

FEEDBACK ON SWAN STREET STREETScape MASTERPLAN



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.

Summary

Streets Alive Yarra supports the Swan Street Streetscape Masterplan, including:

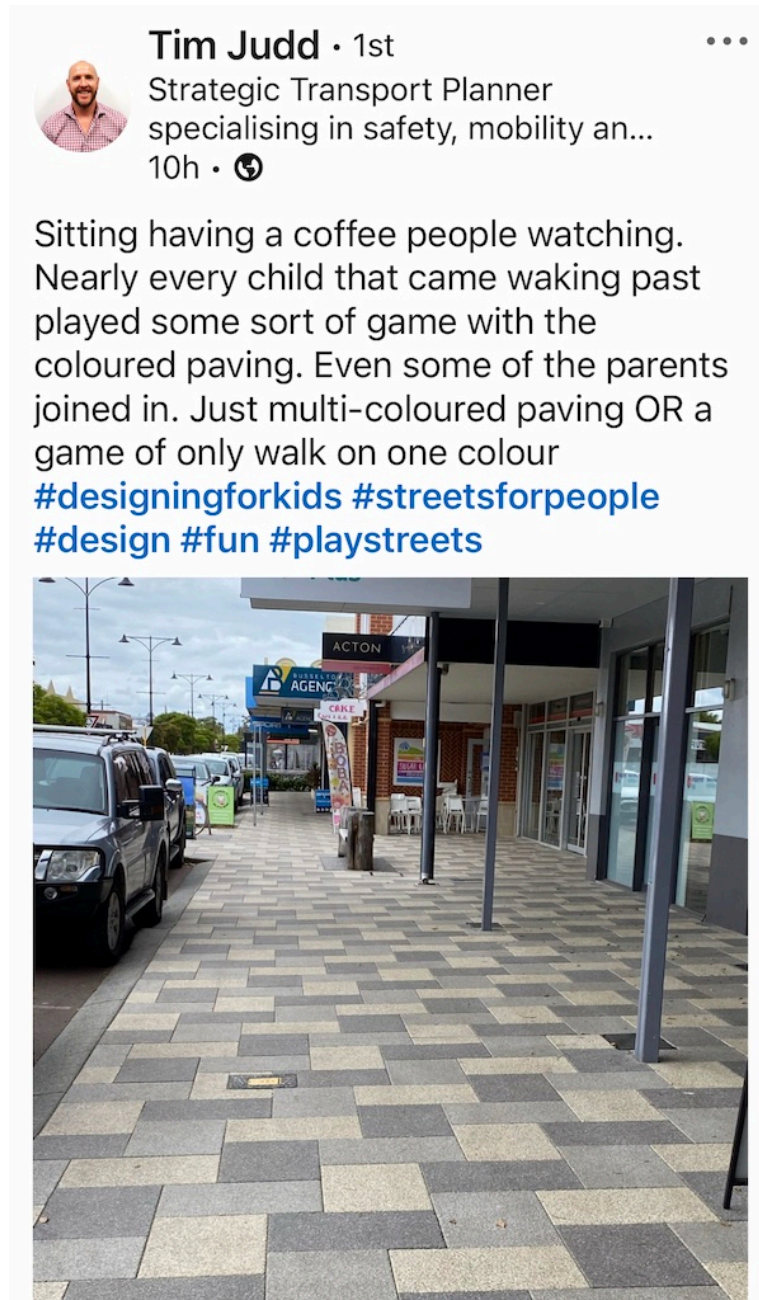
- Outstands (we support all the design proposals)
- Continuous footpaths (raised threshold treatments)
- Network of vibrant laneways
- Focal points at the end of dead end streets
- Expansion of Wangaratta Reserve
- New civic library garden (600 m² of new public space)
- East Richmond Station precinct stage 2 (2354 m² of new public space)
- Burnley Station precinct
- Artwork on the railway overpass

On-street parking

We continue to recommend changes to the management of on-street parking on side streets. After the outstands, the next ~ ten car parking bays on each side street should be converted to a loading zone, a disabled parking bay, a 10-bike parking bay, and then metered bays, to support traders and shoppers.

Footpath paving

We disagree with the recommendation for asphalt footpaths. We support high quality European style footpaths, using a material, colour and texture that is differentiated from motor vehicle lanes. This differentiated material should continue across side streets on continuous footpaths (raised threshold treatments) to encourage drivers to slow down and give way to people walking. As in Europe, the local authority needs to define a standard paving system and require all contractors to make good the paving using the standard system, i.e. not repair cuts with low quality cold set asphalt.



Example of expert support for high quality paving Image credit: LinkedIn.

Streetscape

We continue to be disappointed that in the City of Yarra, streetscape masterplans fail to consider the whole street. The City of Boroondara doesn't make this mistake, their recent masterplan for Glenferrie Road includes proposals for level access tram stops and protected bike lanes.



Streetscape plan for Glenferrie Road. Image credit: City of Boroondara.

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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