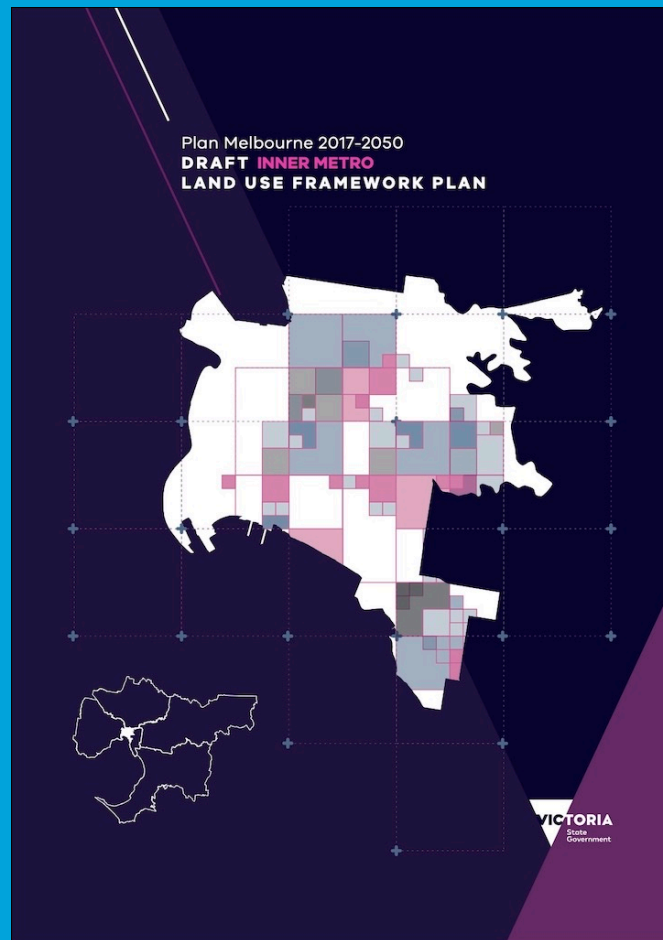


# FEEDBACK ON DRAFT INNER METRO LAND USE FRAMEWORK PLAN



Prepared by: Streets Alive Yarra Inc.  
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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, roll on a wheelchair, 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 2,800 followers 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 a member of the Victoria Walks Walkability Action Group network.

Further information is available at: [streets-alive-yarra.org/about](https://streets-alive-yarra.org/about).

## Chapter 01 - Introduction

We support the draft plan highlighting the need to integrate land use and transport planning. Apart from being critical to achieving net-zero emissions, integrated planning is also critical to building a liveable city where people are not burdened by soul-crushing long commutes.

Land use and transport integration – such as locating homes close to public transport, and bike and walking paths – is critical to achieving net-zero emissions. In 2018, cars made up just over half of all transport emissions, with road vehicles responsible for almost 90 per cent of those transport emissions.

*Integrated planning is critical to achieving net-zero emissions. Image credit: DELWP.*

### **The Suburban Commute Is a Soul-Crushing, Environment-Destroying Invention**

<https://www.thenation.com/article/society/farewell-commuting/>

## Chapter 02 - Regional Snapshot

We support the draft plan defining Melbourne, Yarra, and Port Phillip as 'Inner Metro'.



*Region covered by draft Inner Metro Land Use Framework Plan. Image credit: DELWP.*

## Chapter 03 - Vision

We support the draft vision statement, particularly:

*The Inner Metro Region will be recognised globally as an exemplar urban environment with its liveable, affordable and sustainable places.*

*Efficient transport routes that will prioritise public transport, walking and cycling.*

*There is a completed network of safe and efficient cycling and pedestrian routes that will provide high amenity, safe active transport links.*

*A public transport network that is well connected, frequent, simple and easy to navigate with an expanded reach and more choice of modes between key destinations across all parts of the region and beyond.*

*Distinctive precincts, villages and neighbourhoods that continue to preserve their own unique character while attracting businesses, start-ups and scale-ups. They will provide high-quality public places, open space and community facilities that meet the needs of a fast-growing population of residents, workers and visitors.*

*More tree canopy cover and green infrastructure to create resilient and low carbon places that help the region respond to climate change including water scarcity and heatwaves.*

Even better would be to offer a vision of equity of safe access to any property, such as:

*People of all ages and abilities should be free to safely access any property in the Inner Metro Region, irrespective of whether they choose to walk, roll on a wheelchair, cycle, use public transport or drive. It's our responsibility as a community to invest in infrastructure to deliver that freedom.*

