Submission On

Cremorne Issues & Opportunities

Prepared by: Streets Alive Yarra

www.streets-alive-yarra.org

facebook.com/streetsaliveyarra/

Foreword

Streets Alive Yarra is a non-profit, volunteer, resident and ratepayer action group with a vision for more trees, wider footpaths and vibrant businesses in thriving neighbourhoods. We see our streets being used by people from 8 to 80 years old, irrespective of whether they choose to walk, cycle, use public transport or drive. Residents and shoppers are able to move safely, comfortably, and conveniently around Yarra; and can easily find a park near shops.

Image credit: OCULUS Landscape Architecture and Urban Design

Streets Alive Yarra was founded in 2017 and now has over 2,200 likes on Facebook, increasing by 10-20 per week. A network of local champions develops concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also Yarra's Walkability Action Group (WAG) representative for Victoria Walks.

Further information is available at www.streets-alive-yarra.org.

1. Summary

Streets Alive Yarra welcomes the opportunity to offer feedback on the Issues and Opportunities that exist in Cremorne. The following table presents a summary, and later sections offer further detail.

Issues	Opportunities
Lack of public open green space.	Transformative place making. Convert Government owned land (VicTrack and DoT) from car parking to open green space. Convert on-street parking to wider footpaths, bicycle lanes and space for trees, meeting, resting and socialising.
Many planning applications determined at VCAT instead of by Council, leading to poor planning certainty, higher costs and longer timelines for developers, Council and residents, an incoherent urban form, low cost tilt-up concrete, fake 'heritage', poor street frontages and anger from residents.	Define clear height limits, interface criteria and guidelines for design excellence appropriate for Cremorne (e.g. Ecologically Sustainable Development, remove minimum parking requirements).
Lack of sustained funding for investment in public green open space (including land acquisition) and place making.	Trial innovative funding opportunities such as value capture, Cremorne-specific developer contributions and demand responsive pricing for on-street parking.
Lack of accurate data to guide place making (allocation of space).	Conduct an 'arrogance of space' analysis of the study area.
Traffic Impact Assessments for each planning application fail to consider the cumulative impact of all planning applications.	Conduct a precinct wide Traffic Impact Assessment which considers cumulative projected construction, e.g. new, taller buildings across the whole commercial zone with various parking assumptions. Use the results to assist in updating parking and transport policy for Cremorne.
Lack of accurate data on the supply of parking bays.	Count the number of parking bays in Cremorne, both on-street and off-street, by type, e.g. metered, permit only, 4-hour, 2-hour, 1-hour, unrestricted.

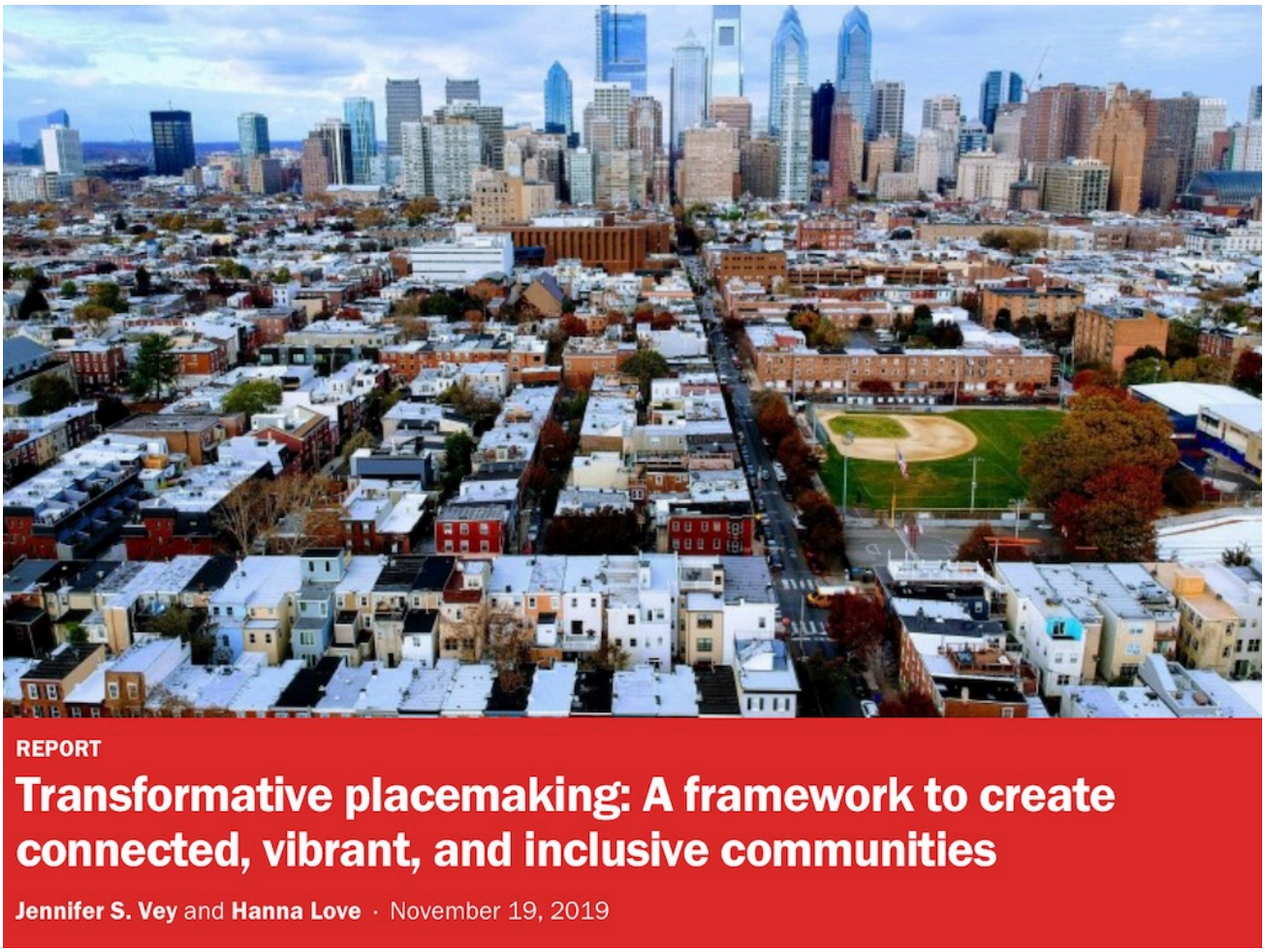
Issues	Opportunities
Lack of accurate data on the demand for parking bays.	Count the number of residents, the number of workers, the number of vehicles and the number of parking permits sold in Cremorne. Include future projections.
Severe and increasing traffic congestion on roads and streets between Cremorne and other suburbs.	Improve public transport across greater Melbourne, as described by the Melbourne Rail Plan 2050. Build the VicRoads Principal Bicycle Network across greater Melbourne, including protected bicycle lanes along Swan and Church Streets. Impose demand responsive driving charges on all preferred traffic routes across greater Melbourne.
Lack of footpaths that comply with Australian Standards or Disability Discrimination Act (DDA) requirements; i.e. footpaths are narrow and obstructed.	Convert on-street parking to wider footpaths, bicycle lanes and space for trees. Convert Cremorne into a 30 km/hr superblock. Convert some streets into 10 km/hr shared zones where pedestrians have priority.
Lack of protected bicycle lanes, forcing people to share a lane with cars or to ride on the footpath, dissuading commuters from cycling to work and dissuading students from cycling to school.	Ensure cycling is safe on streets that have low traffic volumes by converting Cremorne into a 30 km/hr superblock. Ensure cycling is safe on streets that have higher traffic volumes by converting on-street parking to wider footpaths, bicycle lanes and space for trees.
People driving fail to give way to people walking, in accordance with the road rules; i.e. walking is not always safe enough.	Increase safety by upgrading Cremorne into a 30 km/hr superblock.
Lack of space and seats for older people to rest while walking.	Convert on-street parking to wider footpaths and space for seating near trees.

Issues	Opportunities
Residents can't find a car park on their street.	Trial a transformation of how parking is managed, including making parking 'permit only' on both sides of all residential streets, with casual visitor parking permits available on demand and online via smartphone apps.
Shoppers can't find a car park near Swan Street or Church Street.	Trial a transformation of how parking is managed, including converting the first 5-10 bays on each side street (near Swan and Church) to metered parking using demand responsive pricing.
Visitors to businesses can't find a car park near their destination.	Trial a transformation of how parking is managed, including using metered on-street parking near businesses, using demand responsive pricing.
High speed traffic near the Cherry Tree Hotel.	Increase safety by upgrading Cremorne into a 30 km/hr superblock.
Lack of a safe connection to the Main Yarra Trail, for people walking and cycling.	Improve the connection with a raised threshold treatment near Punt Road. Improve the connection by adding treatments to Punt Road to slow drivers before they turn left into Harcourt Parade. Improve the connection with a pedestrian bridge over Harcourt Parade, from the Caydon development.
Sub-optimal connection to train stations from Cremorne.	Convert the Cremorne Railway Bridge overpass to ramps to become a DDA compliant connection to South Yarra station (which would double as a cycling through route to South Yarra). Build a pedestrian overpass from Stephenson St car park directly to Richmond train station. Build the Mondring over Punt Rd/Swan St intersection.
Sub-optimal use of the space under CityLink next to the Yarra River.	Trial transformative place making by converting the space into a brew pub with views of the river and the CBD.

2. Introduction

2.1. Transformative Place Making

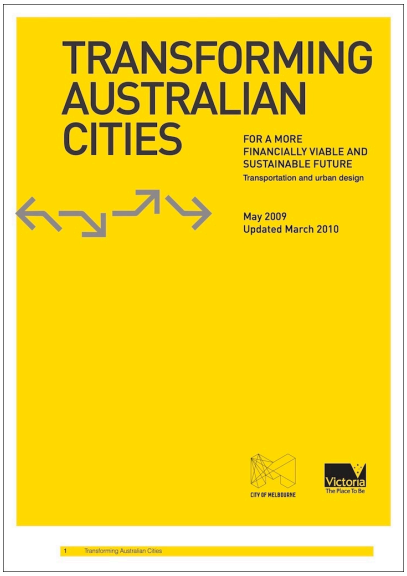
The Cremorne Place Implementation Plan offers a unique opportunity to think big, to invest in transformative place making, and to act as a lighthouse project for all neighbourhoods within 10 km of the Central Business District (CBD), as well as 20-minute neighbourhoods across greater Melbourne.

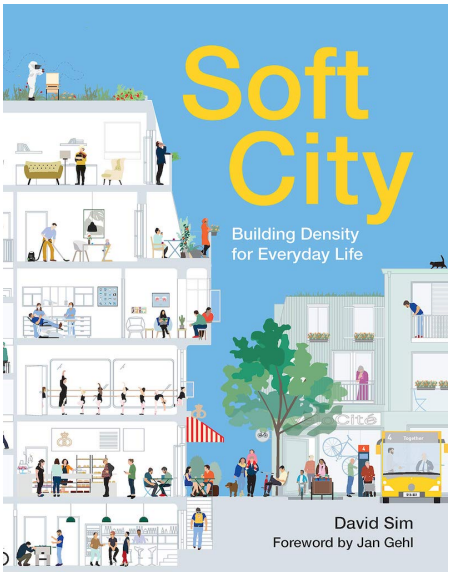


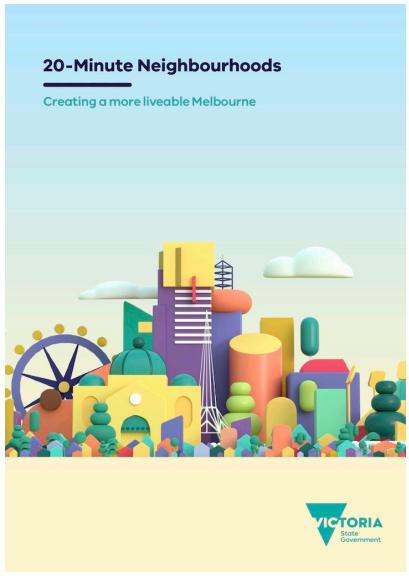
Source: Brookings Institute

Cremorne is unique because it's a 'mini CBD' without the political sensitivity of the Hoddle Grid. Cremorne is booming and developers are keen to build. Trials can be conducted with little risk of slowing economic development, and with little risk of harming residents.

