

HAWKE STREET GREENING CONSULTATION SUMMARY

02 MARCH 2026



Acknowledgement of Traditional Owners

The City of Melbourne respectfully acknowledges the Traditional Owners of the land we govern, the Wurundjeri Woi-wurrung and Bunurong Boon Wurrung peoples of the Eastern Kulin and pays respect to their Elders past, present and emerging.

We acknowledge and honour the unbroken spiritual, cultural and political connection the Wurundjeri, Bunurong, Dja Dja Wurrung, Taungurung and Wadawurrung peoples of the Eastern Kulin have to this unique place for more than 2000 generations.

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.

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Project Background

About the project

Hawke Street is a wide paved road that runs between Railway Place and Victoria Street in an area that 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 with new trees, green landscaping, bike lanes and pedestrian paths.

The Hawke Street greening project is a key initiative of the West Melbourne Structure Plan (2018). It seeks to reduce through-traffic and mitigate increased vehicle flow from the West Gate Tunnel, improve bicycle and pedestrian connectivity, and increase green space, making Hawke Street a better place to live and sustainably commute.

Hawke Street greening is co-funded by City of Melbourne and the Department of Transport and Planning through the Transport Amenity Program (TAP).

Engagement History

Throughout 2021 and 2022 City of Melbourne undertook three phases of consultation on this project. During the detailed design process, it was discovered that the concept design endorsed by Council in 2023 presented a lot of challenges for a range of reasons, including due to underground services. This design could not be proceeded with to deliver in full.

Previous consultation emphasised the importance of ensuring Hawke Street remain a local street with varied use. As a result of the many iterations and consultations we have delivered, there is a strong desire for resolution to come quickly. Council is committed to considered and swift delivery of this project and as such, the purpose of this consultation was to present two design options, both which seek to reduce through-traffic (mitigating increased vehicle flow from the West Gate Tunnel), improve bicycle and pedestrian connectivity, and added greening making Hawke Street a better place to live and sustainably commute.

Significant time and effort has been committed by the North and West Melbourne community on consultation already. We have listened to what we heard during previous engagements, including the issues and concerns raised at the Transport Amenity Program information session on 20 November 2025 and individual submissions we have received since.

Engagement Method

What we asked the community

Community consultation took place between 8 December 2025 to 8 February 2026, in the form of a survey on Participate Melbourne as well as 3 pop up information sessions at Hawke and Curzon Street Reserve and Hawke and Adderley Street Park.

We asked the community about which of the two concept designs they preferred and why, as well as which features are most important to them.

Option 1



- For option one we have refined the 2023 endorsed design to include the parts of the design that can be delivered within the constraints of the high-pressure gas main and high voltage electricity underground services.
- The overall intent is to increase greening, introduce traffic calming measures, and improve safety and amenity for pedestrians and bike riders.
- The traffic layout is maintained as one lane in each direction, promoting Hawke Street's function as a local road and supporting slow vehicle movement.
- The existing centre median in Hawke Street (between Adderley and King streets) will be removed along with all 23 of the existing trees and all vegetation in that median.
- New trees are located outside the underground service zones, and tree planting is maximised in suitable but limited areas to increase canopy cover and enhance shade. A tree canopy cover of approximately 34 per cent is possible.
- The expanded street greening area features lawn and garden beds, which are compatible with utility infrastructure while still improving biodiversity and streetscape character.
- A fully protected bike lane is proposed to improve safety and accessibility for people riding bikes.
- Hawke and Curzon Street Reserve is proposed to be expanded to provide more lawn as flexible open space, garden beds and seating to support a range of community uses.
- Street furniture will be incorporated along the expanded greening zone to support comfort, social use and community amenity.

Option 2



- Option two is a new design, which also avoids impacting the high-pressure gas and high voltage electricity underground services.
- This option also aims to increase greening, introduce traffic calming measures, and improve safety and amenity for pedestrians and bike riders.
- The new traffic layout remains one lane in each direction, supporting traffic calming measures and maintaining safe vehicle movement.
- The existing median (and trees within it) that runs along the centre of Hawke Street is expanded in this option to accommodate new garden beds and improve tree health. This provides a greater increase in tree canopy cover and allows for more new trees to be planted to further enhance shade and local area cooling. A tree canopy cover of approximately 43 per cent is possible. Approximately 11 trees will be removed (10 from the central median and one from the street between Adderley and Spencer streets) under this option.
- Streetscape improvements focus on upgraded footpaths and targeted greening in locations that is suitable for healthy tree growth, improving biodiversity and local amenity.
- A combination of shared and protected bike lanes is proposed along Hawke Street to improve safety.
- Hawke and Curzon Street Reserve is proposed to be further expanded to offer larger amounts of lawn as flexible open space, garden beds, seating and opportunities for outdoor fitness, to support a range of community uses.
- Street furniture will be incorporated along the new streetscape in some of the targeted greening locations to support comfort and community amenity.
- All new and expanded garden beds, including the wider median, will support a diverse range of planting species, improving biodiversity and contributing to a greener, more resilient streetscape.



