

**Report to the Future Melbourne Committee****Agenda item 6.1****Hardware Lane Design Update****4 October 2022****Presenter:** Roger Teale, General Manager Property, Infrastructure and Design**Purpose and background**

1. The purpose of this report is to seek endorsement of the proposed design for Hardware Lane (Design) prior to going to tender for works to commence this financial year (Attachment 2, page 2 and 3)
2. The existing red brick pavement in Hardware Lane was installed 35 years ago and has deteriorated over time become slippery, uneven and poses a potential safety risk to the public. The City of Melbourne (CoM) is upgrading the laneway to renew the streetscape, improve safety and attract more visitors to the space.

**Key issues**

3. In 2018 CoM shared a Stage 1 concept plan with the public via a mail drop and asked the local community for feedback on the concept design, this generated 33 responses, a relatively low response rate.
4. While COVID-19 restrictions were in place across Victoria in 2020, CoM was able to fast track all the underground works regarded as most disruptive, in order to minimise the impact on traders when restrictions eased. Completed works included the installation of stormwater upgrade, necessary tree removal, structural soil and irrigation system. The works have resulted in removal of sections of red brick pavement with temporary asphalt infill.
5. Given the gap since the original consultation in 2018 and the low response rate, CoM ran a second round of engagement from July to August 2021 for Stage 1 of Hardware Lane Streetscape Upgrade works (Bourke to Little Bourke streets) and sought feedback from the community on the proposed Design.
6. Of the 633 visitors to the Participate Melbourne website, 68 responded to the survey during round two consultations, in addition two emails were received outside the Participate Melbourne platform. The survey feedback received predominantly supported the proposed Design.
7. The plan was supported by two thirds of the respondents, which adopts bluestone paving material used throughout CoM Capital City Zone (including laneways).
8. Summary of feedback received was as follows.
  - 8.1. **Paving** – was the most commonly discussed theme. Almost two-thirds of the comments relating specifically to paving, support the retention of the red brick paving. The paving design is in accordance with CoM's Design and Construction Standards.
  - 8.2. **Trees** – Respondents welcomed more trees and greenery, calling for a varied mix of trees and understory vegetation. There will be a total of 17 tree plot locations, a net gain of two trees. Due to regulations associated with underground services, CoM are not able to plant additional trees in the section between Little Bourke and Lonsdale streets.
  - 8.3. **Pedestrians** – Respondents were pleased to see pedestrians given priority over cars. A signalised pedestrian crossing facility was installed on Lonsdale Street at the intersection with Hardware Lane by CoM, providing a safer corridor towards Hardware Street. In addition, a zebra crossing facility will be installed in Little Bourke Street at its intersection with Hardware Lane as part of this project, providing a complete safe pedestrian route across Hardware Lane from Bourke Street through to Lonsdale Street.
  - 8.4. **Lighting** – Respondents wanted lighting to enhance both safety and ambience of the area. Catenary lighting installations will commence upon completion of this project by CoM.

9. Trader engagement will be carried out on delivery timing and methodology, with a view to minimise disruption to the operation of their business post COVID-19, however it is anticipated delivery will occur in sections and predominately after hours.
10. The works are currently budgeted through the Major Streetscape Improvements program.

**Recommendation from management**

11. That the Future Melbourne Committee endorses the proposed design for Stages 1 and 2 of Hardware Lane Streetscape Upgrade works (Attachment 2 of the report from management) for the purposes of the calling of tenders for the works.

**Attachments:**

1. Supporting attachment (Page 3 of 10)
2. Proposed Design (Page 4 of 10)

## Supporting Attachment

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### Legal

1. There are no legal implications of endorsing the proposed Design.

### Finance

2. Council has allocated capital works funds for this multi-year project through the Major Streetscape Improvements program.

### Conflict of interest

3. 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

4. CoM is responsible for the care and management of public assets such as roads within the municipality. In developing this proposal, safety in design has been addressed and the proposed streetscape upgrade works will have a positive effect on the laneways function for its intended use.
5. Once the laneway has been upgraded in accordance with the proposed Design, it will have a positive effect on health and safety of the wider community.
6. Hostile Vehicle Management infrastructure will be integrated as part of this project, mitigating and reducing the likelihood of the area being targeted by hostile vehicles.

### Stakeholder consultation

7. An all-inclusive community engagement was undertaken from July to August 2021, seeking public feedback on the proposed Design. This was via Participate Melbourne website, resulting in a total of 633 visitors to the Participate Melbourne website, 68 responded to the survey during round two consultations, in addition two emails were received outside the Participate Melbourne platform. The survey feedback received predominantly supported the proposed Design. .