Guidelines for transformative place making are readily available, and aligned with State Government policy for 20 minute neighbourhoods:







The Cremorne Place Implementation Plan should consider the following opportunities to think big:

- New funding methods for transformative place making. For example, over the long term, both the taxpayer and the Department of Health would benefit from lower population health costs if more people used active transport [Reference: business case]. Therefore, the Department of Health should invest in safe travel infrastructure, just as the TAC invests in safe travel infrastructure. Also, the State Government could trial a new form of developer contributions, limited to Cremorne, that would provide significant, ongoing funding for any 'compliant' infrastructure project, i.e. projects do not have to be defined in advance (as they do under the current draft developer contributions policy), and thus the contributions could support trials.
- New cultural paradigms for transformational place making. Specifically, no more free parking. This would be a huge step forward, and a gift to other inner city Councils who are struggling to address their parking issues. The cultural change is to accept that population density is now so high that previous solutions are no longer the best.
- Combining placemaking with mitigation of climate change. Specifically, an order of magnitude increase in our urban forest. Cremorne has very few trees and it would be easy to increase their number by a factor of 10.
- Combining place making with TAC's Vision Zero. Specifically, upgrading Cremorne (between Swan St and the Monash and between Punt Rd and Church St) to a 30 km/hr superblock. 30 km/hr would be a win-win for residents and commuters, delivering safer streets whilst retaining access to all properties.

2.2. Vision

We propose the following vision:

Cremorne is a beautiful neighbourhood to live in, work in or visit; we see green trees instead of power poles, wide footpaths instead of obstructions, and active street frontages instead of blank walls. Every property can be accessed safely by walking, cycling or driving; streets are full of people, businesses are thriving, children can travel independently to school; and a car park is generally always available on each residential street.

2.3. Principles

We support the draft principles proposed by the VPA:

Source: Cremorne Streets and Movement Strategy

2.4. Prompting Engagement

The two papers (from VPA and Council) do a great job at providing valuable and informative context, especially to those familiar with urban design, placemaking and transport. Even better would be to publish content that can elicit engagement from ordinary residents and workers. We feel that most people do not understand the magnitude of the problem that Cremorne is facing. Our assessment of the evidence suggests that streets and open spaces are not capable of supporting the huge increases in working and residential populations that are expected to occur by 2030 (based on Council's 2018 *Yarra Spatial Economic and Employment Strategy*[1]), without intervention. Our existing planning policies, regarding built form, parking minimums, street frontage activation and material selection, are not going to deliver a high quality urban environment.

To prompt more engagement from the community, the VPA should publish:

- 3D aerial view renderings (or Minecraft models) of the urban form (building heights, street frontages) in Cremorne in 2030 under a 'business as usual' scenario (based on projected development demand), with most planning applications determined at VCAT and no significant changes to planning policy;
- As above, but for a 'cities for people' scenario, with clearly defined height limits, reduced on-street parking, removal of development parking minimums and streets transformed by place making;
- Photos or videos of peak hour traffic that occurs today, with people crowded onto footpaths at the Swan/Cremorne intersection, and cars banked up 500 m along Cremorne St and Balmain St;
- Renderings of the far worse peak hour traffic that would occur in 2030 under a 'business as usual' scenario with retention of the current minimum off-street parking requirements for new developments (and as per Traffic Impact Assessment modelling discussed later in this submission);
- Renderings of the reduced (compared with business as usual) peak hour traffic that would occur in 2030 under a 'cities for people' scenario.

[1] https://www.yarracity.vic.gov.au/the-area/planning-for-yarras-future/adopted-strategies-and-plans/spatial-economic-and-employment-strategy

Source: Minecraft

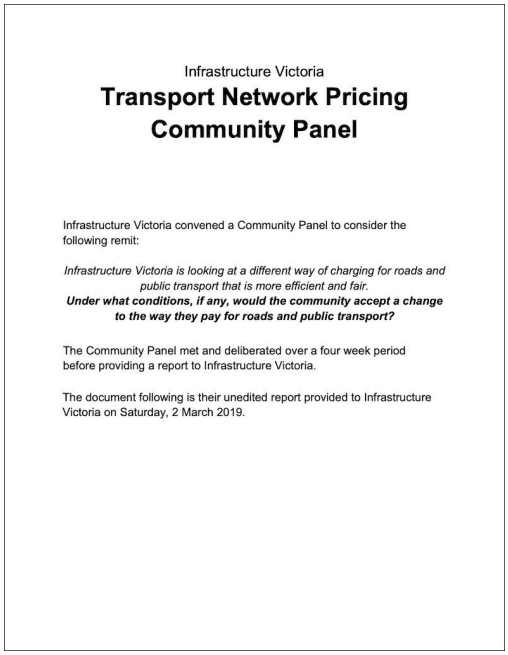
Examples of accessible 3D imagery include:

- http://fuse.education.vic.gov.au/pages/minimelbourneminecraft
- https://data.melbourne.vic.gov.au/Property/City-of-Melbourne-Simple-3D-Model/bhar-6zhw

2.5. Planning for Pushback

The VPA could reasonably foresee pushback against changes to parking policy or pricing, because of the complexity of interlinked issues such as off-street parking minimums and on-street parking permit zones. For this reason, the VPA should plan to use a citizen jury in early 2020, which would demonstrate that the project was responsive to the community.

Citizen juries (or community panels) have been demonstrated by Infrastructure Victoria for another highly contentious issue, road user charging. The key process is to enable a group of people (who may be initially opposed to proposals) to speak with experts over several meetings, understand the complexity and allow them to come to an informed opinion.



Infrastructure Victoria

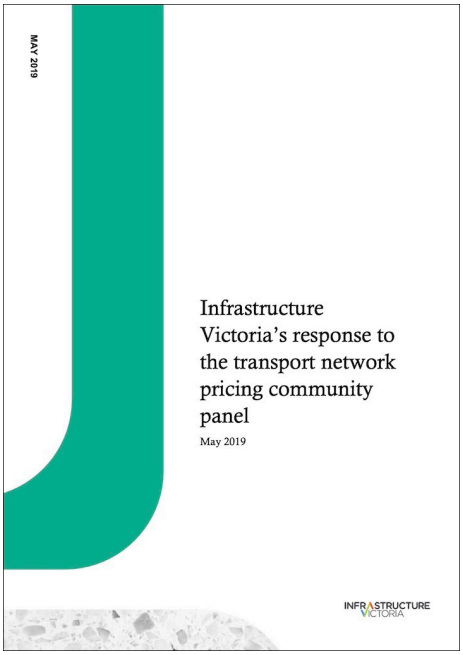
Transport Network Pricing Community Panel

Infrastructure Victoria convened a Community Panel to consider the following remit:

Infrastructure Victoria is looking at a different way of charging for roads and public transport that is more efficient and fair.
Under what conditions, if any, would the community accept a change to the way they pay for roads and public transport?

The Community Panel met and deliberated over a four week period before providing a report to Infrastructure Victoria.

The document following is their unedited report provided to Infrastructure Victoria on Saturday, 2 March 2019.



MAY 2019

Infrastructure Victoria's response to the transport network pricing community panel

May 2019

INFRASTRUCTURE VICTORIA

Source: Infrastructure Victoria

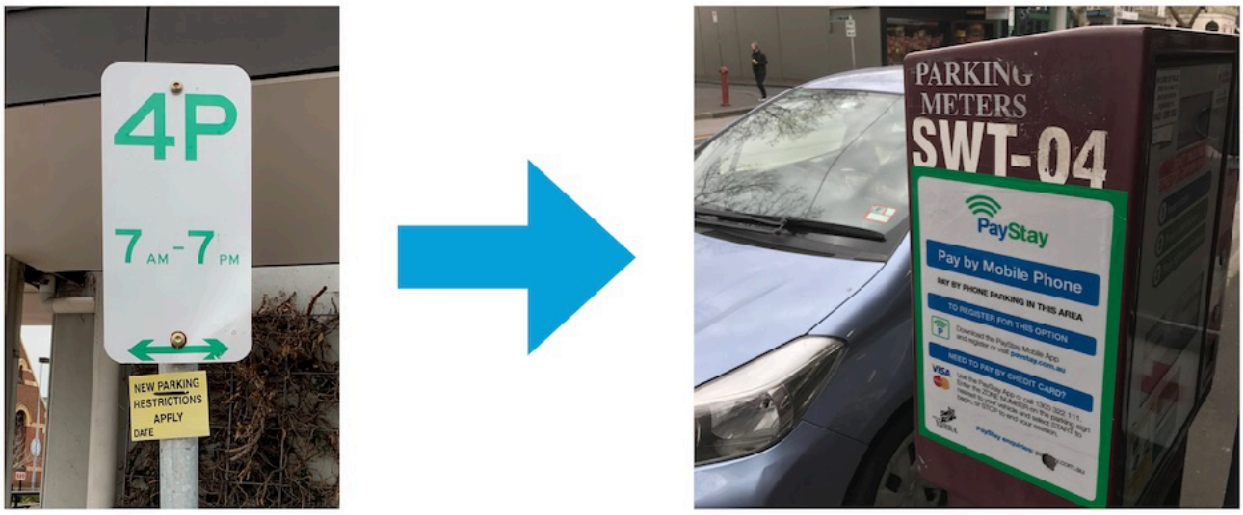
Source: Infrastructure Victoria on YouTube https://youtu.be/BOiNAtz3ERA

2.6. Innovative Funding Models

The Cremorne Place Implementation Plan should trial innovative funding opportunities such as:

- Value capture - taxing a portion of the private gain that flows to private land holders when the taxpayer invests in public infrastructure such as nearby roads, public transport, green open space or sports precincts.
- Developer contributions - the present system doesn't work. Developer contributions can only be sought for projects that have already been planned, budgeted and approved by Council. Due to the lack of planned projects in Cremorne, this has resulted in a proposed developer contribution levy under Amendment C238 of only $8.38 per square metre of commercial floor space, the second lowest levy in Yarra, despite the identified critical need in Cremorne for new infrastructure to address development impacts[2]. Instead, a new form should be trialled in Cremorne. A percentage of the developers investment should be contributed to Council, to fund public infrastructure to support the increased population (both workers and residents) brought by the development. Council should be free to determine how to allocate the funds, provided projects are consistent with policies established for Cremorne (such as the final Cremorne Place Implementation Plan). The percentage contribution could be negotiated for each development, depending upon other ways the developer has 'given back' via setbacks, wider footpaths, or permeability for pedestrians. It should also be noted that our recommended removal of the minimum off-street parking provision in Cremorne will result in significant cost savings to developers (in the order of $50,000 per car park), and we consider it appropriate that a portion of these savings is contributed to local infrastructure investments that improve access to Cremorne for pedestrians, cyclists and public transport users (for example, $5,000 per foregone car park).
- Demand responsive pricing for on-street parking - public land in Cremorne has a high value, but is at present given away (or rented) for free, for predominantly private gain, via free on-street parking. Instead, Cremorne should use parking meters for every bay that serves shoppers or commuters. Residents should be protected by making parking 'permit only' on both sides of each residential street. Visitors to residences can use either the existing 'visitor parking permit' system, or Council can introduce a new type of visitor parking permit that is available on-demand, via a smartphone app. This new type can be paid, with residents eligible for significant discounts or a defined number of free permits each year.

[2] https://www.yarracity.vic.gov.au/the-area/planning-for-yarras-future/yarra-planning-scheme-and-amendments/current-amendments/amendment-c238-development-contributions-plan



$0 per day **$10 per day**

Demand responsive parking charges are both a demand management tool and a revenue raising opportunity.

3. Data and Analysis

Evidence based planning requires accurate data. Without accurate data it is difficult to understand supply, demand, the balance between supply and demand, or the subsidy given to motor vehicles.