Caption here, full page image layout

How we had the conversation

The conversation took place through a series of questions on Participate Melbourne. The survey was designed to understand if either of the two design options was preferred, or none, and what they liked about the features of the option they selected. We also gave respondents the opportunity to identify concerns they had with either option. Given the hyper local focus of this project, the survey began with a question to establish connection to Hawke Street as a resident of or in the surrounding areas, as a business owner, worker of someone who commutes through the street. Understanding the preferences, needs and concerns of the local community with lived experience of the area was very important.

Engagement Findings

273 submissions were received via Participate Melbourne with 49% of those preferencing design option 2. Respondents were asked to choose up to three features they liked from their preferred option.

Feedback on design option 1:

- Mixed protected bike lanes, 4%
- Retention of car parking, 7%
- Speed limit reductions, 8%
- Removal of car parking, 16%
- More biodiversity, 18%
- The expansion of Hawke and Curzon Street Reserve, 24%
- Addition of tree canopy cover, 35%
- Extent of protected bike lanes, 36%
- More streetscape greening on Hawke Street, 39%
- Provide an extended nature strip (lawn and/or planting), 39%
- Traffic calming measures, 45%

Feedback on design option 2:

- Mixed protected bike lanes, 3%
- Removal of car parking, 10%
- Retention of car parking, 13%
- Speed limit reductions, 13%
- Extent of protected bike lanes, 15%
- Provide an extended nature strip (lawn and/or planting), 16%
- More biodiversity, 23%
- The expansion of Hawke and Curzon Street Reserve, 29%
- Traffic calming measures, 34%
- More streetscape greening on Hawke Street, 51%
- Addition of tree canopy cover, 74%

Key findings and observations

Recurring themes emerging from additional feedback provided suggested that safety, greening and parking important to the community.

Key themes include;

- Canopy cover, such as the retention of mature trees and canopy cover
- Car parking, including changes to car parking and the negative impacts of additional losses
- Cyclist priority / safety and the prioritisation of safety for cyclists on and around Hawke Street
- General street greening and biodiversity
- Impacts to traffic flow such as rat running, the removal of traffic lanes and increases in car traffic
- Comments about the removal or retention of the median strip
- Comments about the prioritisation and safety of pedestrians on and around Hawke Street
- Comments about protected bike lanes that separate bikes from the street
- Existing examples such as Roden Street as a well-executed street-greening project
- References to greening on the South side of Hawke Street between King Street and Spencer Street
- Sentiment promoting traffic calming measures - such as speed bump, speed limit
- Traffic accessibility through local roads

Pop Ups

Three pop-up sessions were hosted across the course of the engagement period on Hawke Street. The primary purpose of the pop-ups were to inform participants of the changes in viability of the previously endorsed concept plan, provide information on the two design options and encourage participants to have their say via the survey. Some out of scope conversations relating to the Transport Amenity Program (TAP) projects in North and West Melbourne were also had.

Across the three pop-ups there were a total of 65 conversations with participants with 63 postcards distributed. Participants raised the following points during these sessions:

- There was some scepticism that the proposed changes will improve rat running down Hawke Street.
- Requests for greater parking enforcement, and priority parking for residents.
- Questions and concerns as to where traffic will be redirected to, as multiple parallel streets have reduced traffic.
- One resident feels strongly that Hawke Street should be used as an arterial road and that reduced lanes will result in cars being banked up and increased safety issues at the King and Hawke Street intersection
- Participants advocating for greening along the south side of Hawke Street between King Street and Spencer Street to act as a buffer and mitigate traffic impacts such as noise, the Urban Heat Island (UHI) effect, air quality and headlights into residents' terrace houses.
- There are concerns about the perception that the designs bring the traffic closer to houses. Residents would prefer to have less parking in front of their homes in favour of trees for greening
- Concerns regarding children's safety in front of the Miami Hotel as cyclists speed past using the footpath.
- Let people do gorilla gardening,
- More tree canopy such as deciduous trees
- More pedestrian crossings
- Participants not feeling heard in the previous consultations and feeling frustrated about Councils lack of response
- Concerns regarding safety at the King and Hawke Street intersection
- Uncertainty regarding the increases in traffic since the west gate opened
- Rodin Street was used as an example of a successful street upgrade a couple suggestions to make Hawke Street a one-way street.
- Concerns on the focus for providing and prioritizing cyclists
- Mixed sentiment on whether car parks should be retained or removed for additional greening

