

# VICTORIA'S DRAFT 30-YEAR INFRASTRUCTURE STRATEGY



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## 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 [all ages](#), irrespective of whether they walk, cycle, use public transport or drive. Residents and shoppers should be able to move safely, comfortably, and conveniently around Yarra; and park near shops.



*Image credit: OCULUS Landscape Architecture and Urban Design*

Streets Alive Yarra was founded in 2017 and now has over 2,600 likes on Facebook. 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: [streets-alive-yarra.org/about](https://streets-alive-yarra.org/about).

## Support for the draft

Streets Alive Yarra supports the draft 30-year infrastructure strategy, in particular the following elements:

- 33. Publish Victoria's transport plan.** Immediately develop and publish Victoria's integrated transport plan. Require transport and land use plans to align with each other.
- 37. Develop an interconnected open space network.** Immediately provide direct funding, and reform the developer open space contribution scheme, to create an interconnected open space network and extend Melbourne's urban tree canopy.
- 38. Partner with local governments to fund pedestrian infrastructure.** Partner with local government to fund pedestrian infrastructure upgrades to connect people to priority places, including central Melbourne, the Monash National Employment and Innovation Cluster, other activity centres and railway stations.
- 39. Transform cycling in Melbourne, Ballarat, Bendigo and Geelong.** In the next five years, deliver separated cycle ways and invest in train station bicycle parking facilities to expand the cycling network in Melbourne, Ballarat, Bendigo and Geelong. Immediate priorities include connections within and between Melbourne CBD and surrounding suburbs, and connections to the Monash, Latrobe and Sunshine National Employment and Innovation Centres.
- 40. Improve walking and cycling data to better estimate travel impacts and benefits.** Immediately begin developing better walking and cycling information and data. In the next three years, incorporate this data and information into Victorian Government transport models used for strategic and project planning, and project appraisal.
- 41. Reallocate road space to priority transport modes.** Immediately begin delivering road space reallocation initiatives to assist with COVID-19 recovery, including projects to better support and enforce priority movement through streets and places. Adopt a 5-year target for delivery of further road space allocation initiatives. Legislate for faster, simpler, and more consultative road space reallocation in government decision-making.
- 44. Plan for public transport accessibility, including tram stop upgrades.** Release a new Accessible Public Transport Action Plan within one year and fund public transport accessibility upgrades, including priority tram stops, to achieve the legislated 2032 accessibility targets.
- 50. Increase and extend the Melbourne Congestion Levy on parking.** In the next two years, review the Melbourne Congestion Levy on parking to increase its value, expand the properties it applies to, and cover a wider area including Richmond, South Yarra, Windsor and Prahran. Consider applying a similar levy to other highly congested parts of Melbourne which have good public transport alternatives.
- 52. Trial full-scale congestion pricing in inner Melbourne.** In the next five years, trial full-scale congestion pricing in inner Melbourne.

**53. Trial demand-responsive pricing on parking in inner Melbourne.** Trial demand-responsive pricing on street and council-controlled parking in inner Melbourne in the next five years.

## Further recommendations

Streets Alive Yarra also recommends the following actions:

- Allocate 50% of the state transport budget to walking, cycling, and public transport.
- Allocate 5% of the state health budget to active transport and place making.
- Construct the Melbourne Rail Plan 2018-2050 and the VicRoads Principal Bicycle Network.
- Revitalise arterial shopping streets with wider footpaths, protected bicycle lanes, protected intersections and level access tram stops.
- Speed up trams by using smart traffic lights to clear intersections as trams approach.
- Support 30 km/h for local, non-arterial streets.

## Concluding remarks

Streets Alive Yarra would be delighted to provide further detail or explanation of the themes raised in this document.

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