The Cremorne Place Implementation Plan should:

- Count the number of public and private parking bays in Cremorne, both on-street and off-street, by type, e.g. metered, permit only, 4-hour, 2-hour, 1-hour, unrestricted, private workplace parking.
- Count the number of residents, the number of workers, the number of vehicles and the number of parking permits in Cremorne.
- Estimate the market rate for car parking in Cremorne, on an hourly, daily, weekend, weekly, monthly or annual basis; and the evidence base for the estimate.
- Estimate Council's annual subsidy (or tax expenditure) for car parking in Cremorne, based on the difference between the market rate for each parking bay and what Council charges for each.

As an example, we have estimated that Council subsidises car parking by over $80 m per year in Yarra overall. The Cremorne Place Implementation Plan should at least quantify this for Cremorne.

Number of parking bays in Yarra. Source: City of Yarra.

3.1. Arrogance of Space

The Cremorne Place Implementation Plan should publish a highly accurate analysis of how space is allocated in Cremorne. The image below shows our analysis. The colour red indicates open space currently used for cars and car parking. There is no space allocated to cycling, via separated or protected bicycle lanes. There is relatively little space allocated to footpaths, and in many cases they are too narrow to be usable. This “arrogance of space” analysis follows the method proposed by the Copenhagenize Design Company, which has also been applied to Paris, Copenhagen, and Barcelona.

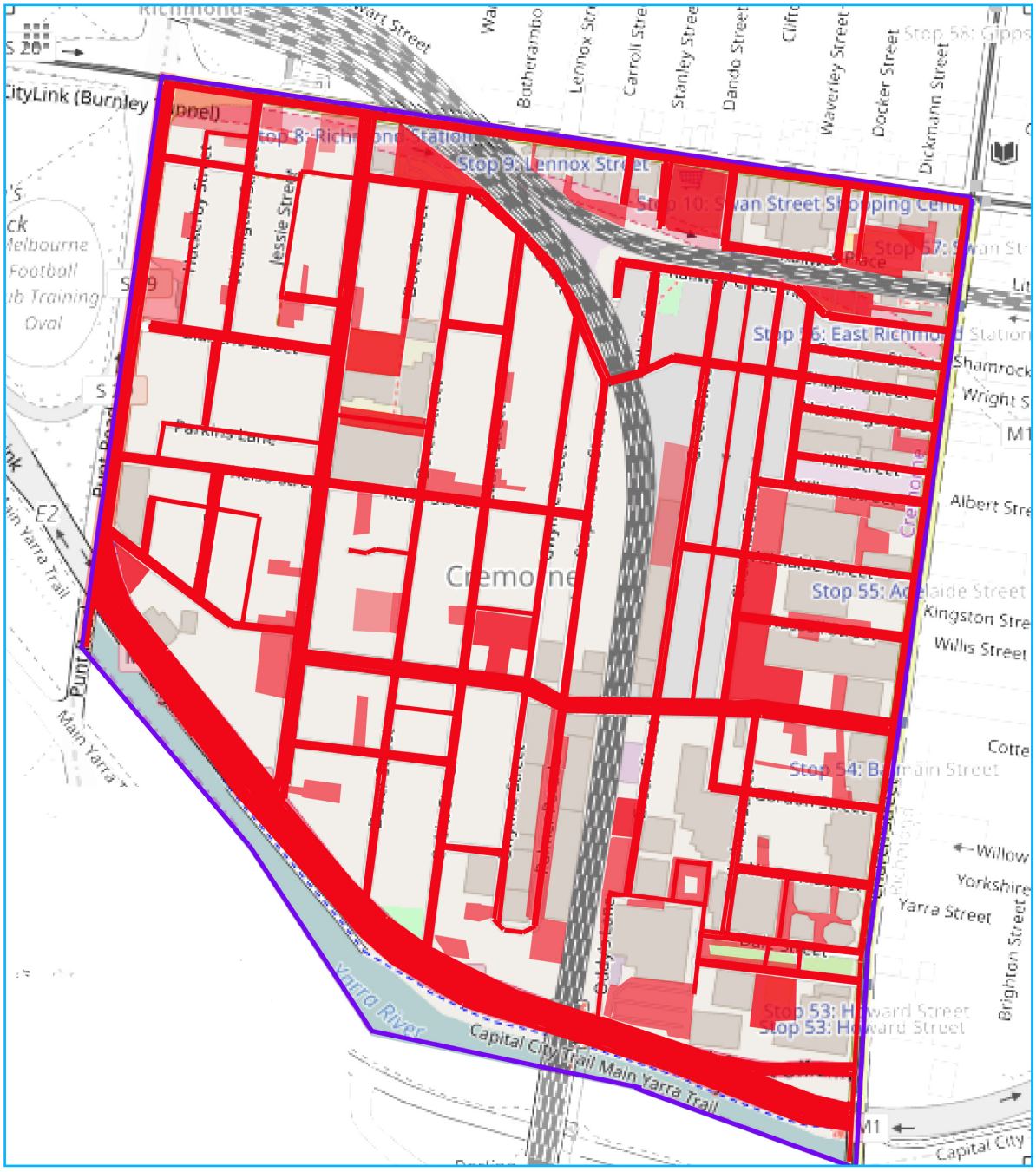


Image credit: Streets Alive Yarra

3.2. Links Between Parking and Congestion

As through traffic within Cremorne is limited, the majority of people accessing Cremorne by car or truck will require a parking space. Internal traffic congestion and supply of parking are therefore intimately linked, and should be studied more thoroughly. Typical users of parking in Cremorne include the following (with figures estimated from the 2016 census data):

- Cremorne **workers** who drive and wish to park their vehicles near their workplace: 5,248 people drove to their workplace in Cremorne, with the majority entering in the morning peak and exiting in the evening peak. This is currently the major contributor to traffic congestion in Cremorne. Many of these workers do not have access to off-street parking at their workplace, and thus attempt to park on-street (free of charge). Once the on-street spaces are full, drivers may park in the paid off-street public parking. Although much of the on-street parking in Cremorne is limited to two or four hour use, it is common for workers to simply move their vehicle to another spot through the course of the workday, thus adding to congestion even further.
- **Residents** who wish to park their vehicles near their house: 1028 resident's motor vehicles were parked at or near dwellings. 551 people drove to work from Cremorne, the majority exiting in the morning peak and returning in the evening peak. These trips currently contribute less to congestion than Cremorne worker's trips, as the total number is significantly less and the trips are against the flow of worker's trips. The data also shows that roughly half of resident's vehicles in Cremorne were not used to drive to work, and may only be used occasionally.
- **Delivery vehicles** (unknown number): drivers wish to access businesses and residences to deliver and pick up goods. Short term parking only is required, but is often not available on-street as it is occupied by worker's vehicles. Ideally deliveries would be discouraged during the morning and evening peak congestion periods.
- **Visitors** (unknown number) who wish to access businesses or residences by car for the purposes of business meetings, appointments, carrying out services (such as cleaning or garden maintenance), tradespeople etc, and who may need to transport tools or other equipment. Parking of one to two hours is required, but is often not available on-street as it is occupied by worker's vehicles.
- '**Free parkers**' (unknown number): Cremorne's proximity to the sporting precinct creates significant demand for parking during major events, which are often on weekday evenings and throughout the weekend. Drivers will attempt to park for free on-street in Cremorne. Once the on-street spaces are full, drivers may park in the paid off-street public parking. When these events coincide with the evening commuter peak, there is a large impact on congestion in Cremorne. These users of parking should be given the lowest priority, as they are not contributing to the economic development of Cremorne or to the local community.

To ease congestion in Cremorne, particularly as the workplace population increases in the future, a crucial first step is to price all on-street parking. This would dissuade the 'free

parkers' from entering Cremorne at all, and would likely result in a mode shift for workers without on-site parking, away from driving and towards public or active transport. Genuine business visitors would be prepared to pay for parking as a legitimate business expense. VPA and Council should consult specifically with Cremorne workers who currently drive to work, to help determine what other measures may be effective in encouraging a transport mode shift.

An equally crucial step in combating future congestion is to remove the minimum parking provision for new developments in Cremorne, by implementing a parking overlay in the Yarra planning scheme (refer to further information in Section 4.3). Each new off-street car park which is constructed in the commercial zone is likely to result in the generation of two vehicle trips per day, one in the morning peak and one in the evening peak, and may therefore be directly linked to future traffic congestion in Cremorne. A continual increase in the number of off-street parking spaces due to the current planning provisions is not sustainable in Cremorne, due to the constrained road access.

3.3. Precinct-wide Traffic Impact Assessment

Cremorne is booming - it is clear that new, taller, commercial buildings will go up across most of the whole commercial zone. Each individual planning application includes a Traffic Impact Assessment (TIA), and such assessments typically conclude that the individual development will have a 'negligible impact'. What is missing is a precinct-wide TIA which includes all developments currently approved/under construction. Even better would be a TIA which modelled future impacts of various precinct-wide development scenarios, looking at the impact of maintaining minimum parking provisions in the planning scheme compared with removing this requirement (refer to Section 3.0 of this submission).

As part of the planning application for the Richmond Maltings development in 2016, Council requested that a TIA[3] be undertaken for the combined effects of all three stages of the proposed development (with approximately 1,000 parking spaces), together with another much smaller development (Stitches) which was under application at that time. Modelling using SIDRA INTERSECTION showed that post-development, the cumulative effects of vehicle movements would result in the Cremorne/Swan St intersection being over capacity at the PM peak (degree of saturation or DOS[4] = 1.16), and the Church/ Balmain St intersection being over capacity in both AM and PM peaks (DOS = 1.09 to 2.2). Gough St at Punt Rd was also predicted to be over capacity in both AM and PM peaks (DOS = 1.22 to 1.34). Since this TIA was undertaken, several large developments have been approved in Cremorne, all with more off-street parking spaces included, but the cumulative precinct-wide traffic impacts have not been assessed.

Swan Street has a capacity of 400 vehicles per hour and is already at capacity during peak hours. Church Street is also at capacity during the evening peak hour. Balmain and Cremorne Streets are often queued back in the evening peak, and the modelling

[3] GTA Consultants (2016), *Richmond Malt, 2 Gough Street, Richmond, Transport Impact Assessment - Stage 2*

[4] DOS = 1 means the intersection is at capacity. The GTA (2016) report also states that 'intersection approaching an intersection DOS of 0.9 experience disproportionate increases in queueing and delays'.

summarised above predicts this will get much worse once the Maltings development is complete. If 10,000 new workers are added to Cremorne by 2030, it is clear that Swan Street and Church Street can't carry 1,000 more vehicles, let alone 10,000.

A TIA should make this clear, and would likely conclude that new developments should be subject to parking maximums, to limit peak hour traffic. An alternative option may be to impose an overall cap on the number of parking spaces in Cremorne.

A precinct-wide TIA could readily be developed which based on a few simple assumptions, showed the impact of each additional off-street parking space on Cremorne. For example:

- A single car park in a commercial building within Cremorne generates two vehicle movements per day - one in the morning peak and one in the evening peak hours;
- Assume this is 0.5 trips/hr into Cremorne in the AM peak (eg 0.5 between 7 and 8 am and 0.5 between 8 am and 9 am) and 0.5 trips/hr out of Cremorne in the PM peak;
- Assume 40% of trips in and out of Cremorne pass through the signalised intersection at Cremorne and Swan Streets, and another 40% pass through the Balmain/Church intersection;
- Therefore each car park generates 0.2 trips/hr incoming in AM at each of these two intersections, and 0.2 trips/hr outgoing in PM, and we can assume highest congestion impact will be in PM peak (based on existing conditions);
- The capacity of each of the Cremorne and Balmain St intersections in PM peak is about 370 vehicles/hr. So 0.2 trips/hr represents a DOS of 0.0005. For every 10 new car parks constructed in Cremorne, we are increasing the DOS at each of these intersections by 0.005. For every 100 new car parks, DOS increases by 0.05, and for every 1,000 new car parks, DOS increases by 0.5. If we were to build 10,000 new car parks in an attempt to accommodate every new worker in Cremorne, the increase in DOS at each intersection would be a gridlock-inducing 5.0.
- Bearing in mind the existing PM DOS at Cremorne/Swan Streets is already 1.01 (based on the 2016 Richmond Maltings traffic study), even this approximate analysis suggests that 1,000 new commercial car parks is too many for Cremorne to avoid permanent PM peak gridlock.
- Collated information from advertised planning permits in Cremorne shows that at least 1,406 additional car parking spaces have already been approved and/or are under construction (refer to summary on next page).
- Projections from Council's *Yarra Spatial Economic and Employment Strategy*[5] show that the predicted increase in office space between 2016 and 2031 for Cremorne and Church Street south (approximately the study area) is between 81,510 and 324,950 square metres (assuming only average three storey developments), which based on current statutory parking provisions would require an additional 2,445 to 9,749 off-street parking spaces to be constructed. This is clearly not feasible in Cremorne.

