

Brunswick Street



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 2,000 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.

Overview

Streets Alive Yarra welcomes the opportunity to offer ideas for the Brunswick Street Streetscape Masterplan. We propose:

- wider footpaths,
- more street trees,
- protected bicycle lanes,
- protected intersections,
- level access tram stops,
- and shopper parking relocated to the first 5-10 bays on side streets.



Proposed layout for Brunswick Street. Image credit: Streets Alive Yarra and StreetMix.

Context

Brunswick Street south of Alexandra Parade is 100% controlled by Council – it's not a VicRoads road.

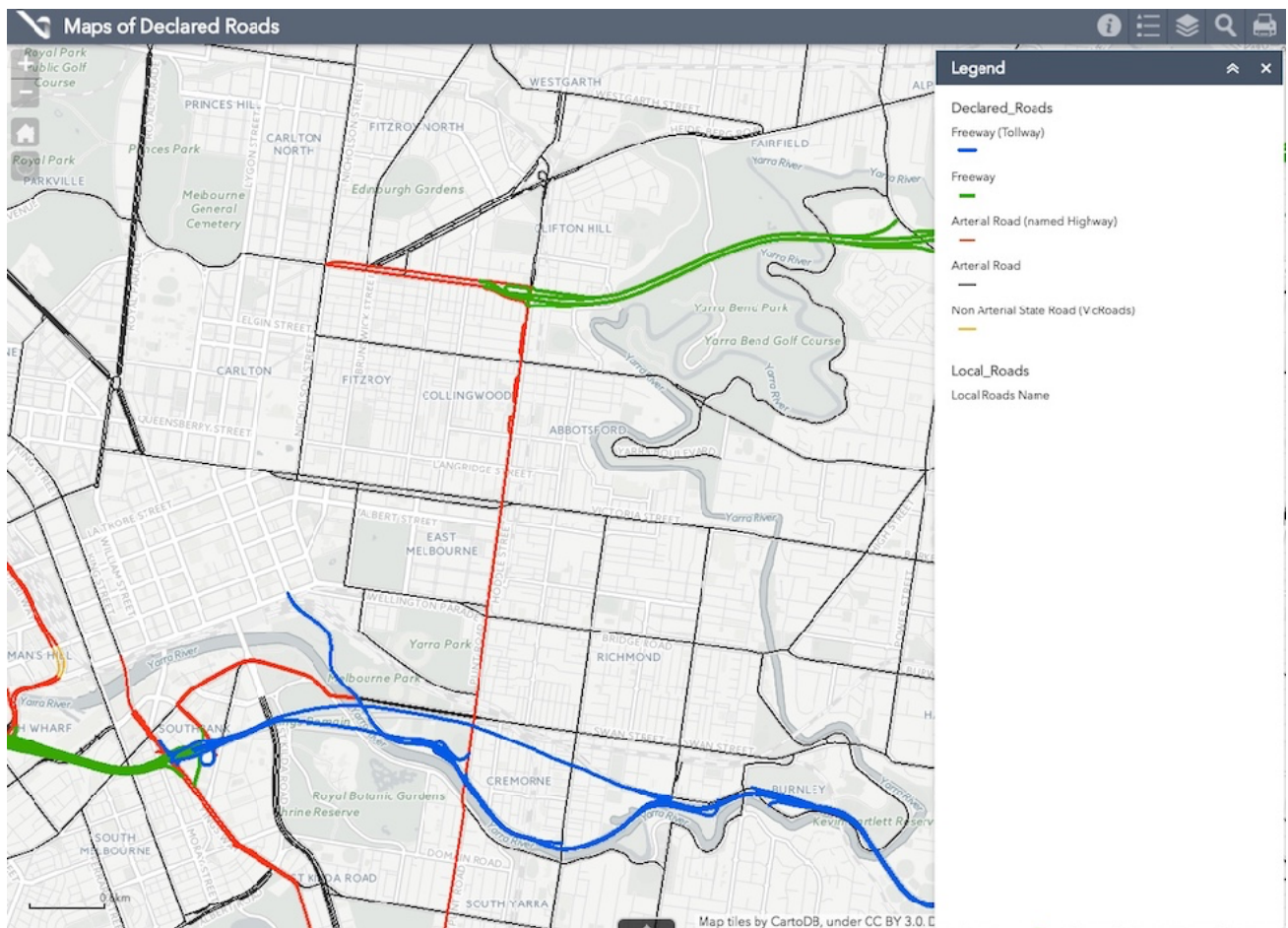
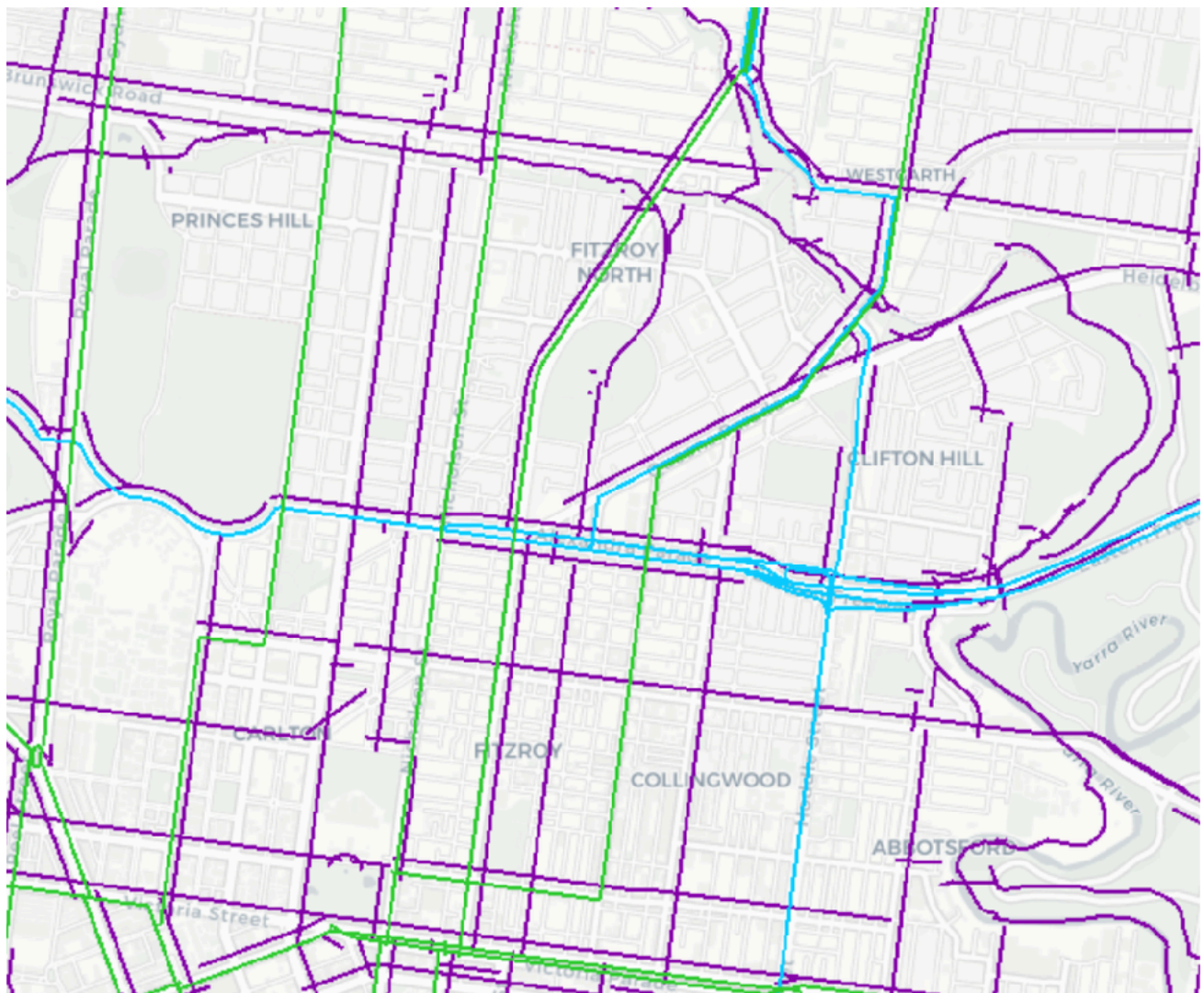