Individual submissions

In addition to the survey respondents and in person drop-in sessions, a number of submissions were made via email or through City of Melbourne's customer service channels.

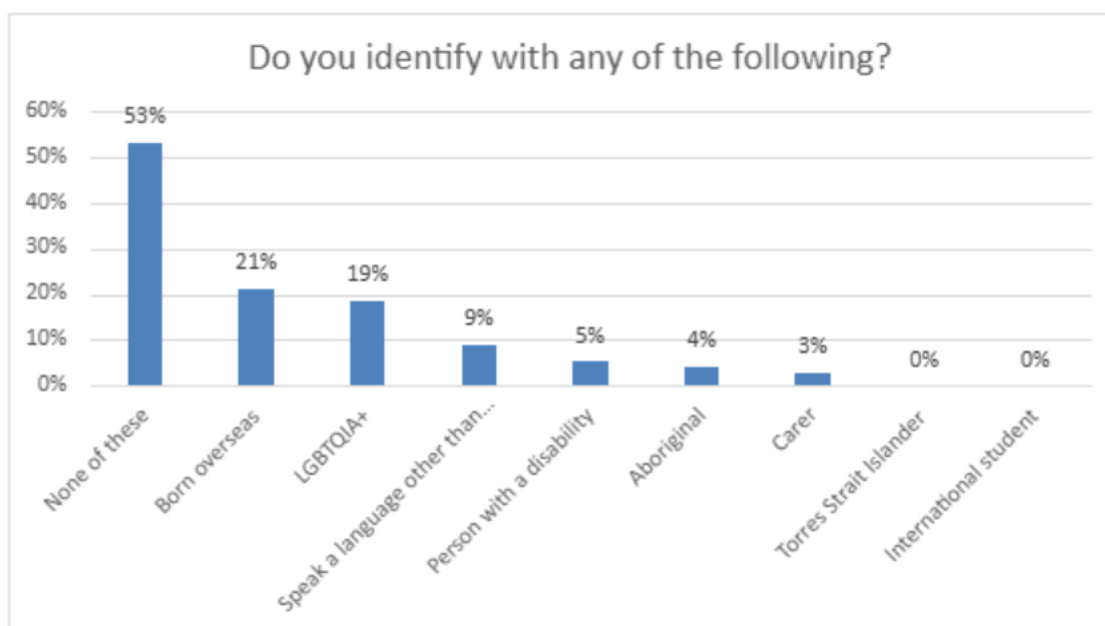
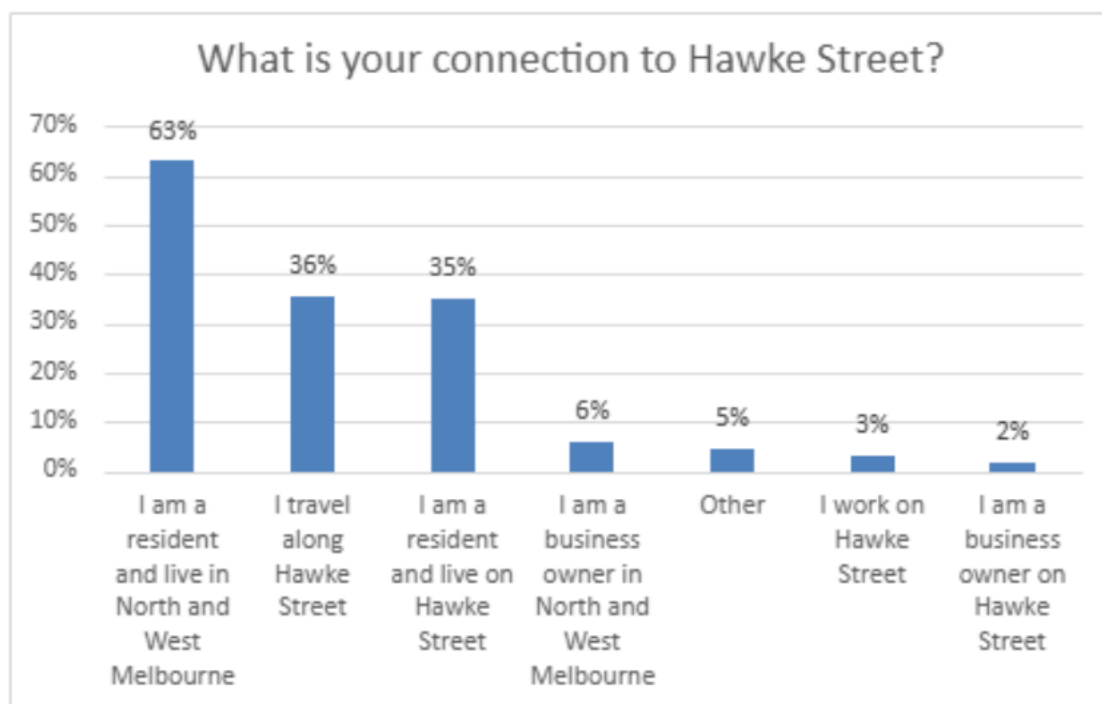
The topics these submissions referred to were:

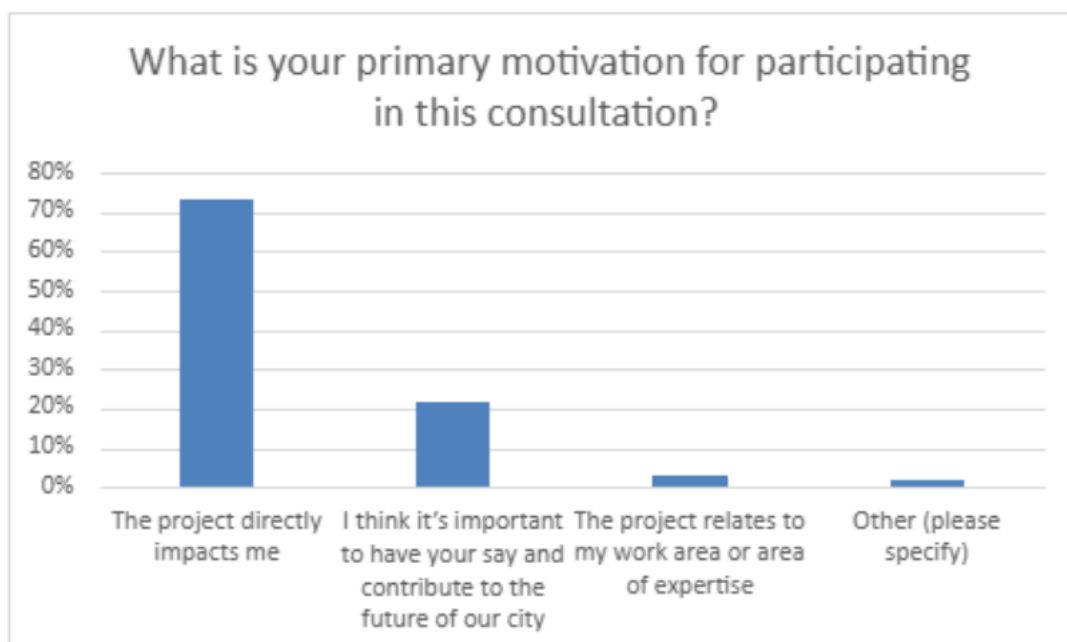
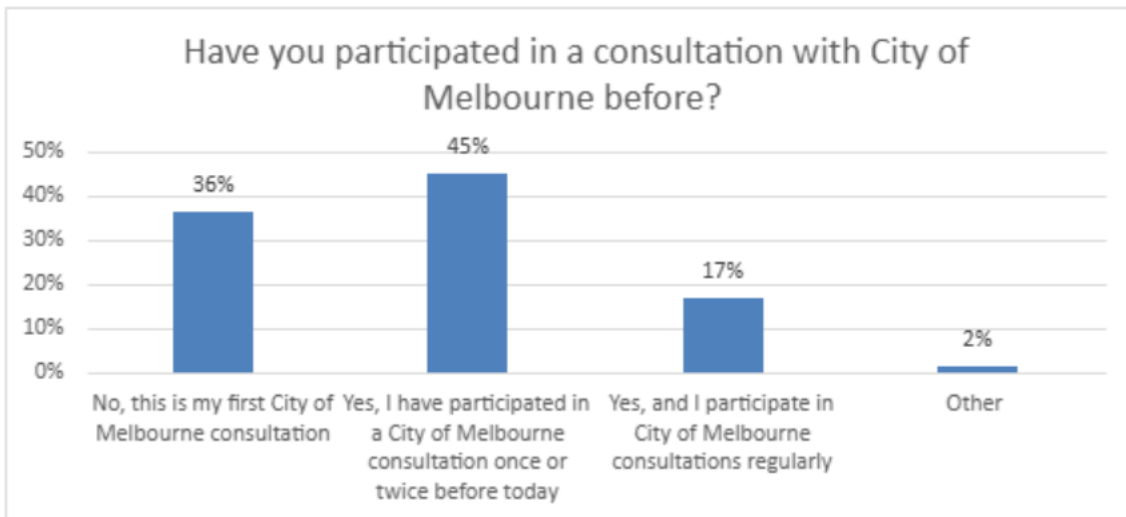
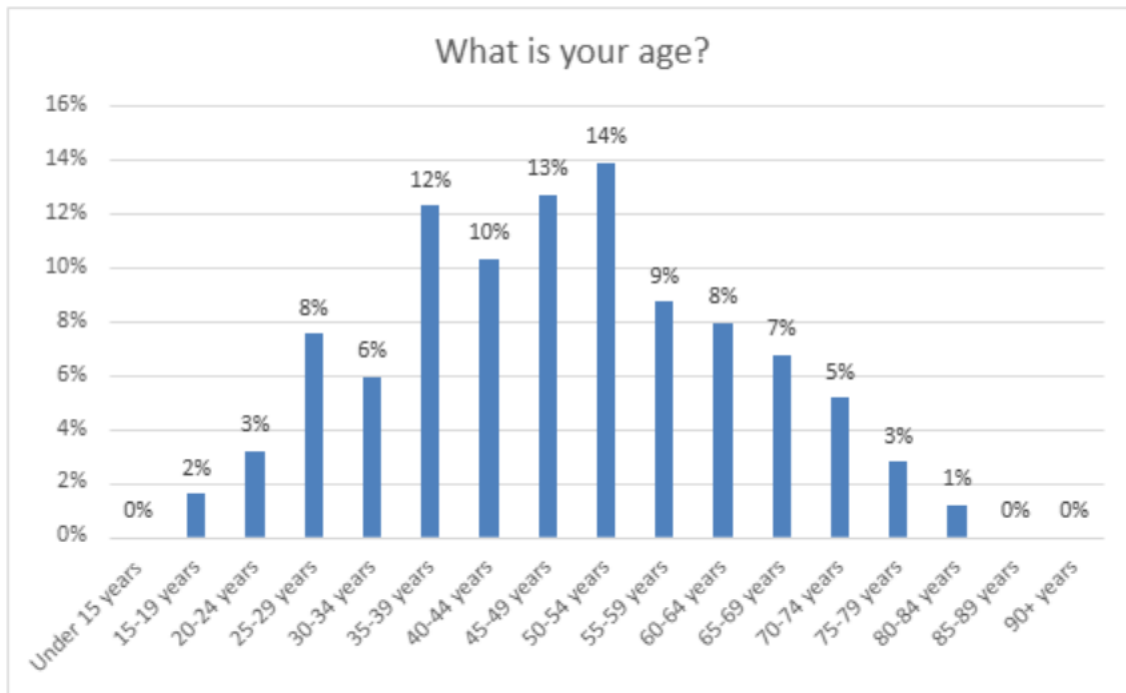
- Hawke st West Melbourne traffic
- Hawke Street West Melbourne - Traffic Calming Measures
- Speeding and Pedestrian Safety Concerns on Hawke Street, West Melbourne
- Roden St and the high pressure gas main location as an example of a design solution to consider for Hawke Street
- Request for Greening on the Southern Side of Hawke Street, West Melbourne
- Rosslyn/Spencer St
- Traffic Problem Solution

A separate request for Greening on the Southern Side of Hawke Street has been proposed and has received significant support from the community in the form of signatures. This proposal has been taken into serious consideration and will be considered into the next steps of the project.

Who we reached

The following graphs demonstrate the demographic makeup of people who responded to the survey.





Next Steps

A final concept design that considers the issues and concerns raised will be presented to the Future Melbourne Committee for endorsement. The community engagement team recommends that traffic calming measures, more streetscape greening on Hawke Street and addition of tree canopy cover is prioritised when finalising the designs.

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