[5] https://www.yarracity.vic.gov.au/the-area/planning-for-yarras-future/adopted-strategies-and-plans/spatial-economic-and-employment-strategy

Summary of Currently Approved Additional Car Parking Spaces in Cremorne

Planning Ref	Address	Statutory Parking Provision	Approved Car Parks
PLN15/0355	Stage 1 Richmond Maltings	267	217
PLN15/1176	Stage 2 Richmond Maltings	673	475
PLN08/0921	Stage 3 Richmond Maltings	Unknown	174
PLN17/0177	57-61 Balmain St	243	127
PLN17/0626	Seek, 60-88 Cremorne St	1019	233
PLN17/0456	594-612 Church St	172	71
PLN17/0389	64 Balmain St	318	112
	Total number of car parks:	2692	1406

Source: Streets Alive Yarra collation from Yarra Council advertised planning permits (December 2019)

4. Buildings

4.1. Urban Form

Residents aren't angry about development, they're angry about inappropriate development with inconsistent heights and forms, that don't respect adjoining heritage properties or protect the amenity of established neighbourhoods.

Specifically, whilst Clause 22.10-3.8 in the Yarra Planning Provisions states that commercial developments should protect off-site amenity (especially residential land and parks), there is no objective measure to test whether a new development fulfils this, with the result that developments in Cremorne have been approved at VCAT despite them reducing solar access to private open spaces to less than three hours/day on the reference day of 22nd September. Design and Development Overlays should be applied to Cremorne which quantitatively address interface issues in advance, thus providing certainty and consistency to future developments.

Guidelines on how to build an attractive city are also readily available, and as a trial, should be imposed on developers in Cremorne.

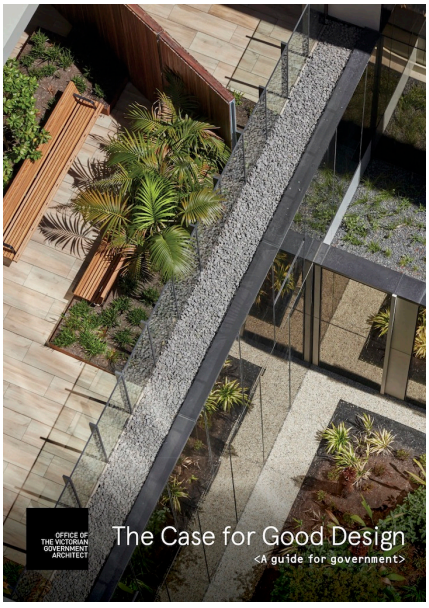
The following video describes how to make an attractive city, where appropriate development is welcomed by residents.

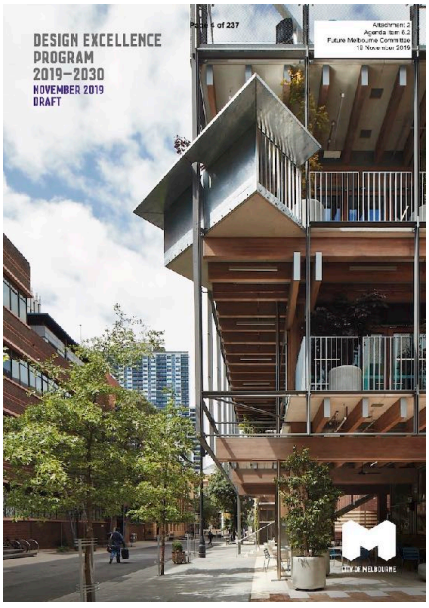
Source: The School of Life on YouTube https://youtu.be/Hy4QjmKzF1c

4.2. Quality Materials and Frontages

Residents are also angry about developments using low quality materials (including imitations of industrial heritage) and with poor street frontage activation. As an example of 'fake heritage', a large development is under construction in Cremorne using tilt-up concrete which will be clad with a brick facade, including cladding the angled roof - a structure that would be impossible to construct out of structural brickwork.

Guidelines on design excellence are available from the Office of the Victorian Government Architect and the City of Melbourne, and as a trial, should be imposed on developers in Cremorne:





Source: OVGA, City of Melbourne

4.3. Abolish the Minimum Parking Provision in Cremorne

Clause 52.06 of the Yarra Planning Provisions includes a requirement for new office developments in Cremorne to include a minimum of three off-street car parking spaces for every 100 square metres of floor space, unless an exemption is granted. This level of parking provision is not considered appropriate for a high-density, inner city suburb with excellent public transport access and very constrained road capacity.

Although it is currently possible for developers to apply for an exemption to the minimum parking requirements (which almost inevitably occurs for medium to large development applications in Cremorne), there are a number of problems with this approach, including:

- Even if an exemption is granted, the net number of car parking spaces in Cremorne continues to increase as higher density development occurs, thus leading to increasing congestion in the future.
- Developers have to take a stab in the dark as to how large an exemption they may be granted (ie, what is the minimum number of car parking spaces that may be approved), without any guidance being provided in the planning scheme. The final number of spaces

approved may bear little relationship to the predicted demand or requirements of the end user.

- There is no opportunity for the Council or community members to object to proposed developments on the basis of 'too much' parking provision.
- Basement parking is preferred to above ground parking, however this presents technical challenges in Cremorne, due to the presence of shallow basalt rock, in some places (close to the Yarra River) shallow groundwater, and flooding susceptibility. Construction of basements which are more than two or three levels deep is very costly, time consuming, noisy and dusty. For higher density developments such as those recently approved in Cremorne, two levels of basement car parking provides much less than the standard provision of 3 spaces/100 m^2 (see example below).
- Delays to development approvals (costing developers time and money), and a waste of Council and VCAT/VPA resources in considering exemptions on an individual basis.

The Seek development is provided as an example[6]. The original development application was for 27,653 m^2 of office space, plus some ancillary uses, which would require 1,019 car parking spaces to meet the minimum parking provision in Clause 52.06. The application instead proposed 233 basement car parking spaces (by applying for an exemption), to be constructed over two levels. By extrapolation, if the 1,019 car parking spaces were built instead, this would have required eight levels of basement with full site coverage to accommodate them - practically impossible to construct so close to existing neighbouring buildings.

Abolishing the minimum parking provision in Cremorne by means of a parking overlay would be a win-win-win for developers, Council and the local community. However in order to avoid adversely impacting on local residents, this action should only be implemented in conjunction with the changes to on-street parking already discussed in Section 2.6 (convert all free parking to metered and/or permitted parking). A further positive to the community would be an additional developer contribution in lieu of car parking provision, which should be used to fund streetscape and active transport improvements in Cremorne. For example, if $5,000 contribution was required for every car space reduction below the Clause 52.06 provision, in the case of the Seek example this would amount to:

(1,019 - 233) spaces x $5,000 = $3.93 million infrastructure contribution.

Whilst this is a significant amount of money, it represents only about 2% of the construction cost of the building, and is much less than the alternative cost of constructing the six level basement, as described earlier.

Other municipalities in Melbourne have started to change this requirement by including a parking overlay, which overrides the standard minimum parking provision and instead imposes a parking maximum. Some of the areas with such a parking overlay currently have much less congestion and much poorer public transport access than Cremorne, but

[6] GTA Consultants (August 2017), *60-88 Cremorne Street, Cremorne, Transport Impact Assessment.*

have been included due to predicted rapid development and densification (for example, Fishermens Bend). In Yarra, a parking overlay has been applied to the Collingwood Arts Precinct to remove any car parking requirement when a property is redeveloped for a specified special use.

The demographics of workers and businesses in Cremorne are particularly appropriate for changing the status quo with regard to off-street parking - younger workers are less likely to want to drive or to be prepared to pay for parking, the majority of larger businesses are desk-based, services are all within easy walking distance (eg the post office, lunchtime cafes, printing services), public transport is excellent and innovation is embraced in ‘Silicon Yarra’. However the community would like to see corresponding improvements to our streets and public spaces so that this change is clearly positive.

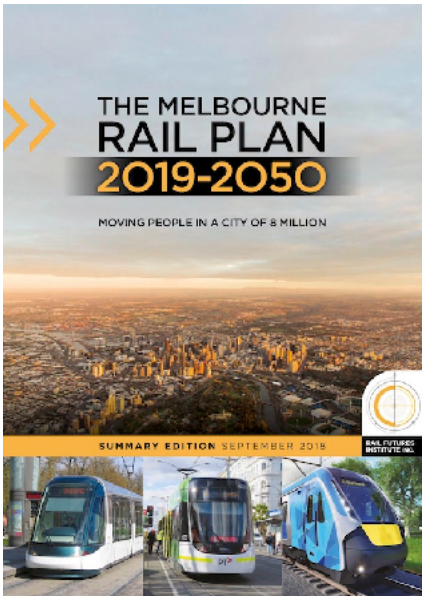
5. Transport and Movement

5.1. Reducing Motor Vehicle Traffic

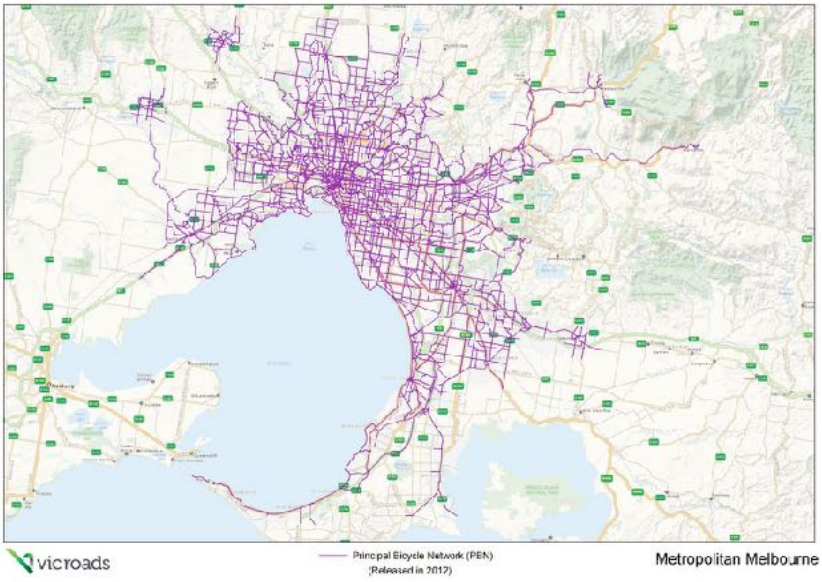
Motor vehicle traffic is a problem in Cremorne, particularly during peak hours. A key solution is to improve the safety, convenience and enjoyability of other modes, such as public transport and cycling, to people can easily choose not to drive to Cremorne.

The Cremorne Place Implementation Plan should explicitly recommend that the State Government build the Melbourne Rail Plan 2050 and the VicRoads Principal Bicycle Network.

Notably, the new Metro rail line which is currently under construction will result in lower public transport level of service to Cremorne, as commuters who previously travelled on the Cranbourne/Pakenham line directly to Richmond or South Yarra stations will instead need to change trains either at Caulfield or the CBD. In addition, there have recently been suggestions that eastern suburbs train timetables may be adjusted to pass express through Richmond without stopping, in an attempt to prevent platform overcrowding. Both of these changes would be detrimental to commuters wishing to access Cremorne by public transport, and should be carefully considered in that context. Making such changes without compensating with additional train services or other measures may result in more commuters choosing to drive instead.



