

# SUGGESTIONS FOR THE LIVEABLE LOCAL STREETS FRAMEWORK

*A Liveable Local Streets Framework* is also being developed that will seek to address requests by the community for streetscape improvements in local streets. Examples could include tree planting, landscaping, street furniture, WSUD etc. Requests would likely be assessed by an internal Council Working Group against Council Plan objectives and adopted Policies and Strategies, with a formal process to receive community requests.



Prepared by: Streets Alive Yarra Inc.

[streets-alive-yarra.org](https://streets-alive-yarra.org)

## 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).

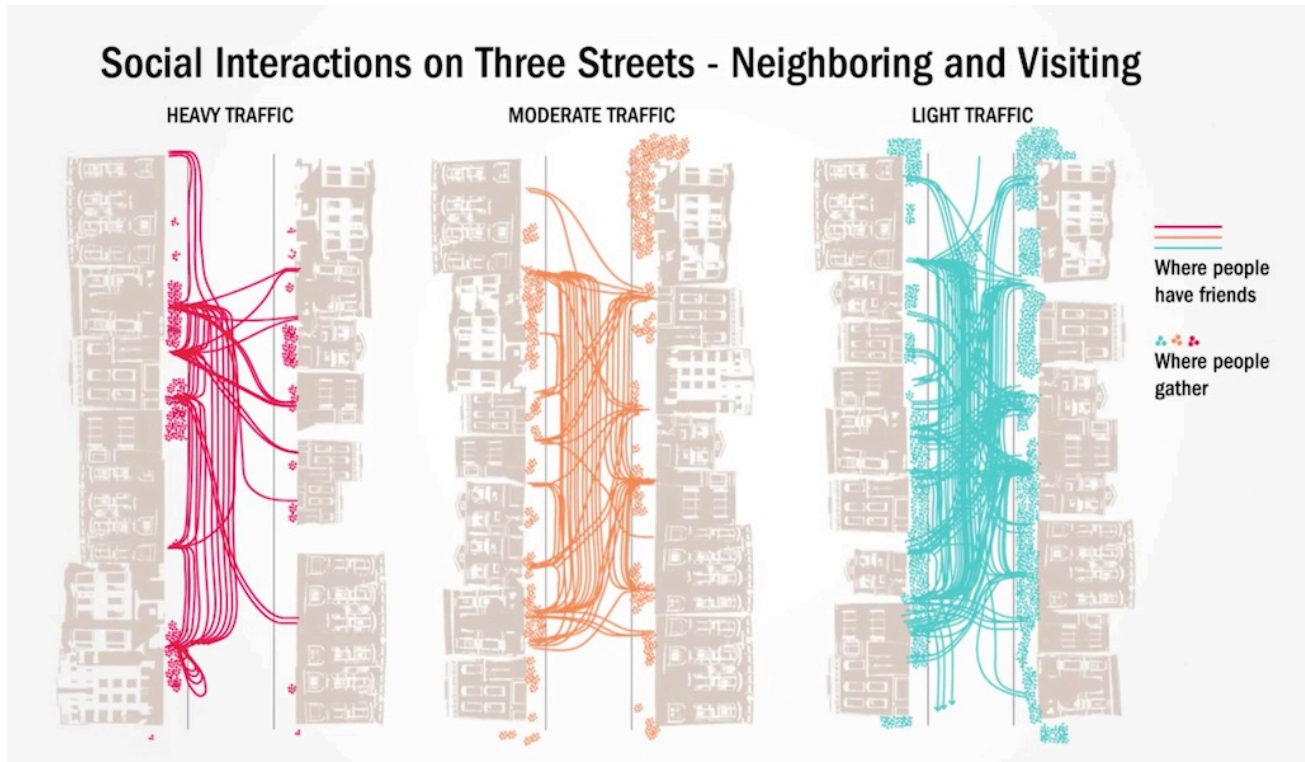
## Summary

The upcoming Liveable Local Streets Framework should guide the urban design of all local streets and neighbourhoods in Yarra. The framework should state that:

- Urban design includes managing how much space is allocated to competing uses, such as space for walking, biking, driving, parking, grass, trees or nature, because the allocation of space has such a major impact upon how our urban environment is perceived and enjoyed.
- Urban design includes managing traffic speed and traffic volume, because it has such a major impact upon the liveability of our urban environment, as well as a major impact on social justice.
- Urban design includes managing access to space, including the pricing of on-street parking.
- Council's commitment to social justice includes a commitment to delivering equity of safe access, i.e. people of all ages and abilities can access any property in Yarra, irrespective of whether they choose to walk, roll on a wheelchair, bike, use public transport or drive, without being exposed to hazards that impose the risk of serious injury or death.
- Council aims to calm the traffic speed and traffic volume on all council controlled streets so that it's safe for people driving and people biking to share a lane; i.e. to reduce the 85th percentile traffic speed to less than 30 km/h, and to reduce the traffic volume to less than 2,000 vehicles per day, on each council controlled street.
- Acceptable treatments include road closures and modal filters.
- Altering the urban design of local streets is one of the best ways to deliver new public open space in congested neighbourhoods, thus helping to deliver on the Open Space Strategy.
- Altering the urban design of local streets is one of the best ways to deliver new trees in congested neighbourhoods, thus helping to deliver on the Urban Forest Strategy.
- Funding to deliver infrastructure for improved urban design outcomes in local streets is available from the very land that the framework seeks to manage, i.e. by reforming how on-street parking is priced.

# Impact of traffic on the liveability of local streets

Urban designers have known since at least 1960's and 1970's, from Donald Appleyard's seminal '[Livable Streets](#)' research, that liveability and social interaction improves when traffic flow is reduced.



Source: [Revisiting Donald Appleyard's Livable Streets](#)



## Urban design includes proposals for big changes

Urban design, via the Liveable Local Streets Framework, can deliver outcomes such as this concept for Drummond Street from Mihaly Slocombe:



*Existing conditions. Image credit: Apple Maps.*



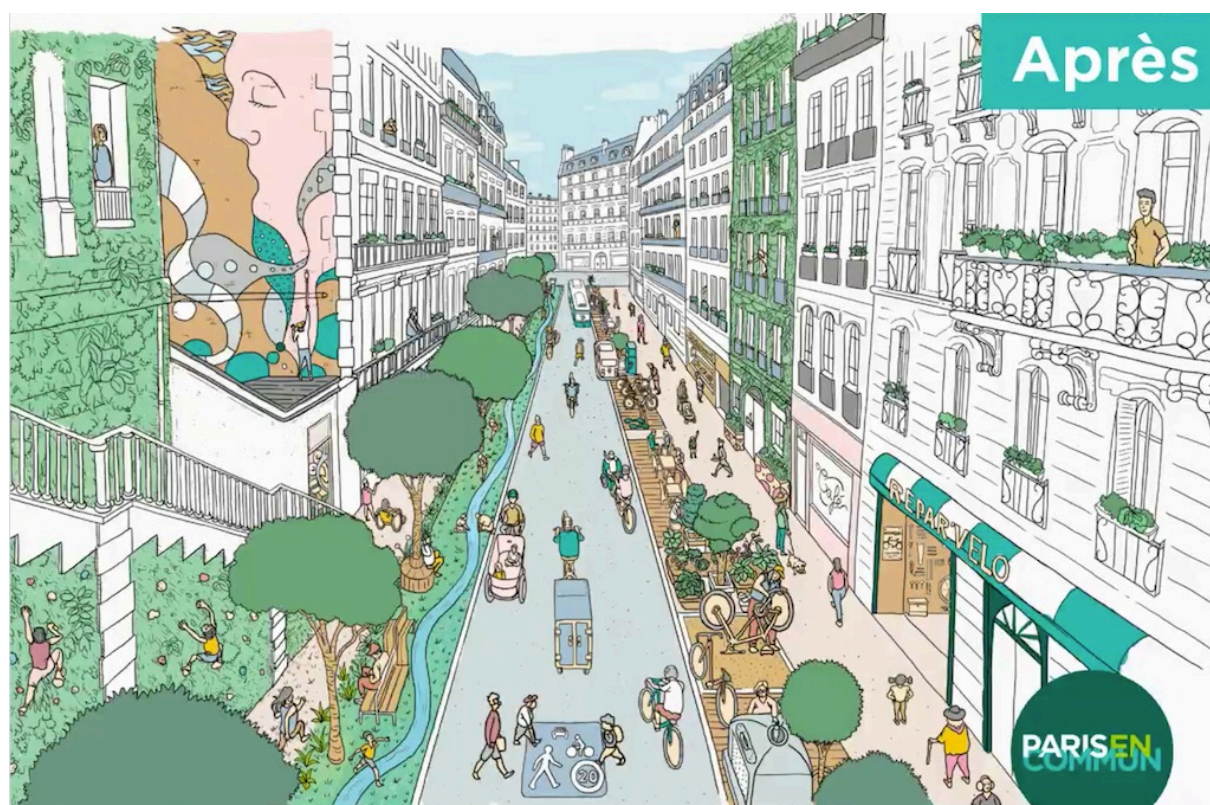
*Place making concept. Image credit: Mihaly Slocombe.*

More information is available at:

- <https://streets-alive-yarra.org/drummond-street/>



Similarly, urban design, via the Liveable Local Streets Framework, can deliver outcomes such as the concept proposals for Paris:



*Image credit: Anne Hildago*

More information is available at:

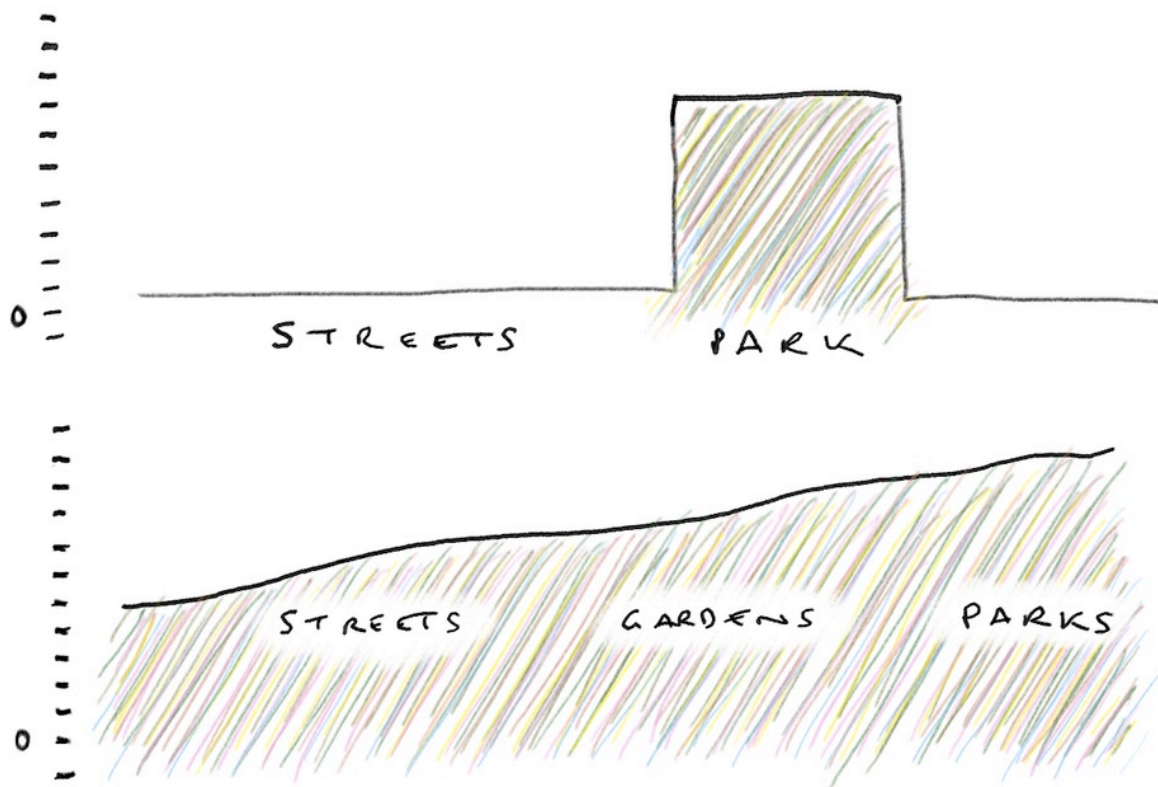
- <https://streets-alive-yarra.org/20-minute-neighbourhoods/>

## Urban design can deliver open space

Urban design, via the Liveable Local Streets Framework, can deliver new open space by replacing streets with pocket parks:

# Running a 'find-and-replace' over the city, replacing streets with parks

Adapting Holger Blom's 1946 principles for Stockholm's park programme to inform today's street systems



*Council can blur the distinctions between parks, gardens and streets, by reallocating street space to support grass and trees. Image credit: [Dan Hill](#).*

## Funding for urban design

Urban design in the City of Yarra can be self funding, because \$10-50m per year is available from the very local streets that the Liveable Local Streets Framework seeks to manage.

The City of Yarra hosts approximately 47,000 on-street parking bays, and most could be converted from free parking to permit zones to host holders of digital permits. Digital parking permits (linked to a vehicles' number plate) could be sold in monthly, weekly or daily forms. Prices could vary throughout Yarra depending upon local supply and demand. Some areas could be \$10/day while others could be \$20/day. Here are some examples of possible outcomes:

- 4,000 bays at an average of \$10/day for 250 days/year would raise \$10m per year
- 10,000 bays at an average of \$10/day for 250 days/year would raise \$25m per year
- 20,000 bays at an average of \$10/day for 250 days/year would raise \$50m per year

More information is available at:

- <https://streets-alive-yarra.org/better-for-parking/>
- <https://streets-alive-yarra.org/revenue/>

## 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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