Then, to define what 'equity of safe access to any property' means, such as:

*'Safely access any property' means travelling from any property in the region to any other property in the region, without being exposed to hazards that carry the risk of serious injury or death. From this perspective, the primary hazard is being struck by a motor vehicle, or a colliding with a motor vehicle (or door of a vehicle) that has failed to give way as required by the road rules.*

Or, in other words:

*Footpaths need to be wide, smooth and level enough for two people in wheelchairs to pass each other. Footpath crossings should continue at grade across intersections. Non-arterial streets should be calmed so the 85th percentile traffic speed is less than 30 km/h, and the traffic volume is less than 2,000 vehicles per day. Arterial streets (with 85th percentile speed above 30 km/h, or traffic volume greater than 2,000 vehicles per day) require protected, separated bike lanes and protected intersections.*



## Chapter 04 - Productivity

We support Plan Melbourne Outcome 1: *Melbourne is a productive city that attracts investment, supports innovation and creates jobs*. We support the draft directions and strategies, particularly the ones that highlight walking, cycling, public transport, activity centres, and the public realm:

### **DIRECTION 01.**

**Support the Central City to become the pre-eminent and largest commercial centre in Australia by 2050**

**STRATEGY 01.** Improve land use arrangements, amenities, public transport and sustainable transport connectivity in the Central City to support agglomeration and productivity benefits for the knowledge and services sectors.

*We support Direction 01 and Strategy 01. Image credit: DELWP.*

### **DIRECTION 02.**

**Strengthen the Inner Metro Region as a local and international destination for sport, arts, culture and entertainment to attract investment and visitors**

Public realm and transport infrastructure upgrades are needed to continue to drive improvements in the visitor experience across the region. Better public transport (both day and night), walking and cycling links between key visitor destinations are also needed to improve access by more people within and outside the region.

- Improve the sense of arrival at major transport interchanges and pedestrian and cycle connections.

*We support Direction 02. Image credit: DELWP.*

**DIRECTION 04. Enhance the Inner Metro Region's vibrant and diverse activity centres and their contribution to the identity of the region**

**STRATEGY 14.** Retain existing commercial zoned land and identify areas that can support future demand for commercial floorspace and new investment with a focus on major activity centres and major urban renewal areas.

*We support Direction 04 and Strategy 14. Image credit: DELWP.*

### **DIRECTION 06.**

**Facilitate well-designed, high-amenity and quality medium- and higher-density environments in major urban renewal precincts to provide employment growth**

**STRATEGY 24.** Deliver a high-quality public realm and urban design in major urban renewal precincts, and through the region's employment precincts including activity centres and enterprise precincts.