Source: Rail Futures Institute



Principal Bicycle Network. Source: VicRoads

5.2. Lower Speed Superblock

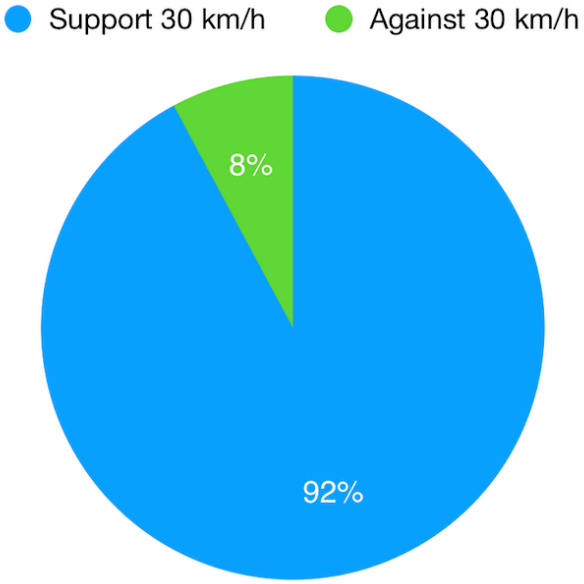
Cremorne should be upgraded to a 30 km/hr superblock, including slowing all traffic to 30 km/h and reducing through-traffic by adding barriers or filters, because this would support walking, cycling and place making within Cremorne.

Image credit: Google Maps and Streets Alive Yarra

In conjunction with transformative investment in placemaking, such as wider footpaths, protected bicycle lanes, increased green open space and more trees, this would act as a lighthouse project that could be rolled out across inner Melbourne:

Image credit: Google Maps and Streets Alive Yarra

Streets Alive Yarra conducted an informal poll on the Facebook group 'The Cremunity', with the results showing 92% support for a 30 km/hr superblock. The VPA could replicate this poll, more formally and more broadly, across all residents and workers.



Community support for 30 km/h

Business would also benefit, as described by the Heart Foundation, because attractive environments are better for workers and attract more customers.

Image credit: Heart Foundation

5.3. Walking Network

An important issue in Cremorne is the ability to walk safely, conveniently and enjoyably, between any property in Cremorne and nearby train stations, tram stops, bus stops, shops, or green open space. The problem is that footpaths are narrow and obstructed, laneways are extremely rough - many are not DDA compliant, and don't meet Australian Standards.

The opportunity is to divide Cremorne into two types of streets: those where vehicle speeds and volumes are both low enough for people to walk on the road; or those where either vehicle speeds or volumes are high enough to require DDA compliant footpaths on at least 1500 mm wide (without any obstruction).

3.1.2 Widths

The following footpath widths are required to safely accommodate all pedestrians, including people who may be using wheelchairs, those with prams and people with an ambulant mobility using a mobility aid (such as a walking frame).

The absolute minimum footpath width to meet AS 1428.1 (2009) is 1000 mm, however this is not recommended.

The following footpath widths in accordance with AS 1428.2 (1992) are recommended:

- Not less than 1200 mm to allow a single wheelchair user to traverse a path comfortably
- Not less than 1500 mm to accommodate a wheelchair user and a pram to pass
- Not less than 1800 mm to accommodate 2 wheelchair users to pass

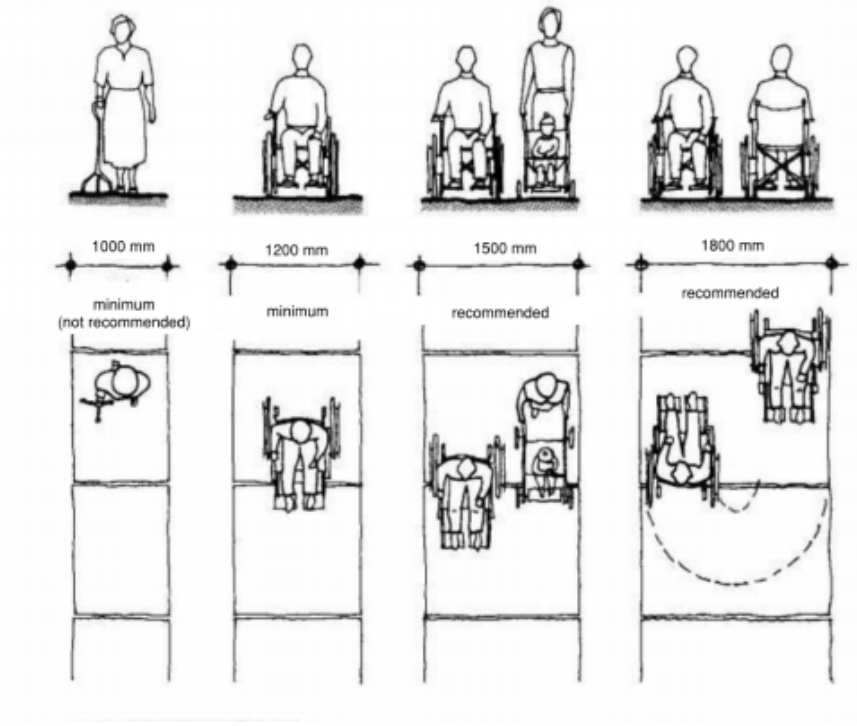


Figure 2: Footpath widths

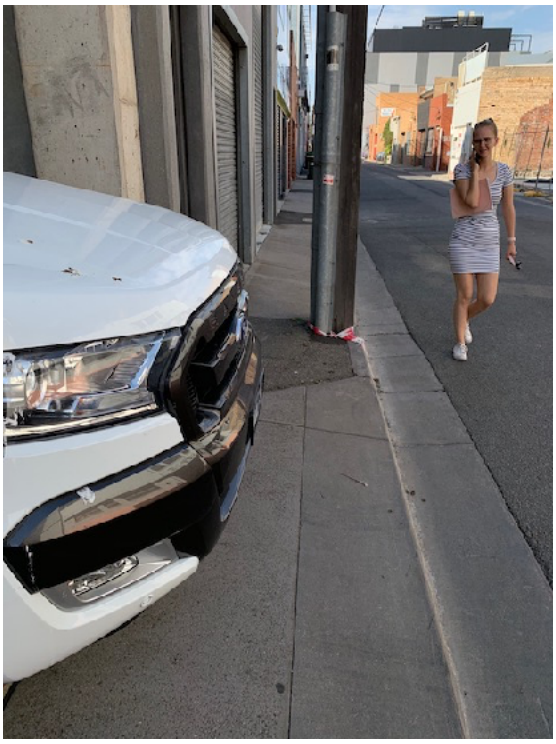
Source: VicRoads Traffic Engineering Manual Volume 3 – Additional Network Standards and Guidelines Accessibility (DDA) Guidelines Edition 1, March 2017

Streets with narrow, obstructed or non-existent footpaths have two basic options:

- Remove parking to enable wider footpaths, or
- Convert the street to a 10-30 km/hr shared zone, so people can walk or roll on the street. Such low speed shared zones should be treated (to removed kerbs/gutters) or paved so it's clear that people are welcome to walk on the street, and people driving should give way.

In addition, cars should not be permitted to park on the footpath, anywhere in Cremorne.

Blanche St Cremorne with cars parked on footpath. Image credit: Streets Alive Yarra.



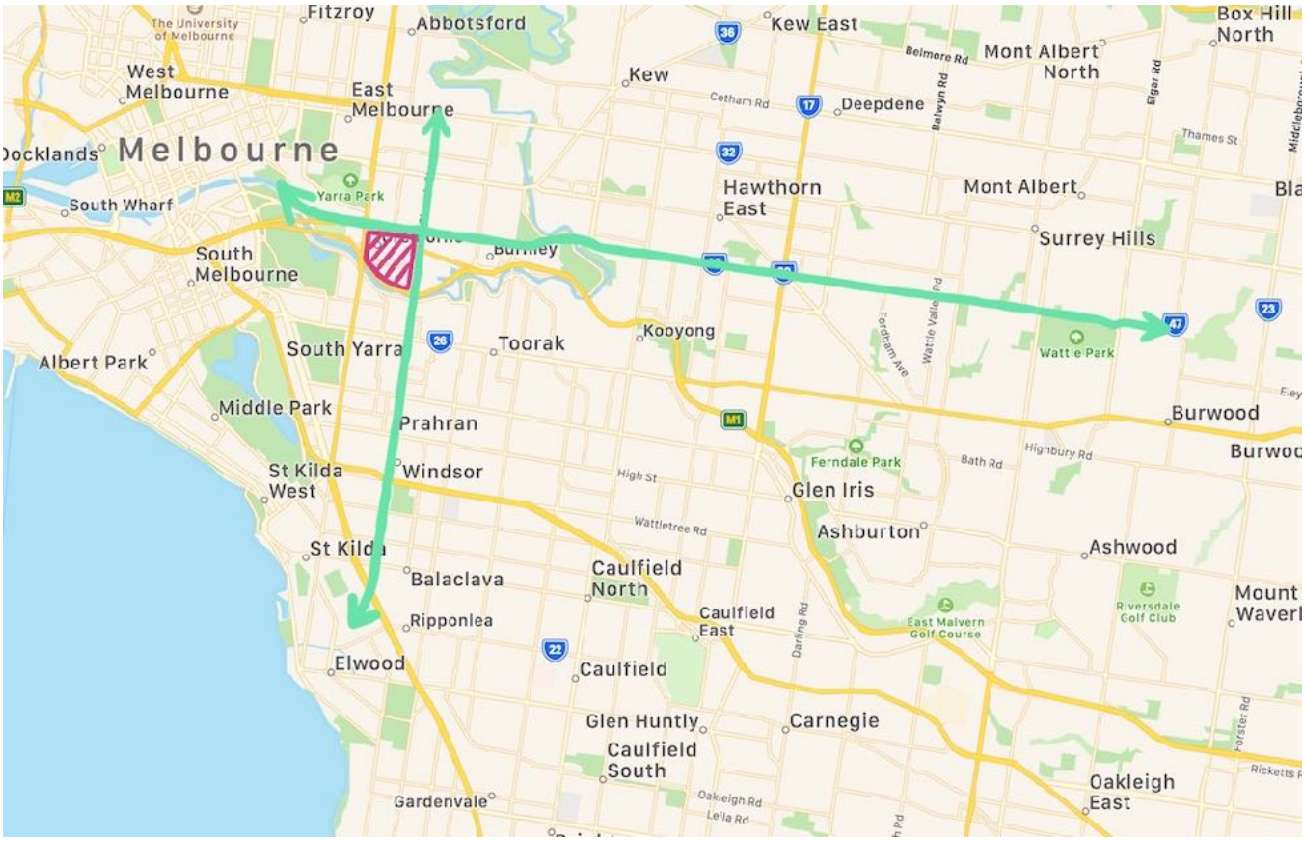
Gwynne St Cremorne with cars and poles blocking footpath. Image credit: Streets Alive Yarra.

Fitzgibbon St Cremorne with obstructed footpath. Image credit: Streets Alive Yarra.

5.4. Cycling Network

An important issue in Cremorne is commuter traffic. The KPMG Melbourne Activity Based Model (referenced by Infrastructure Victoria) showed that streets in and around Cremorne were exceeding their capacity. With the number of workers expected to increase from 10,000 to 20,000 (SEEK alone can bring 3,000), this issue will clearly get worse, especially as traffic congestion is a non-linear effect.

The opportunity is to invest in infrastructure that enables people to choose to cycle to work in Cremorne. Specifically, build two cycling superhighways, an east-west route from the CBD to Burwood, and a north-south route from St Kilda to Abbotsford. These routes would be parallel to, and not overlap, the north-south vehicle route along Punt Road and Hoddle Street, and the east-west vehicle route along CityLink.