### Relation to Council policy

8. Design complies with CoM's Design and Construction Standards and Asset Management Strategy 2015-2023 and Asset Plan 2021-31.

### Environmental sustainability

9. Environmental sustainability will be supported through the delivery of 17 new trees that will enhance the city's urban forest. These trees will be passively irrigated reducing the reliance on potable water. Structural soil and irrigation was delivered in 2020 as part of early works to enable better growing conditions for trees. This outcome aligns with CoM's existing strategies including Urban Forest and Nature in the City.



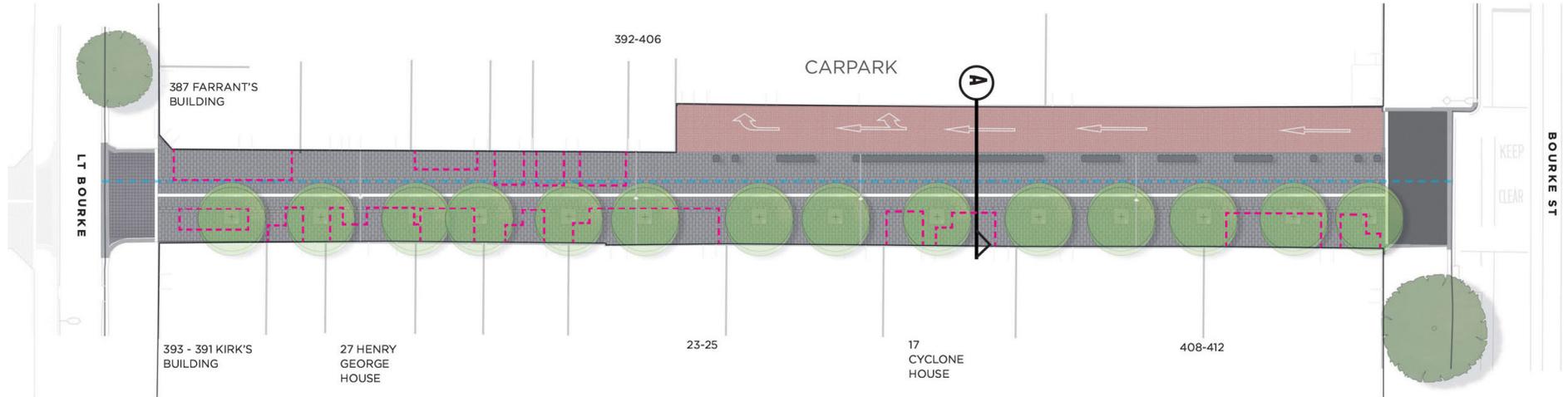
# Hardware Lane Renewal

Attachment 2  
Agenda item 6.1  
Future Melbourne Committee  
4 October 2022

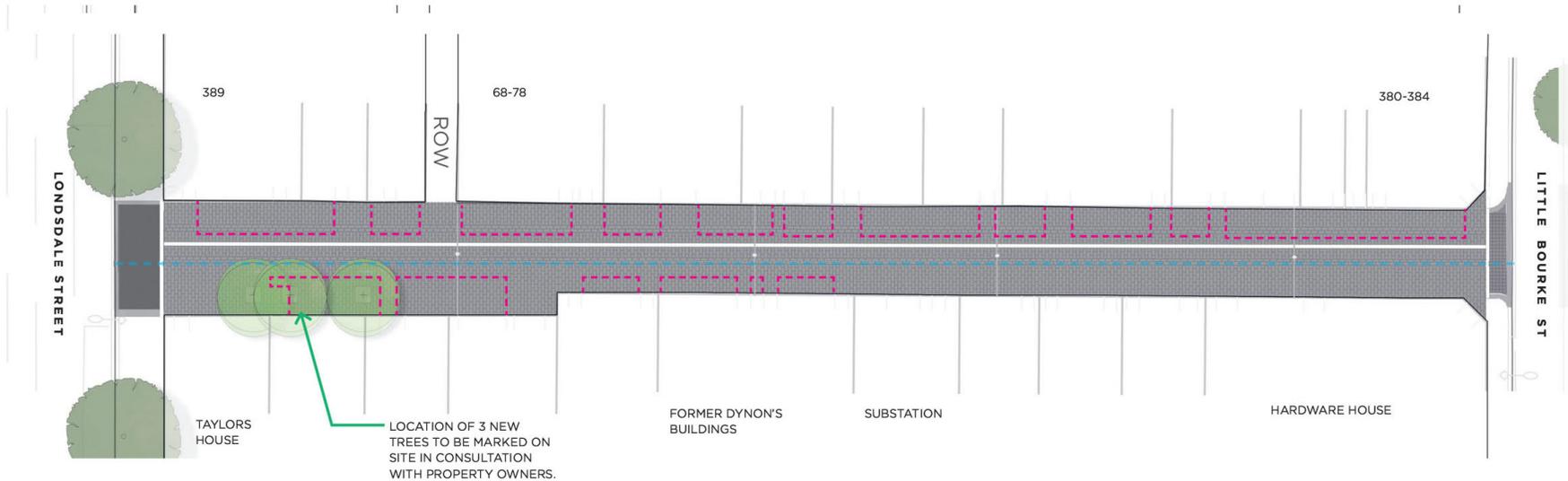


# Concept Design

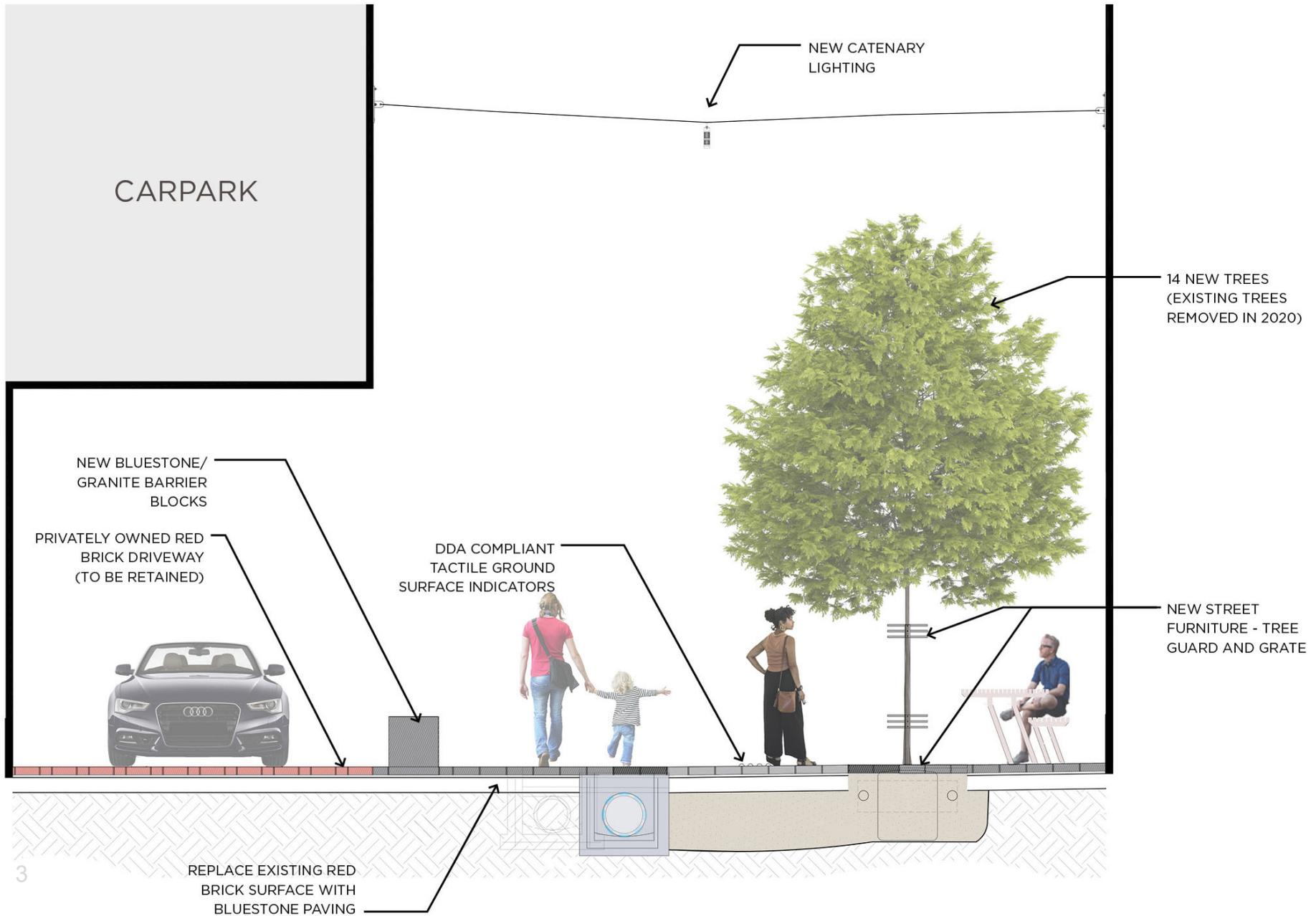
## Stage 1 - Bourke Street to Little Bourke Street