*We support Direction 06 and Strategy 24. Image credit: DELWP.*

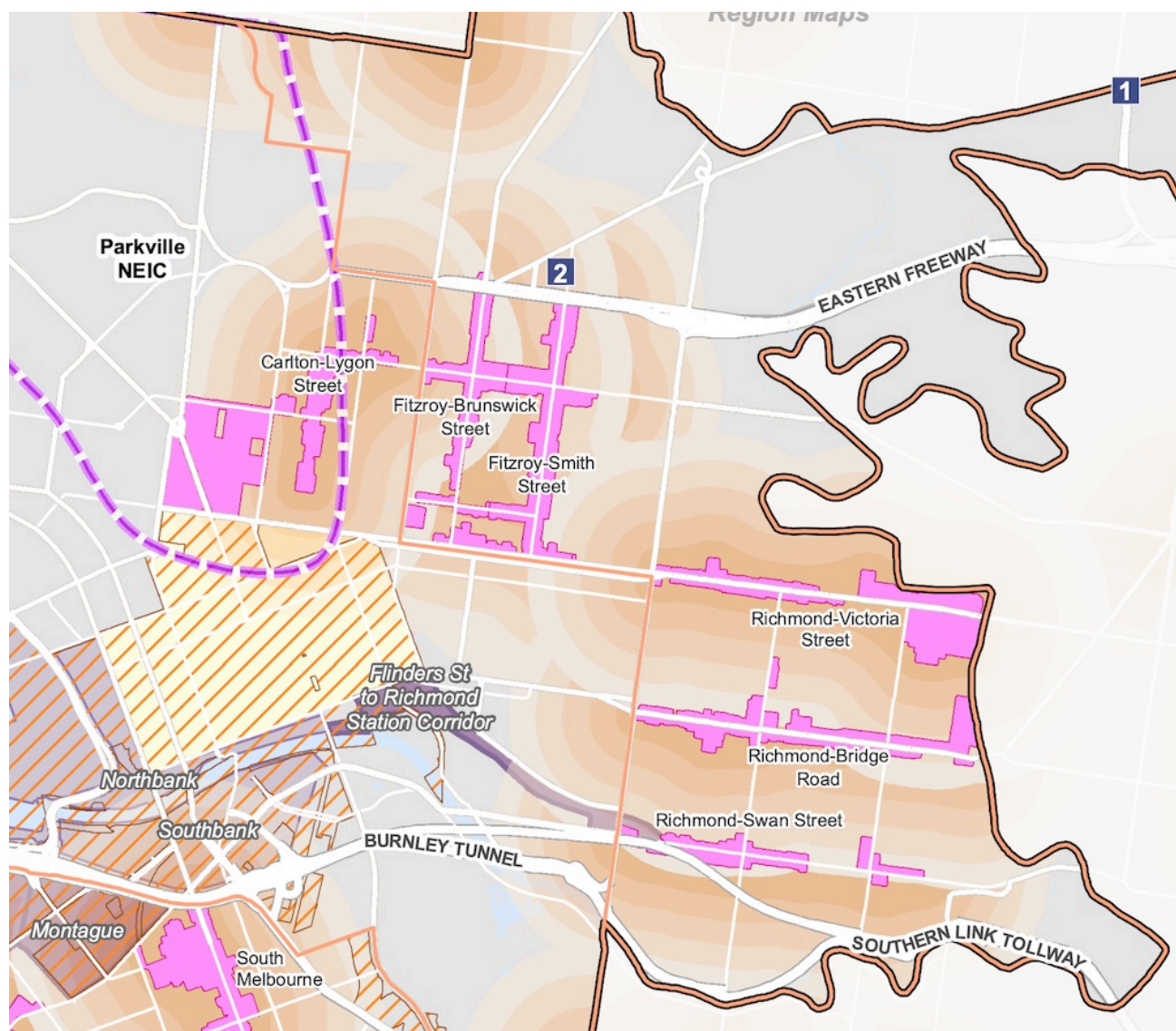
We support the focus on activity centres, including Brunswick Street, Smith Street, Swan Street, Bridge Road, and Victoria Street.

Fitzroy – Brunswick Street (Yarra)		
<ul style="list-style-type: none"> <li>• Strip-based centre on Brunswick Street</li> <li>• A focus on hospitality, entertainment, retail, art galleries and studios, and non-government community service uses</li> <li>• Close to notable community tourism site the Melbourne Museum</li> <li>• Tram services</li> </ul>	<ul style="list-style-type: none"> <li>• Proximity to the Fitzroy North former Gasworks urban renewal area</li> <li>• Proximity to state-significant health and education precinct: St Vincent's Hospital and Australian Catholic University Precinct</li> <li>• Heritage significance</li> <li>• Potential contamination issues on some sites</li> </ul>	<ul style="list-style-type: none"> <li>• Provide a strong retail, hospitality and 24-hour entertainment focus while still serving local needs</li> <li>• Recognise Brunswick Street's artistic and bohemian expression in the streetscape and mix of uses</li> </ul>
Fitzroy – Smith Street (Yarra)		
<ul style="list-style-type: none"> <li>• Strip-based centre on Smith Street</li> <li>• A focus on retail, entertainment, hospitality, convenience and commercial uses</li> <li>• Regionally-significant education precinct, Melbourne Polytechnic Collingwood</li> <li>• To the east of the activity centre is a major recreation facility at Victoria Park</li> <li>• Tram services</li> </ul>	<ul style="list-style-type: none"> <li>• Close to the Fitzroy North-former Gasworks urban renewal site</li> <li>• Proximity to state-significant health and education precinct: St Vincent's Hospital and Australian Catholic University Precinct</li> <li>• Close to the Enterprise Precinct and regionally-significant industrial land at the Gipps Street Precinct, Collingwood</li> <li>• Heritage significance</li> <li>• Proximity to Brunswick, Smith, Street, Fitzroy, Gipps Street, Collingwood</li> <li>• Potential contamination issues on some sites</li> <li>• Proximity to the Central City and the Fitzroy – Brunswick Street Major Activity Centre</li> </ul>	<ul style="list-style-type: none"> <li>• Continue its strong retail, hospitality, office and entertainment focus and regional role while still serving local needs</li> <li>• Provide affordable housing and community services</li> </ul>

*Excerpts showing two major activity centres in Yarra. Image credit: DELWP.*

## Chapter 05 - Housing Choice

We support Plan Melbourne Outcome 2: *Melbourne provides housing choice in locations close to jobs and services.*



*We support maps that show walking catchment areas, such as Map 3. Image credit: DELWP.*

Even better would be to correct Map 3 so that it shows walking catchment contours on both sides on each activity corridor. At the moment, Swan Street, Bridge Road, Smith Street and Brunswick Street only appear to be accessible from one side, while Victoria Street and Lygon Street are accessible from two sides.