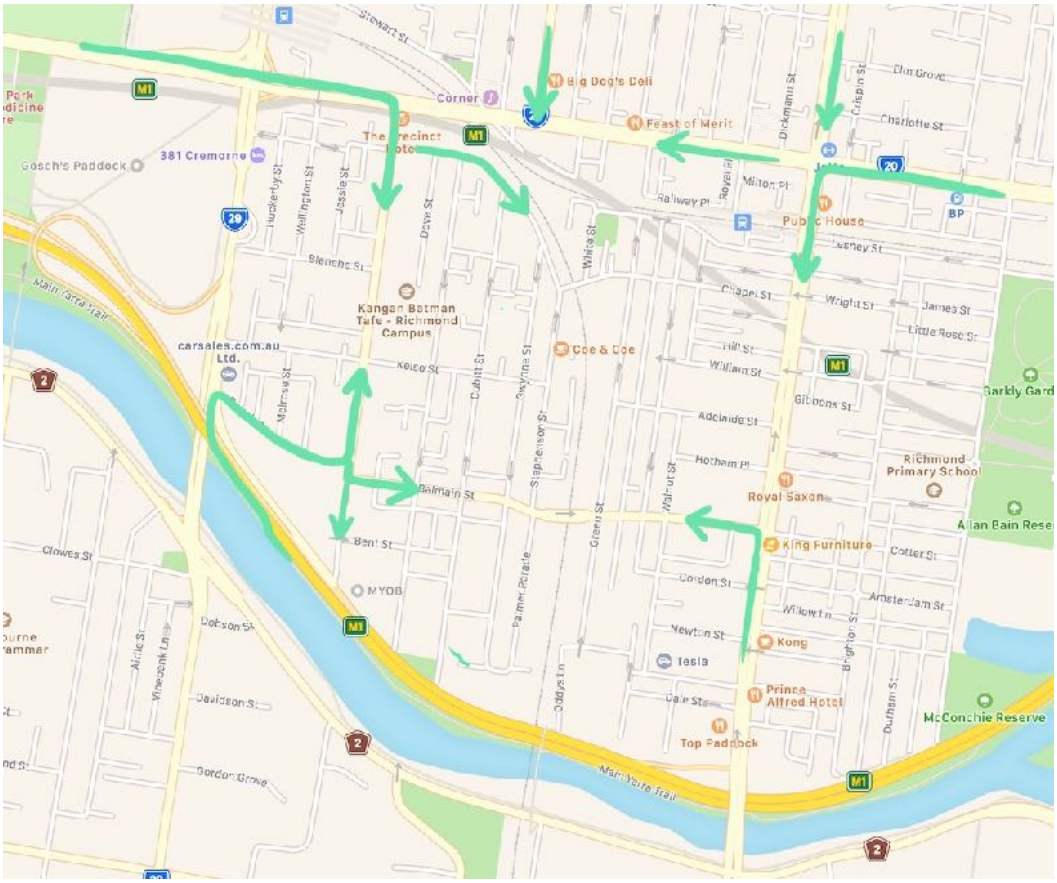
Source: Apple Maps and Streets Alive Yarra

The east-west cycling superhighway would align with the City of Melbourne's proposed cycling network, i.e. the east-west route along Olympic Boulevard.

Source: City of Melbourne and Streets Alive Yarra.

In addition, a Cremorne cycling network requires dedicated street space at ‘gateways’ or intersections, and on the key access streets of Cremorne St, Balmain St and Gough St. These gateways are currently a key intermodal conflict zone for Cremorne during afternoon peak hours, as frustrated bike riders get stuck in the vehicular traffic queue to exit Cremorne (due to lack of bike lanes they are not able to overtake stationary cars). There is a temptation in this situation for cyclists to ride on the footpath instead, in turn creating a conflict with pedestrians on the already constrained narrow footpaths.

We are of the opinion that any new bike lanes at these gateways would need to be protected (that is, a physical barrier installed to prevent motor vehicles from using the lane) in order to be effective.



Source: Apple Maps and Streets Alive Yarra.

In other words, don’t give up at intersections:

Image credit: NACTO

6. Responses to Questions

6.1. Competition for street space. Do you think this is a useful approach to planning the future use of street space in Cremorne? What are your thoughts / feedback on the Transport and Movement Opportunities Plan (what is working vs not working)?

Yes, it's useful to consider competition for street space. However, it is not useful to designate some streets as 'more suited for vehicles' and other streets as 'better for walking and cycling'. All streets within Cremorne are used by people (who could be walking, cycling or driving) to move between the surrounding VicRoads arterials and any property within Cremorne. The key access streets (Cremorne, Balmain, Gough, Stephenson) cater for all three modes with higher volumes, while local streets cater for all three modes but with lower volumes. For safety reasons, there is a high need for people using all transport modes to access Cremorne via the gateways (with traffic lights), as most other streets are effectively left in/left out for motor vehicles and the traffic volumes and speeds on Swan St, Church St and Punt Rd make it unsafe for pedestrians/cyclists to cross or turn right at the uncontrolled intersections.

Our feedback is that we have an opportunity for a transformational change in how we manage our streets. The present allocation of space is sub-optimal, because it provides too much space to geometrically inefficient vehicles, at the expense of productivity, amenity, access, safety and place making.

6.2. Competing demands on public spaces. How do we identify the most needed improvements to our public spaces and prioritise their implementation? What do you see as the key opportunities or actions?

The most needed improvements can be identified by simply observing and quantifying; and then comparing with best practice design guides [reference: design guides]. Cremorne clearly has too little space allocated to green open space, walking, resting or cycling.

Key opportunities or actions include a 30 km/hr superblock, wider footpaths and protected bicycle lanes on Cremorne, Balmain, Gough and Stephenson, woonerfs, undergrounding power lines, increasing trees by an order of magnitude, no free parking, permit parking zones on both sides of residential streets, and demand responsive pricing for parking meters.

6.3. Desired building character. How do we balance the desirability of Cremorne as a place for enterprise and as a place that maintains amenity for residential premises? What do you see as the key building and development challenges facing Cremorne and what do you recommend?

Cremorne can become more desirable for enterprise while maintaining amenity for residents. The two are not mutually exclusive. The solution is to offer developers lower costs and greater certainty for the planning process by imposing clear height limits. This

also translates to a clear value for each plot of land, meaning that there is no longer any reason to ‘wait and land bank’. Instead, property owners would be incentivised to immediately develop their properties to the maximum height limit.

Height limits do not have to be excessive. A four-storey limit over most of Cremorne, potentially increasing to six stories next to the railway line and remote from residences, would deliver desirable development opportunities while also delivering a beautiful city.

Source: The School of Life on YouTube https://youtu.be/Hy4QjmKzF1c

At the same time, clear height limits offer certainty to residents. The future urban form will be clear. They can either come to terms with possible new neighbours, or sell and move out. Formal height limits could be the ‘Linear Barcelona’ model along Swan and Church, and 4-storey for commercial zones within Cremorne.

6.4. Providing diverse and affordable working spaces. How do we accommodate a mix of small, medium and large enterprises and improve commercial floorspace affordability? What do you see as the key opportunities or actions to address commercial affordability?

A range of building and tenancy sizes at affordable rates can be delivered by maximising supply (catalysing development, see above) whilst also regulating to prevent super sized developments such as Seek. The outcome will be structures that offer a range of floor sizes, or 'layers', as described in the book 'Soft City'.

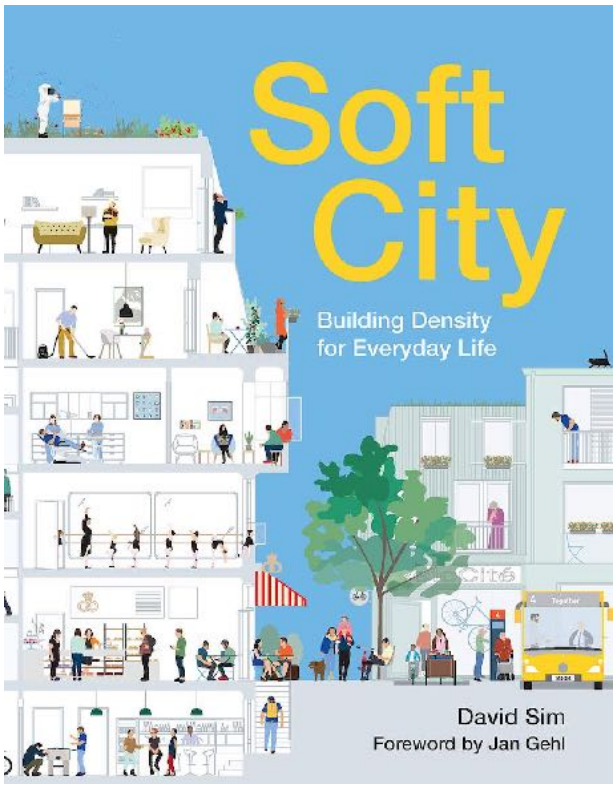


Image credit: Island Press

6.5. Working effectively together. How do we ensure that everyone's voice is heard and there is better coordination to achieve positive outcomes for Cremorne? What would you recommend as way for agencies, council, residents and business to better work together in Cremorne?

Residents and workers are wary of government bureaucracy. It's far better to commit to a series of pilots and trials, using principles of tactical urbanism. This will deliver new environments for residents and workers to experience, at low cost and high speed.

7. Responses to Opportunities and Potential Actions

1.1 Support the enterprise precinct by building partnerships to activate the local economy.

The issues of ‘skills shortages’ and ‘enterprise networking’ are issues that affect the whole of Victoria and greater Melbourne. They do not deserve or require a focus in Cremorne.

1.2 Address commercial workspace affordability to sustain start-up and scale-up businesses, and small and medium enterprise growth in the precinct

Affordability is best addressed by supporting supply, as described earlier, with clear height limits to dissuade ‘land banking’. No other intervention or subsidy is required.

1.3 Upgrade the infrastructure necessary for a thriving enterprise precinct

The NBN rollout is happening anyway and does not require intervention as part of the Place Implementation Plan. If anything, the NBN rollout could be assisted if electrical cables were undergrounded, if street closures and equipment hire were coordinated.

1.4 Recognise and protect Cremorne’s creative industries spaces and introduce mechanisms to support the introduction of new creative space

The provision of ‘creative space’ is best addressed by supporting overall supply, as described earlier, with clear height limits to dissuade ‘land banking’. No other intervention or subsidy is required.

2.1 Unlock opportunities for additional public open space and public realm enhancements in new developments

Yes, we support these opportunities.

2.2 Improved connections to existing open spaces and celebrating the natural and cultural heritage of the area

Yes, we support a better connection to the Yarra and to revitalise the wasted space under the CityLink bridge undercroft.

It would be lovely to improve connections to Gosch’s Paddock or the Melbourne Sports Precinct, although it seems unlikely that the State Government will support treatments that could impact upon the recent investments to ‘Streamline Hoddle Street’.

3.1 Provide certainty and consistency for built form guidance to balance residential amenity with commercial development

Yes, we support these opportunities.

4.1 Increasing use of public transport through better access and infrastructure investment

Yes, we support these opportunities.

There is a need to acknowledge that major public transport works currently under construction (such as Metro 1) will in fact worsen the public transport connection to Cremorne from some lines, particularly Cranbourne/Pakenham. It is imperative that the services are increased/improved on other lines to partly compensate for this (eg, ensuring the total number of services from the CBD to Richmond station does not decrease) and that additional services are considered (eg, improve frequency and speed of 246 bus and 78 tram).

4.2 Balance the demands of different road users to provide a safer and more efficient road network.

Yes, we support these opportunities.

It is entirely reasonable and possible to trial a 30 km/hr superblock and to convert on-street parking on Cremorne, Balmain, Gough and Stephenson to wider footpaths, protected bicycle lanes, and more trees, especially when combined with undergrounding power lines to remove obstructions from footpaths.

We should not just ‘investigate the opportunity’, we should do it.

4.3 Develop infrastructure to support increased active transport

Yes, we support these opportunities.

We should not just ‘advocate for’, we should do it.

We should not allocate time or capital to support bike sharing schemes until it’s pragmatic to re-start the scheme with a transformational rollout to all neighbourhoods within 10 km of the CBD, combined with a cohesive integrated network of protected bicycle lanes.

4.4 Promote the most efficient management and use of car parking supply

Yes, we support these opportunities.

We should go further and trial a transformational change of how parking is managed. No free parking. Permit only parking on both sides of all residential streets. Metered parking for shoppers, on the first 5-10 bays on each side street adjoining Swan and Church Streets. Metered parking near businesses. Revenue returned to Cremorne to support footpaths, bicycle lanes, trees and place making.