## Stage 2 - Little Bourke Street to Lonsdale Street

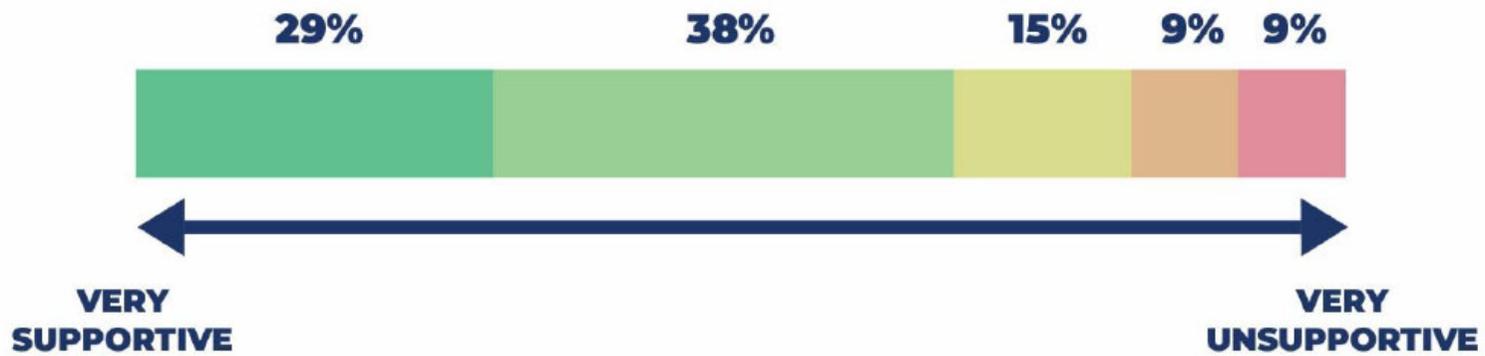
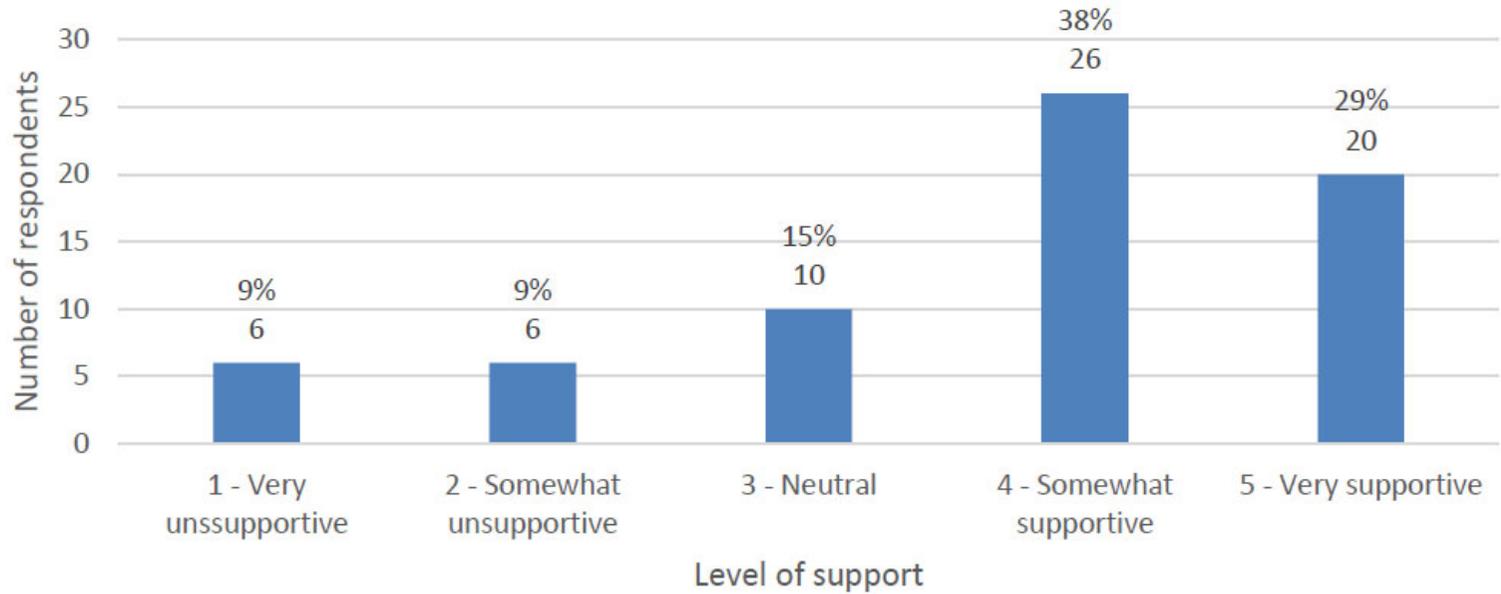


