” (unanimous)
- Would people object to closing the Courtney St. slip lane into Queensberry to facilitate the reserve expansion? No opposition from the group, “as long as there is a way to turn left into Queensberry”.



The wide, paved expanses of Capel Street



“Would you sit here? In the traffic and baking in the sun?” On Peel Street near Victoria Street intersection



Land banked buildings attract more graffiti. An opportunity for street art.



Narrow dog leg pedestrian crossing with fencing and posts as barriers

Community Walk #3

1.30pm 22 May 2021 (11 participants + 2 community guides + 3 facilitators)

- “people who are not from the area do not respect the green space” F50s
- “human people need to come out and try the parking here [rather than making decisions from an office]” M60s
- parking in the area needs to be a) designated permit parking and b) a new ‘5A’ type option...
- it is very dark along Capel Street around the Kennard’s storage facility and the church
- there is a lot of hazardous waste dumping occurring in the alley way near the pub. Pain and other materials are washed down the drains.
- Denby Lane shortcut is unwelcoming at night as it is now. “It was in much better condition 10 years ago” M40s
- lights on wires strung across the alley could be a welcoming and attractive option?
- green walls could also be used in alleys
- left turn from Peel into Victoria is VERY dangerous for pedestrians
- Capel St
 - 15 min parking but people stay for hours
- Busy Saturday- shoppers

- Wide medians used for picnics
- Street art on disused buildings
- Public/private partnerships
 - Car parking to be used by public - shared
- Moveable green walls
 - Howard/Queensbury development site- perfect for community gardens until redevelopment
- Bins on Peel St are always out - Victoria Hotel

Stop 1: Closing Capel St slip lane

- People live on Peel St, sometimes it takes them 50 mins to find a park in front of their home- big impact on their lives
- Resident permit parking doesn't work- needs residents ONLY signage
- If you support resident parking, they will be more supportive of closing areas
- Sam: likes slip lane- uses it every morning, it takes pressure off Victoria St so he can cross the road much faster. When slip lane was closed, traffic backed up 50m.

Stop 2: Footpath scape- enhance greening

- Most people using this street are going to the market- parking is priority
- In Carlton, where there is grass and plantings locals have picnics
- Nick: use disused buildings for street art and community hubs- use space for community good while it's empty
 - Otherwise, these places attract negative activity
- Tony: could there be a way to negotiate Polaris Apartments to share parking in buildings?

Stop 3: Denby Lane

- Tony: make use of laneways- make a shortcut, put signage "through to Capel St" and activate
 - Currently unwelcoming at night with the dead end
 - Graffiti has become a real problem
 - Council put in extra lighting but didn't work. Suggests lighting on wires crisscrossing top of laneway, this could make a big difference to the feel of the street
 - Or plant herbs/veggies to encourage people into laneway, planter boxes up high on walls
- Jacque: flexible learning centre brings a lot of kids into the area; attendance isn't compulsory, and school is over capacity. Where can they go? They end up in the laneways
- Illegal dumping is a problem in laneways- paint, mattresses, parking - dead end lanes are a magnet for dumping
- Council is very proactive in removing rubbish and graffiti, but is seen as a waste of time and resources
 - Promote council hard rubbish through real estates?
 - Signage about fines and cameras?

- Neighbourhood watch?
 - Why isn't this active here? Activate? Effective?
 - Sam: Crime has increased in the area- 10% of lockers at Assembly Apartments have been broken into on private property
- Stop 4: Allison Lane
 - Example of a more successful laneway- people use it more: lighter and has lighting, more people at night
 - Active about removing graffiti
 - Street garden- council gives 12-month licence
 - Put sign: "through to the markets in 3 mins"
 - More greenery, but people from the area don't respect greenspace
 - Promote local ownership
 - Took photo of no standing sign
- Stop 5: Area 6 Parking Sign
 - Parking areas are too big- people drive into the city and park here even though they don't live locally
 - Make 5 a/b/c parking zones?
- Stop 6: Laneway to markets
 - Heavily used; green, clean, can see activity at the end, passive surveillance
- Stop 7: Peel St
 - How do cyclists get from roundabout to cycle lane?
- Stop 8: 'T' Laneway
 - There used to be street art, residents liked it, council painted over it- now blank canvas for tagging
 - Carole: They get people sleeping, peeing, using drugs behind their house in the laneway
 - Tony: Put a gate and only give locals access?
 - Public/private area
- Stop 9: Close street for green space
 - Great idea
 - Use funds raised by building apartments to green space?
- Stop 10: Pedestrian crossings
 - Left turn is an issue- drivers have to leave space for pedestrians
 - Peel St and Victoria St intersection
 - Isn't space and time to get through crossing
 - Temporary prototyping approach?
 - Yes, see how it works
 - Suggestion: watch the area for a day



Room for improvement in Denby Lane



Heavily graffitied laneways



Poor footpath condition



An opportunity to close a road and create more open space (it is currently closed due to construction and could just remain closed)