8. A New Vision

8.1. Do the existing vision statements align with your expectations for Cremorne?

No, we need to think bigger and better. Our expectation for Cremorne is to be a 'lighthouse' neighbourhood that shows how cities can function well.

8.2. Does this paper capture the right actions that need to be pursued to shape future Cremorne?

Some of the right actions are captured. The main problem is the lack of 'vision' or 'thinking big'.

8.3. What are the important considerations for Cremorne's future investment? Do we need to think bigger? If so, what are the things that are missing?

The important considerations are:

- How can we generate a sustainable revenue stream to support continuous improvement of our public space?
- How can we develop a culture of willingness to trial new ways of allocating street space to prevent future gridlock?
- How can we capitalise on Cremorne's unique location and accessibility and preserve it's unique character, whilst the working and residential population grows dramatically?

8.4. How can the vision statement be used to give context and priority to the actions?

The vision statement can be re-written or improved, for example:

Cremorne is a beautiful neighbourhood to live in, work in or visit; we see green trees instead of power poles, wide footpaths instead of obstructions, and active street frontages instead of blank walls. Every property can be accessed safely by walking, cycling or driving; streets are full of people, businesses are thriving, children can travel independently to school; and a car park is generally always available on each residential street.

8.5. Are there any actions you would add?

Refer to prior feedback, as summarised in the introductory table and detailed in later sections.

8.6. Which actions do you think should be a priority in order to shape future Cremorne to align with the vision?

Priorities should be:

- Define clear guidelines and height limits for urban form (using interim height controls and then design and development overlays).

- Convert all available public land (e.g. VicTrack) to public open space (grass, trees, seating, etc).
- Limit the growth in off-street parking by eliminating parking minimums or imposing parking maximums.
- Reform how on-street parking is priced, to both change the culture and to generate a sustainable revenue stream. No free parking.
- Construct an on-street cycling network which connects to the Main Yarra Trail and prevents cyclists being delayed in traffic at ‘gateways’ (that is, critical sections are Cremorne St north of Jessie St, Balmain St east of Chestnut St, and Harcourt/Punt/Gough).
- Reform how developers contribute to public infrastructure. Developers should pay a lot more.
- Upgrade the whole of Cremorne to a 30 km/hr superblock.
- Develop a culture of pilots and trials.

9. Cremorne Streets and Movement Strategy

This section offers feedback on the Cremorne Streets and Movement Strategy published by the City of Yarra.

9.1. Positives:

- Clear statements such as:
  - 'Due to forecast growth in trip demand and minimal capacity for the network to accommodate more car movements, there is a need to improve and promote sustainable transport modes…'
  - 'Do nothing is not an option - will result in increasing congestion and adverse impacts on all workers, residents and visitors to the precinct.'
  - 'The existing pedestrian network is not able to provide the required standard of safety, comfort and access for all users.'
  - 'There is increased expectation for streets to serve as social, convenient and interactive spaces for individuals and families to engage with the environment and each other, as an extension of their homes.'
  - 'The NACTO The Urban Street Design Guide provides a blueprint for designing 21st century streets, including a toolbox and the tactics cities use to make streets safer, more liveable, and more economically vibrant. This document is considered as a key reference of industry best practice.'
  - '…undergrounding of power to remove infrastructure obstructions from the street.'
  - 'Restricted on-street parking on key streets, at intersections, on the pedestrian priority network or in areas of high movement demand'
  - 'convert on-street car parking to more appropriate uses in high demand and high change areas'
- Descriptions of 'Movement & Place', 'Complete Streets', 'Pedestrian Oriented Design', and '8 to 80 design'.
- Support for reform of how parking is managed, such as 'There are a range of possible measures to address car parking supply and demand within the precinct'.

9.2. Negatives:

- Superfluous statements such as 'provision also needs to be made to retain vehicle access throughout the precinct'. We haven't heard any suggestion that vehicle access to all properties should not be retained.
- Statements lacking context such as 'On-street car parking is at capacity in many parts of Cremorne.' Demand is a function of supply, the statement should include context such as 'demand for free or almost free on-street parking is at capacity, demand can be reduced by increasing the price.'

- Cycling appears to be prioritised lower than walking. We agree that infrastructure for walking requires significant improvement, but it is cycling which offers the largest opportunity to reduce commuter vehicle traffic.
- Page 1 Point 5 identifies the need for better pedestrian infrastructure, but fails to do the same for cycling.
- Page 3 Points 6 & 7 are not consistent - Point 7 should be identical to Point 6 except for using 'cycling' instead of 'pedestrian'.
- Document identifies Cremorne and Balmain Streets for pedestrians, but fails to do the same for cycling.
- Figure 1 - Corner of Gough St/Punt Rd/Harcourt Pde is also a modal conflict zone (and a gateway to the precinct for pedestrians and cyclists). Corner of Dunn St and Stephenson St under the railway bridge is a modal conflict zone (footpath ends, no sight lines).
- Figure 8 - The two zebra crossings on Cremorne St are temporary only, and have been installed during the construction of the Seek building because the western footpath is closed. Permanent zebra crossings should be installed on Cremorne St (and Balmain St).
- Document Attachment 1 Page 2 confuses what 'is' with what 'should be'. Just because a street has traffic volumes of over 1,000 vehicles per day does not mean that it should be so in the future.
- Document Attachment 2 Page 11 discusses the current daily traffic volumes on Balmain and Cremorne Streets as being 'well below the typical two- way daily capacity of these roads', but fails to assess the peak hour traffic volumes of these roads (which are already often above capacity).

9.3. Opportunities:

- Greater focus on the opportunity for a transformation in cycling infrastructure, including protected intersections at Punt/Harcourt, Swan/Cremorne and Church/Balmain; and protected bicycle lanes on Cremorne, Balmain, Gough and Stephenson Sts.
- Greater focus on the opportunity for a transformation of how parking is managed, including no free parking, permits on both sides of residential streets, on-demand visitor permits for residents, metered parking for shoppers and businesses, and demand responsive pricing for metered bays.
- Conducting a VicRoads 'Safe System' assessment of existing conditions and proposed treatments, for a selection of streets in Cremorne.
- Conducting an iRAP 'road safety star rating' assessment of existing conditions and proposed treatments, for a selection of streets in Cremorne.

Key theme #1 Prioritise safety:

- We support these themes and proposed responses.

Key theme #2 Recognise the limitations of vehicles, and prioritise sustainable modes:

- We support these themes and proposed responses.

Key theme #3 Needs of existing community and businesses:

- We support these themes and proposed responses, except for we don't think that streets need to be designated as high/med/low/no change. We think that there is opportunity to improve all streets, such as converting residential streets to woonerfs.

Key theme #4 Public open space:

- We support these themes and proposed responses. It's great to see the suggestion for a new crossing of Punt at Kelso with signals.

Key theme #5 Efficient management of car parking:

- We support these themes and proposed responses, and suggest that they could go further, such as no free parking in Cremorne, permit only parking on both sides of residential streets, metered parking for shoppers and businesses, and demand responsive pricing for meters.

Street network classification

- We don't think this classification delivers the best understanding.
- We propose an alternative: access streets (Cremorne, Balmain, Gough, Stephenson) and local streets.
- Access streets have higher volumes so need protected bicycle lanes.
- Local streets have lower volumes so people cycling can share the lane with people driving, if speed is kept to 30 km/hr or below.

10. Detailed Designs

This section offers detailed street design proposals and justifications.

10.1. Swan Street

Swan Street is a ‘Movement and Place’ corridor, a shopping street, with tram, pedestrian and cyclist priority, because it hosts both the VicRoads Principal Bicycle Network and the Strategic Cycling Corridor network.

Streets Alive Yarra has conducted analysis of ‘Movement’, ‘Place’ and ‘Safety’, including a Safe System Analysis of various street designs. The conclusion is that Swan Street should have wider footpaths, more trees and protected bicycle lanes, with parking for shoppers relocated to the first 5-10 bays on each side street.

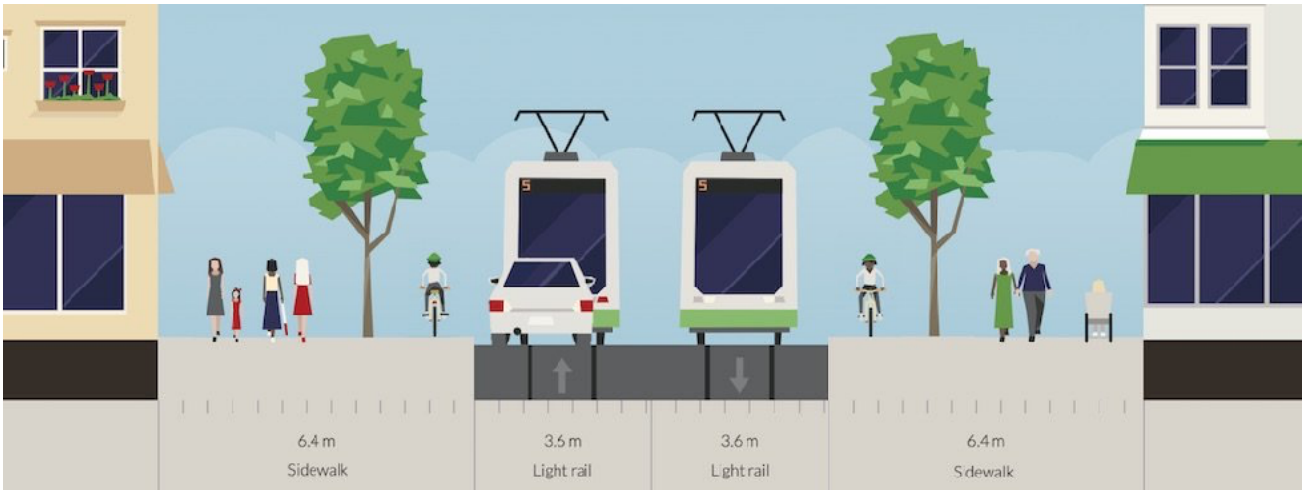


Image credit: StreetMix and Streets Alive Yarra

Even better, the protected bicycle lanes should be extended east to Burwood, forming a cycling superhighway from Burwood to the CBD.

Further information is available at:

- https://streets-alive-yarra.org/swan-street/
- https://streets-alive-yarra.org/shopping-streets/
- https://www.linkedin.com/pulse/melbourne-shopping-street-reference-design-based-safe-jeremy-lawrence/
- https://www.linkedin.com/pulse/safe-system-assessment-shopping-street-jeremy-lawrence/

10.2. Church Street

Similarly, Church Street is a ‘Movement and Place’ corridor, a shopping street, with tram, pedestrian and cyclist priority, because it hosts both the VicRoads Principal Bicycle Network and the Strategic Cycling Corridor network.

Streets Alive Yarra has conducted analysis of ‘Movement’, ‘Place’ and ‘Safety’, including a Safe System Analysis of various street designs. The conclusion is that Church Street should have wider footpaths, more trees and protected bicycle lanes, with parking for shoppers relocated to the first 5-10 bays on each side street.