# Concept – remaining works



# Community Consultation: Support of Concept Design

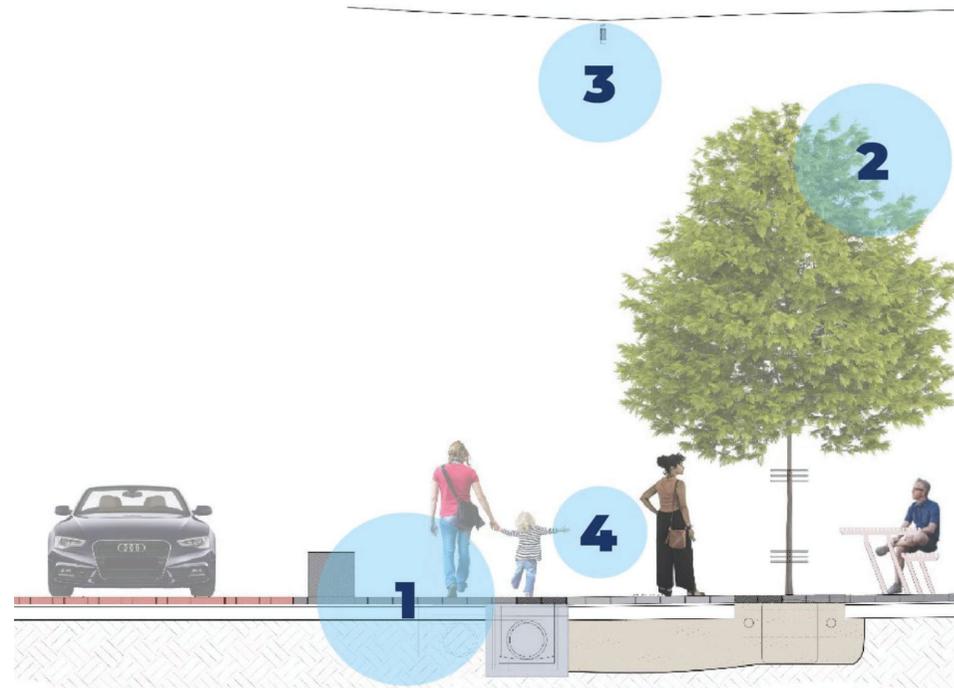
Overall level of support for the proposed design



Survey Results: October 2021

## Community Consultation: Summary of feedback

1. **Paving** – was the most commonly discussed theme. Two thirds of comments support the retention of red brick paving, as per below:
  - provides a unique character and distinguishes laneway from others
  - consider feature paving or integrated artwork to enhance character
  - bluestone can be difficult to walk on (slippery and uneven)
  - support for bluestone noted existing paving is of poor quality and bluestone is ‘quintessentially Melbourne’.
2. **Plants** – Respondents welcomed more trees and greenery, calling for a varied mix of trees and understory vegetation.
3. **Lighting** – Respondents wanted lighting to enhance both the safety and ambience of the area.
4. **Pedestrians** – Respondents were pleased to see pedestrians given priority over cars.



## Response to feedback

The outstanding design matter is the change from red brick to bluestone paving.

Bluestone is preferred because:

1. The existing red bricks were installed 35 years ago and have deteriorated, becoming slippery and uneven - complete renewal required
2. Replacement red bricks – not fit for purpose given the intensity of use and movement.
3. Fast-tracked works in 2020 removed some red brick and replaced with temporary asphalt infill
4. The Draft Design and Construction Standards identify bluestone as the **standard paving material in the Capital City Zone** including laneways
5. Bluestone is considered better fit for purpose and provides greater longevity



*Existing red brick paving in Hardware Lane*



*Example of customised bluestone paving with granite inlay*



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