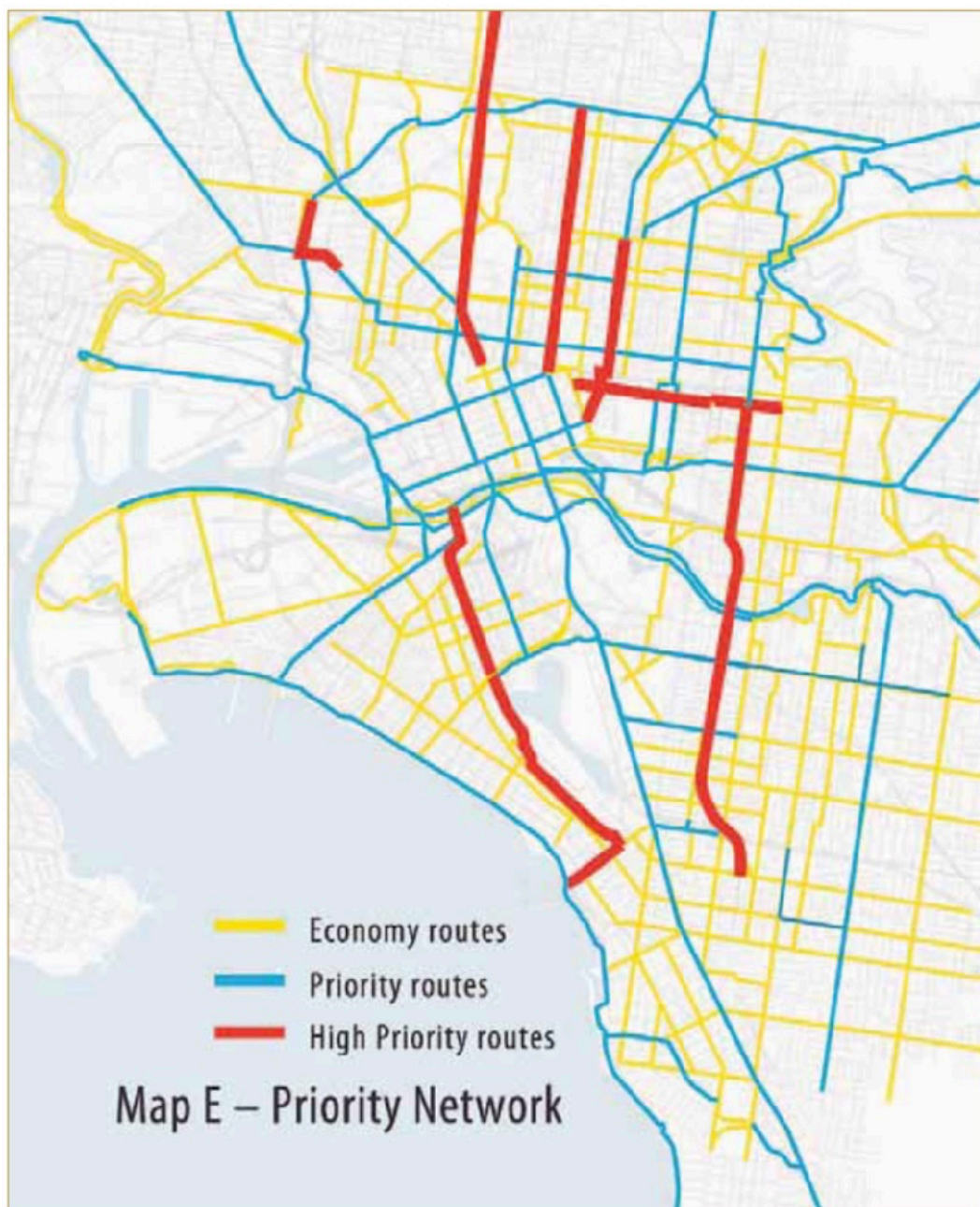
Image credit: VicRoads

The entire length is a 'Tram Priority Route' (green in the image below) and part of the 'Principal Bicycle Network' (purple in the image below). None of the length is designated as a 'Preferred Traffic Route' (blue in the image below).