**DIRECTION 08.**

**Increase the supply of housing in the Inner Metro Region and ensure housing matches the needs of the growing and changing population**

**STRATEGY 30.**

Increase the supply of medium- and higher-density housing in appropriate locations in major activity centres, major urban renewal precincts, urban renewal areas, and in neighbourhood activity centres along tram corridors and serviced by good public transport.

*We support Direction 08 and Strategy 30. Image credit: DELWP.*

Even better, highlight the need for all new housing in the Inner Metro Region to be supported by changes to the street environment so that they can be safely accessed by walking, cycling or public transport, not just driving. Refer to our earlier definition of ‘safe access’ in our feedback on ‘Chapter 03 - Vision’.

We support the statement that substantial housing change opportunities may extend to a walkable catchment of 800 metres around major activity centres.

<b>Major activity centres</b>	Balaclava	Major activity centres are suited to medium- and higher-density housing and mixed-use development. Substantial housing change opportunities may extend to a walkable catchment of 800 metres around the centre (depending on the local context) based on the 20-minute neighbourhood principle of locating housing close to jobs, services, amenities and public transport.  While all major activity centres will accommodate housing change, the degree of change is relative to the existing context and characteristics of each major activity centre (Table 6).
	Carlton-Lygon Street	
	Fitzroy-Brunswick Street	
	Fitzroy-Smith Street	
	Port Melbourne-Bay Street	
	Richmond-Bridge Road	
	Richmond-Swan Street	
	Richmond-Victoria Street	
	South Melbourne	
	St Kilda	

*We support the 800 metre catchment area. Image credit: DELWP.*

## Chapter 06 - Integrated Transport

We support Plan Melbourne Outcome 3: *Melbourne has an integrated transport system that connects people to jobs and services and goods to market.* We support the draft directions, particularly 11, 13 and 14, and their associated strategies.

### **DIRECTION 11.**

**Improve transport connections to support the region's competitive advantage as the economic, cultural and services hub of metropolitan Melbourne and Victoria**

### **STRATEGY 48.**

Support cycling for transport through the development of Strategic Cycling Corridors in the Inner Metro Region.

*We support Direction 11 and Strategy 48. Image credit: DELWP.*

Strategic Cycling Corridors will provide continuous and protected bike lanes to ensure the safety and convenience of the network for all ages and abilities.