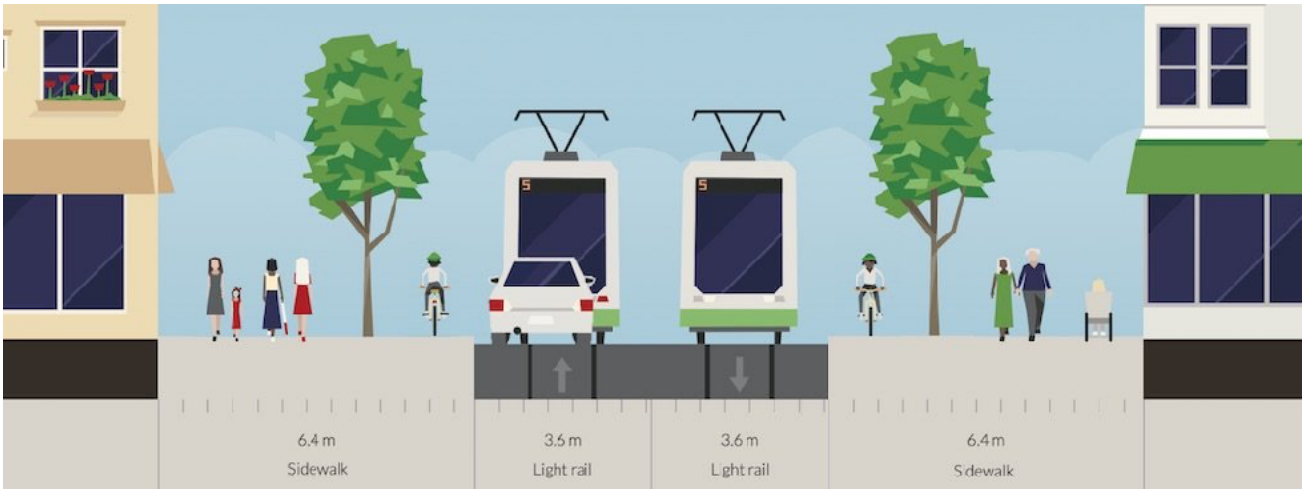


Image credit: StreetMix and Streets Alive Yarra

Even better, the protected bicycle lanes should be extended north to Abbotsford and south to St Kilda, forming a north-south cycling superhighway.

Further information is available at:

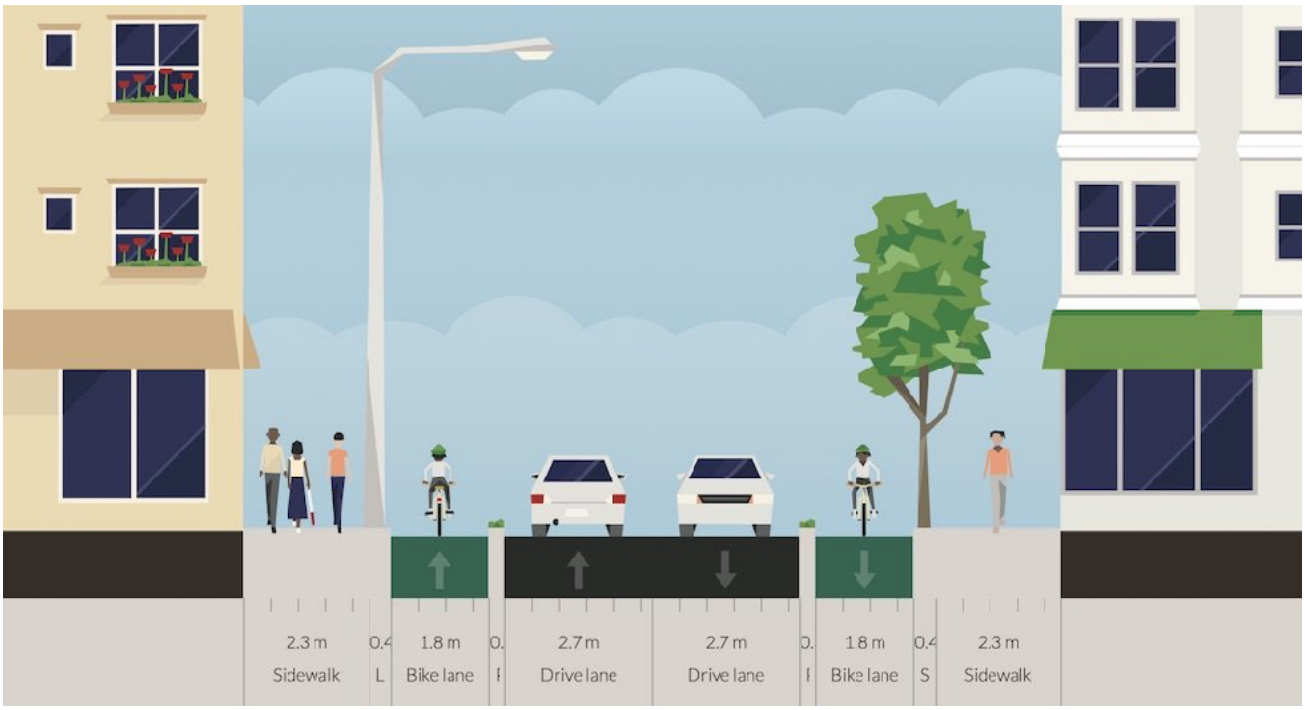
- https://streets-alive-yarra.org/church-street/
- https://streets-alive-yarra.org/shopping-streets/
- https://www.linkedin.com/pulse/melbourne-shopping-street-reference-design-based-safe-jeremy-lawrence/
- https://www.linkedin.com/pulse/safe-system-assessment-shopping-street-jeremy-lawrence/

10.3. Cremorne Street

Cremorne Street is an access street within Cremorne. Designation as a ‘Movement Corridor’ is acceptable if this is clearly defined as ‘moving people’ instead of ‘moving cars’.

Movement of people across Cremorne Street (particularly at peak hour) was difficult, until the two temporary zebra crossings were installed in conjunction with footpath closure for the Seek development. However these crossings are currently planned to be removed once the footpath is reopened. Cremorne Street needs permanent zebra or wombat pedestrian/cyclist crossings at Blanche Street (as a continuation of the woonerf to allow cyclist access from Cremorne Street to the Seek development bicycle parking) and at either Kelso or Balmain Streets.

Ideally, Cremorne Street should dissuade through traffic with wider footpaths, protected bicycle lanes (most crucially at the intersection with Swan St), and filtering to block through traffic.



Cremorne Street with power lines on the west side and tall trees on the east side. Even better would be to underground power lines and have trees on both sides. Image credit: Streets Alive Yarra and StreetMix.

Filtering can be a complete blockage for cars (e.g. bollards between Cremorne and Balmain) or one or more pinch points (along Cremorne) that narrow the traffic from two lanes (one each way) to one lane (so cars need to take turns).

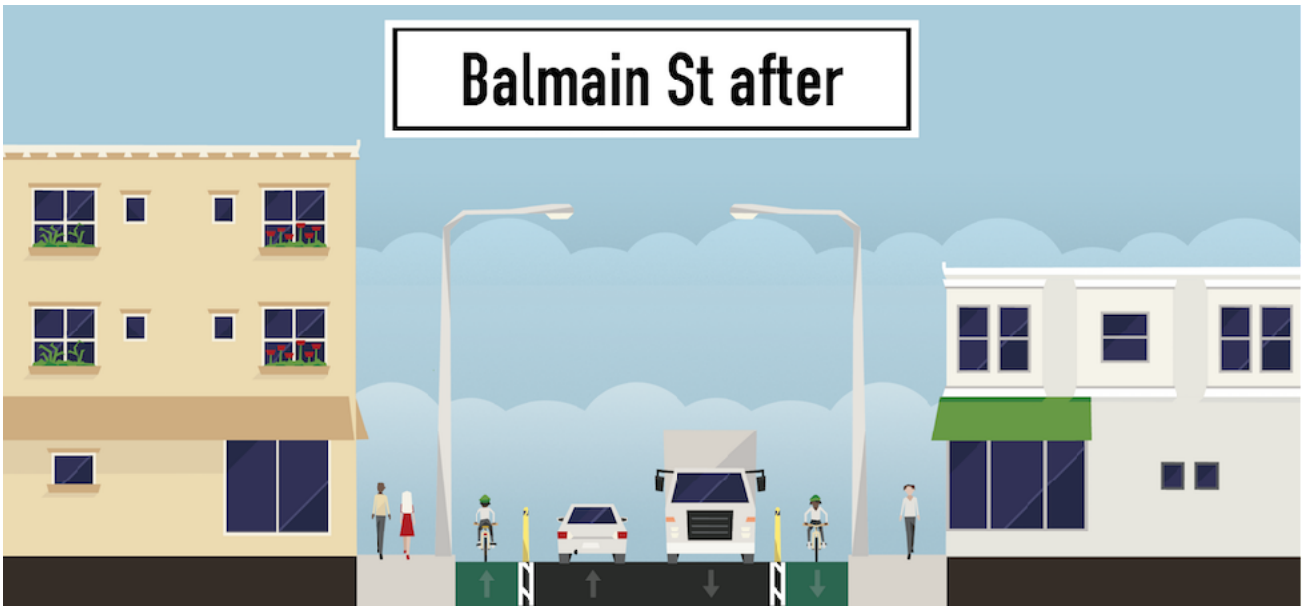
At the intersection to Swan, the left turning lane should be converted into a wider footpath and a protected bicycle lane that continues to the intersection. The problem causing cars to back up on Cremorne is not the presence (or lack of) a turning lane, but instead severe congestion on Swan.

Wider footpaths and protected bicycle lanes on Cremorne Street. Image credit: Nearmap and Streets Alive Yarra

10.4. Balmain Street

Balmain Street is an east-west access street within Cremorne. Designation as a ‘Movement Corridor’ is acceptable if this is clearly defined as ‘moving people’ instead of ‘moving cars’. Consideration should also be given to pedestrian movement across Balmain Street, with zebra or wombat crossings installed.

Balmain Street should be focussed on moving people who need to access properties within Cremorne, and should dissuade through traffic. To implement this it should have wider footpaths, protected bicycle lanes (most crucially leading up to the intersection with Church St), and filtering to block through traffic.



Balmain Street with protected bicycle lanes. Even better would be to underground power lines to remove obstructions from the footpaths. Image credit: StreetMix and Streets Alive Yarra.

Filtering can be a complete blockage for cars (e.g. bollards between Cremorne & Balmain) or one or more pinch points (along Balmain) that narrow the traffic from two lanes (one each way) to one lane (so cars need to take turns) to slow down cars.

The problem causing cars to back up on Balmain in the evening peak hour is not anything to do with the design of Balmain, but instead severe congestion on Church, and indeed across greater Melbourne.

10.5. Gough Street and Punt Road

Gough Street is an important connection between Cremorne and the Main Yarra Trail, and is immediately adjacent to a massive development that will host thousands of people. On-street car parking should be replaced with wider footpaths and protected bicycle lanes, and a raised intersection treatment added at Punt Road.

In addition, the sharp corner at Gough St/Punt Rd/Harcourt Pde (which currently forms the only level entrance (without steps) to the Main Yarra Trail in Cremorne), needs to be widened and improved to allow comfortable access and DDA compliance. It could also do with some creative wayfinding solutions and artwork - after all, it is the entrance to the whole of Yarra for anyone entering from the CBD via the Main Yarra Trail.

This would enable people who are walking or cycling on the Main Yarra trail to flow into Cremorne, to the intersection at Gough / Cremorne, and then disperse throughout Cremorne.

Developers (such as Caydon) have recommended similar treatments.

A relatively minor update to the current footpath network would be to designate the Punt Road footpath on the Cremorne side as a shared path, thus allowing cyclist access to the western residential pocket of Cremorne. This footpath is relatively wide for the amount of foot traffic (as people naturally avoid walking next to high speed/high volume Punt Rd traffic), so should be able to cope with shared use. Even better would be to add a raised intersection treatment at Kelso St and redesign the garden bed at Blanche St to allow seamless bike/wheelchair/pram access into Cremorne.

10.6. Laneways and Minor Local Streets

Laneways and short local streets provide vehicular access to properties as well as improving the permeability of Cremorne for pedestrians and cyclists. However, many bluestone laneways are extremely rough and almost impossible to traverse with a wheelchair, pram or bike (eg, Parkins Lane). Although it is desirable to retain bluestone laneways for heritage reasons, it is possible to relay the pavers more evenly, for example by slicing them in half and relaying with the flat face upwards. This would only have to be done in a metre wide strip along each laneway for better accessibility.

Other minor streets have very narrow footpaths (so that pedestrians are forced on to the road) and/or are one way for vehicular traffic (so they are less useful for cyclists) - Blanche Street is a good example. These local streets would benefit from formal designation as a ‘home zone’ or woonerf, and/or allowing two-way access for cyclists. Two-way cycling access on small east-west streets such as Chapel and Adelaide Streets would also enable additional left in/left out cycling routes from Church Street into Cremorne, to relieve some of the congestion at Balmain Street.

11. Concluding Remarks

Streets Alive Yarra applauds the VPA's focus on Cremorne. We would be delighted to provide further detail or explanation of the themes raised in this document.

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