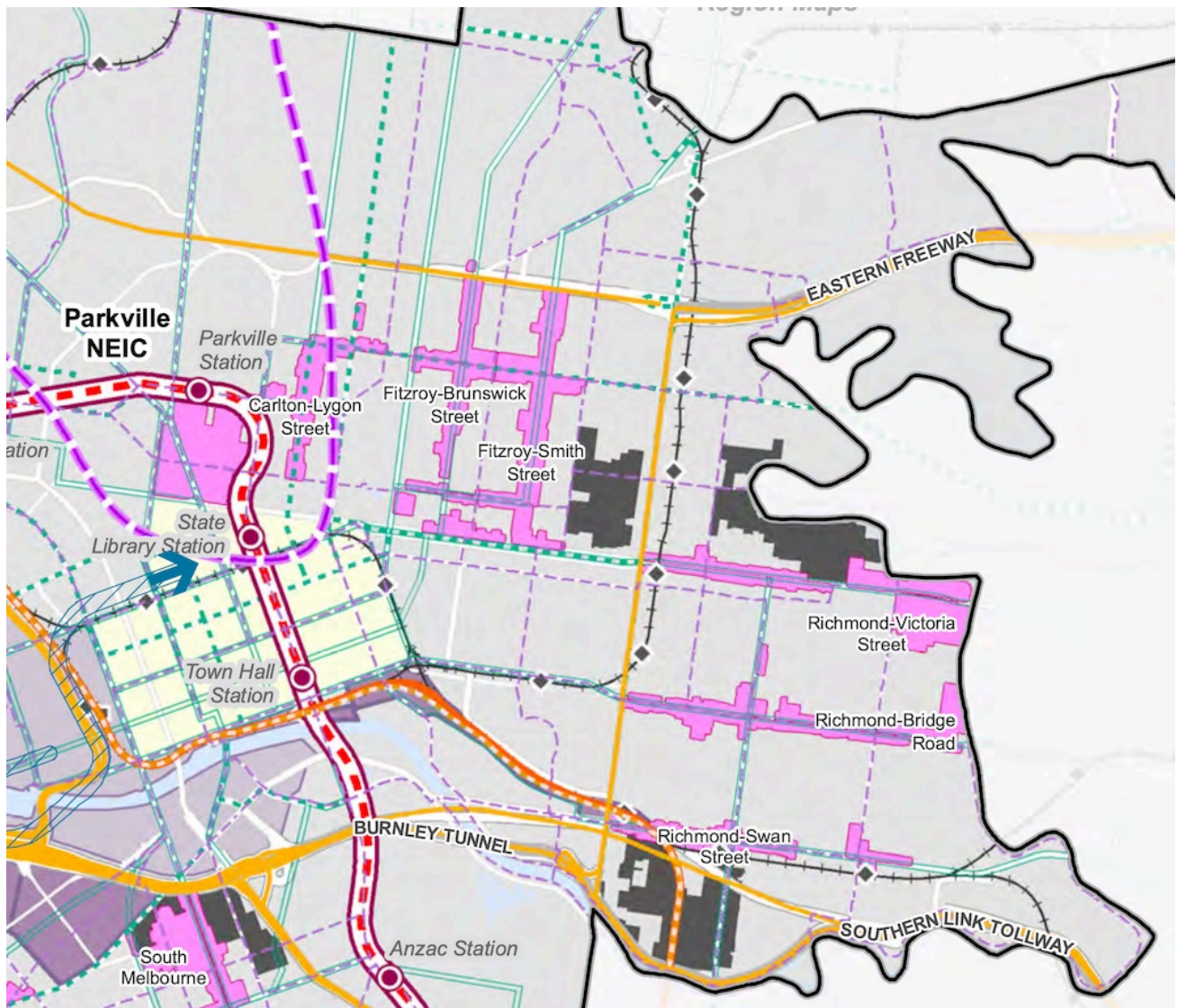
*We support SSCs being defined as continuous and protected. Image credit: DELWP*

We support Map 5, showing strategic cycling corridors throughout Yarra, particularly on:

- Swan Street
- Bridge Road
- Victoria Street
- Johnston Street
- Lennox Street
- Church Street
- Burnley Street

Even better, the draft should state the need for separated, protected bike lanes (or strategic cycling corridors) on:

- Swan Street, east of Burnley Street, extending through Hawthorn East and Camberwell all the way to Box Hill South, to reduce conflicts on the Main Yarra Trail, between people walking and people biking
- Brunswick Street, to deliver safe access to shops and services for people biking
- Smith Street, to deliver safe access to shops and services for people biking
- Heidelberg Road, continuing the excellent pop-up lanes all the way to Brunswick Street.



*Excerpt from Map 5 showing strategic cycling corridors as a dashed purple line. Image credit: DELWP.*

Map 5 is a good start, and even better would be to add more on-street strategic cycling corridors to enable access to services along activity centres:

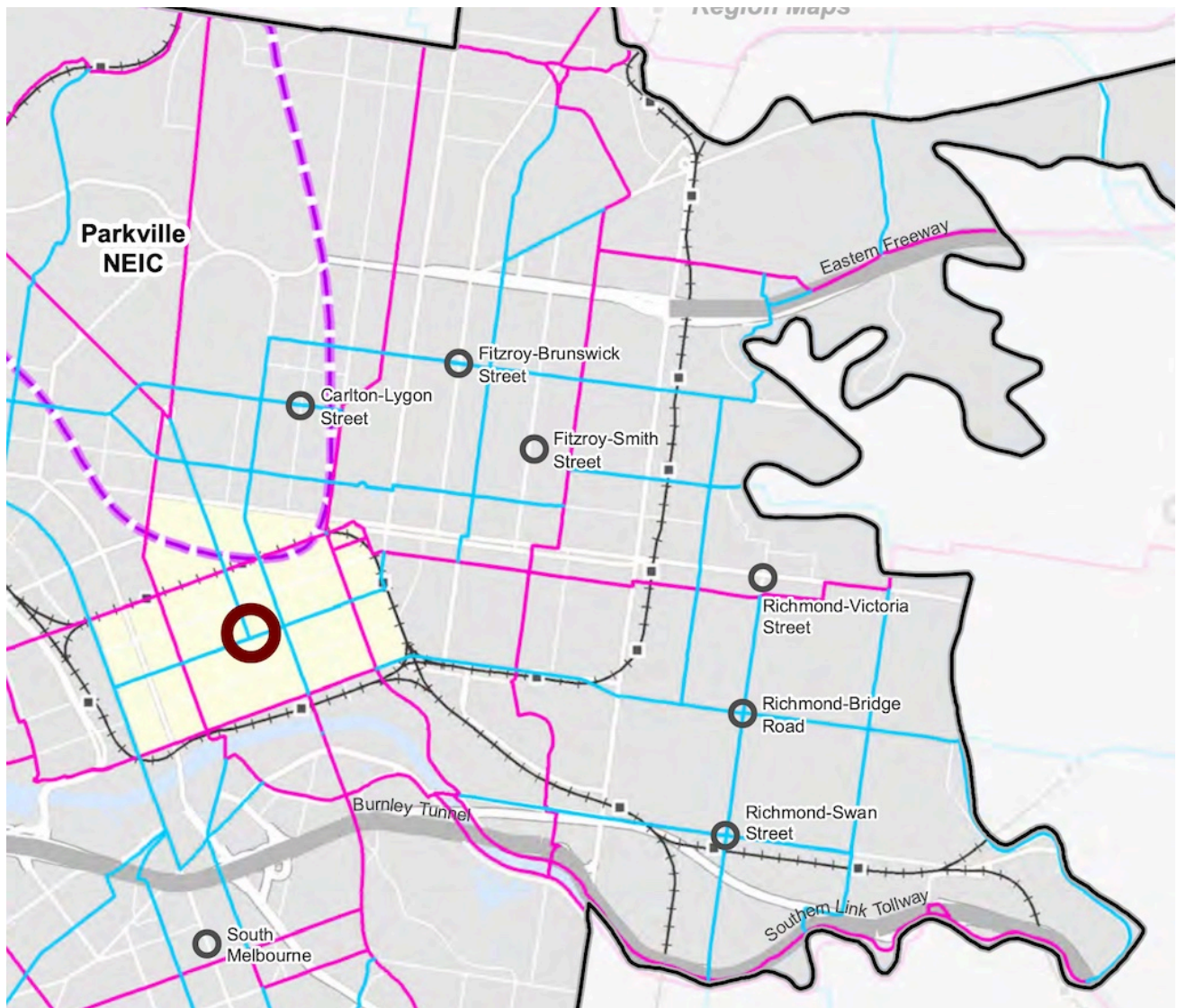
- Brunswick Street
- Smith Street

and to attract higher speed cyclists away from off-street trails, including:

- Main Yarra Trail
- City Circle Trail
- Edinburgh Gardens

so as to reduce Level of Stress (LoS) for people walking on off-street trails.





Excerpt from Figure 17 showing strategic cycling corridors of priority 1 (pink) and priority 2 (blue).  
Image credit: DELWP.

Similarly, Figure 17 is a good start, and even better would be to show that Strategic Cycling Corridors enable medium distance journeys (2 - 20 km) between neighbourhoods, and that safe journeys start and finish on calmed local streets within neighbourhoods where people cycling share lanes with people driving. Figure 17 should indicate that local neighbourhood streets should be calmed so the 85th percentile traffic speed is less than 30 km/h, and the traffic volume is less than 2,000 vehicles per day.



### **DIRECTION 13.**

#### **Improve active and public transport options to promote mode shift and support 20-minute neighbourhoods**

- STRATEGY 54.** Enhance public transport coverage, frequency and capacity, improving access to destinations across the network.
- STRATEGY 55.** Deliver a convenient, safe and attractive pedestrian network connecting key destinations, and linking regionally-significant places and key cultural and sporting destinations.
- STRATEGY 56.** Improve walking and cycling access to train stations to support medium- and higher-density housing outcomes.
- STRATEGY 57.** Provide walking and cycling routes and drop-off zones to health and community services, and recreation facilities.
- STRATEGY 58.** Plan for place in transport connector improvements.

*We support Direction 13 and Strategies 54-58. Image credit: DELWP.*

### **DIRECTION 14.**

#### **Plan for transport interchanges as destinations and places for movement**

Richmond Station is another regionally-significant transport interchange for train lines, tram corridor and bus routes as well as facilitating movements to the Sports Precinct. Planning new transport interchanges and upgrading existing ones should consider and appropriately respond to their context and create destinations across the region for residents and visitors that are easy for pedestrians to transition between modes.

- STRATEGY 59.** Ensure the design of transport interchanges and corridors improves active travel, public areas and their functions, and contributes to a sense of place.
- STRATEGY 60.** Balance movement and place when designing and upgrading the region's road network.
- STRATEGY 61.** Design streets that provide for sustainable transport modes and improve the public realm.

*We support Direction 14 and Strategies 59-61. Image credit: DELWP.*

### **DIRECTION 15.**

#### **Improve freight efficiency and increase capacity of gateways while managing impacts on urban amenity**

- STRATEGY 62.** Support innovative approaches to urban deliveries, such as consolidation centres, cargo bike trials and out of hours deliveries, to reduce congestion and improve environmental outcomes.

*We support Direction 15 and Strategy 62. Image credit: DELWP.*

**ACTION 6.** Apply the Movement and Place Framework to the Inner Metro Region's arterial road network and allocate priorities for transport connector improvements such as improving road space allocation for public and active transport, identify priority streets for walking and cycling, and road management and use arrangements. This should include a focus on transport interchanges and transport corridors.

*We support Action 6. Image credit: DELWP*

Summary of feedback on Chapter 04 - Integrated Transport:

- A complete, cohesive network of best-practice Strategic Cycling Corridors needs to be built before 2030.
- Strategic Cycling Corridors should be protected from motor vehicle traffic, at least 2.5 metres wide (like Wellington Street Stage 2 in Yarra), and include protected intersections (like Albert Street / Landsdowne Street).
- Protected, separated bike lanes need to be provided on all activity centre streets, including Brunswick Street and Smith Street, to enable people to safely access services by bike, and to help traders attract stable, repeat patronage from within 20-minute neighbourhoods, despite increasing population density and congestion. This can be achieved using the 'Melbourne Shopping Street' reference design: <https://streets-alive-yarra.org/shopping-streets/>
- Local streets (i.e. not DoT arterials) need to be calmed so that the observed 85th percentile traffic speed is less than 30 km/h and observed traffic volume is less than 2,000 vehicles per day, to enable people driving and people biking to share the lane, so that people can get from an origin to a strategic cycling corridor, and also from a strategic cycling corridor to a destination.

## Chapter 07 - Liveability

We support Plan Melbourne Outcome 4: *Melbourne is a distinctive and liveable city with quality design and amenity.*

### **DIRECTION 17.**

**Strengthen the network of open spaces and trail connections to support outdoor life, active recreation and connection to nature**

**STRATEGY 67.** Make better use of the existing open space network through ongoing investment to ensure it meets community needs.

**STRATEGY 68.** Establish new open spaces within large development sites and urban renewal precincts that contribute to the regional open space network.

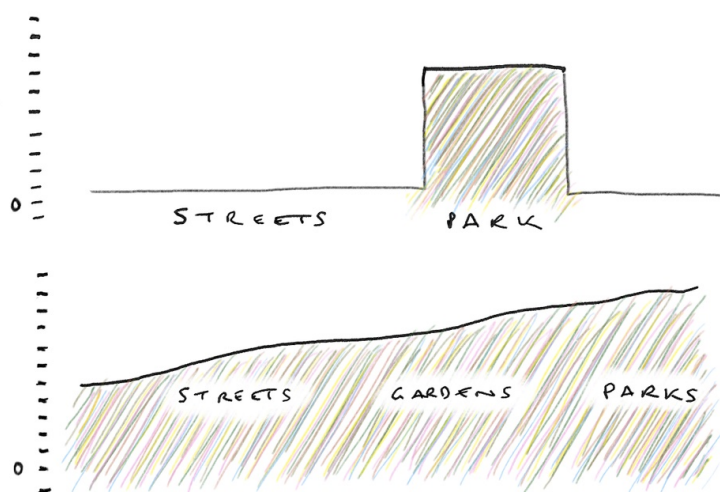
**STRATEGY 69.** Create safe and efficient links between public spaces and the shared trail network.

**STRATEGY 70.** Investigate opportunities to repurpose existing public land, such as easements, as part of the open space network.

**STRATEGY 71.** Utilise the region's open space network to strengthen its tree canopy and urban greening, aided by water sensitive urban design and stormwater harvesting.

*We support Direction 17 and Strategies 67-71. Image credit: DELWP.*

Even better, the draft should encourage councils to reallocate street space away from on-street parking toward trees and open space, so as to blur the distinction between streets and parks. Referring to the diagram below, instead of a street being considered as a completely separate entity from a park, streets and gardens can be integrated or merged:



*We can increase open space by reallocating street space and blurring the distinction between streets and parks. Y-axis is the amount of open space. Image credit: Dan Hill.*

**DIRECTION 18.**

**Create a legacy of great streets and public spaces that serve the needs of visitors, residents and businesses**

- STRATEGY 74.** Upgrade key pedestrian streets and public spaces within each activity centre to foster their civic and community role and to ensure they are accessible and inclusive. Within urban renewal precincts, create new pedestrian streets and public spaces to serve this role.
- STRATEGY 75.** Encourage road space allocation to prioritise pedestrian movement and spaces within key streets in activity centres and employment precincts.
- STRATEGY 76.** Identify opportunities to expand the network of boulevards through the region, creating high amenity, green streetscapes that prioritise sustainable and active transport modes.
- STRATEGY 77.** Ensure the public realm design of the Inner Metro Region's night-time precincts promotes a high level of safety and amenity.

*We support Direction 18 and Strategies 74-77. Image credit: DELWP.*

Even better, the draft should encourage councils to remove on-street parking from shopping streets to free up space for footpaths, bike paths, level-access tram stops, trees, and place making. This would:

- Help traders attract stable, repeat patronage from within 20-minute neighbourhoods, despite increasing population density, traffic congestion and parking congestion.
- Help traffic keep moving, as drivers would park on side streets or in private off-street garages, instead of stopping traffic to reverse park.
- Eliminate the risk of collisions that occur when drivers suddenly stop to reverse park, or merge back into traffic without properly giving way.
- Eliminate the risk of 'dooring' collisions between drivers or passenger opening car doors into the path of a person biking

Such a reform to the design of shopping streets should be accompanied by reforms to how on-street parking on side streets is priced, i.e. to adopt demand responsive pricing. The demand for on-street parking is a function of price, and at the moment on-street parking is priced at zero or near-zero, which induces high demand. If pricing is reformed to be demand-responsive, then demand will adjust to match supply, even if supply is reduced. Learn more at: <https://streets-alive-yarra.org/better-for-parking/>.



## Chapter 08 - Strong Communities

We support Plan Melbourne Outcome 5: *Melbourne is a city of inclusive, vibrant and healthy neighbourhoods.*

### **DIRECTION 20.**

**Plan for major social infrastructure at a regional level to meet the needs of residents, workers and visitors**

**STRATEGY 84.** Locate social infrastructure near activity centres and to be accessible by walking, cycling or public transport.

*We support Direction 20 and Strategy 84. Image credit: DELWP.*

### **DIRECTION 21.**

**Support the region's role in delivering state-significant health and education services while providing for the local community**

**STRATEGY 87.** Expand the network of health and education facilities and precincts across the region to meet the needs of the growing population. Ensure that these facilities and precincts are accessible by public transport, walking and cycling.

*We support Direction 21 and Strategy 87. Image credit: DELWP.*

### **DIRECTION 22.**

**Strengthen the Inner Metro Region's network of 20-minute neighbourhoods**

**STRATEGY 93.** Ensure the planning and design of urban renewal precincts and major transport infrastructure projects maximises opportunities to embed the hallmarks of 20-minute neighbourhoods.

*We support Direction 22 and Strategy 93. Image credit: DELWP.*

Again, even better would be to highlight the need for all properties in Melbourne, not just social infrastructure or health and education facilities, to be accessible by walking, cycling or public transport

Also, even better would be to more clearly define how 20-minute neighbourhoods need to be implemented, such as by:

- implementing traffic calming (such as modal filters, slow points, medians that block certain turns) on neighbourhoods streets, even if this means commuter through-traffic needs to stay on DoT arterials, and
- converting each neighbourhood (which may be surrounded by DoT arterials) into a 30 km/h zone.

Together, these changes would allow local streets to be shared by people cycling and people driving, and is much lower cost than building separated bike lanes on every local street.

## Chapter 09 - Sustainability and Resilience

We support Plan Melbourne Outcome 6: *Melbourne is a sustainable and resilient city.*

### **DIRECTION 24.**

**Increase the tree canopy cover across the Inner Metro Region to achieve 28 per cent cover by 2050**

### **STRATEGY 97.**

Increase tree canopy along urban waterways and on streetscapes, public land, large developments within activity centres, open spaces and road reserves, and large commercial and industrial sites.

*We support Direction 24 and Strategy 97. Image credit: DELWP.*

Even better, the draft should encourage councils to remove on-street parking from streets to free up space for trees. Also, point out that the demand for on-street parking is a function of price, and at the moment on-street parking is priced at zero or near-zero, which induces high demand. If pricing is reformed to be demand-responsive, then demand will adjust to match supply, even if supply is reduced to support an increased number of trees.

## Concluding remarks

The draft Inner Melbourne Land Use Framework Plan is good and we recommend that it be adopted. Streets Alive Yarra would be delighted to provide further detail or explanation of the themes raised in this document.

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