Source: VicRoads SmartRoads

Brunswick Street is an Inner Melbourne Action Plan (IMAP) 'high priority bicycle route', as shown in the Yarra Bike Strategy 2010-15:



IMAP bicycle priority routes. Source: Yarra Bike Strategy 2010-15.

Brunswick Street south of Alexandra Parade is defined by the Yarra Bike Strategy as 'Priority A' and 'Priority B':



Source: Yarra Bike Strategy 2010-15

Ignoring the elephant

The curious thing about the Streetscape Masterplan project is that it attempts to ignore the elephant in the room, on-street parking. If on-street parking is removed from the scope, then it's not a streetscape masterplan at all, it's really only a footpath plan.

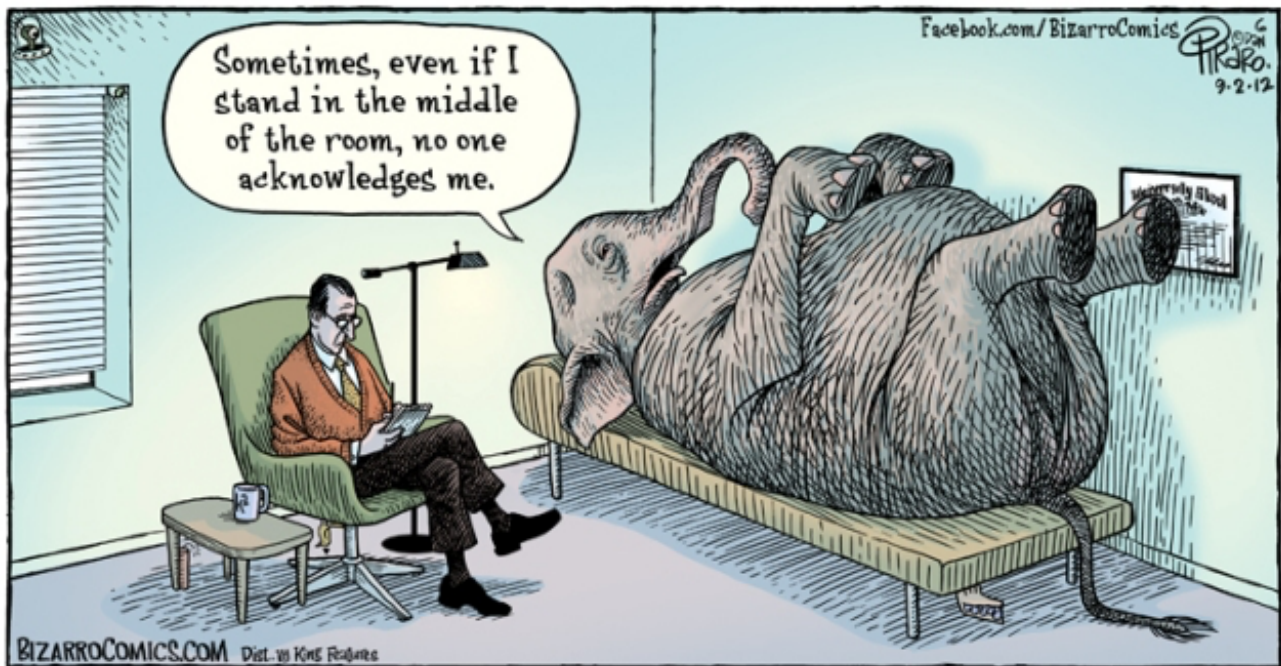


Image credit: BizarroComics.com

The information presented on 'Your Say Yarra' doesn't inform the community of:

- who decided to exclude on-street parking and bicycle lanes from the scope,
- when it was decided to exclude those issues from the scope, and
- why it was decided to exclude those issues from the scope.

The is egregious because:

- Objective 6 of the Council Plan commits Council to creating a city to support a fulfilling life without the need for a car, and encouraging the use of public transport, walking or cycling as the first choice of transport,
- the Council Safe Travel Strategy and Bicycle Strategy commits Council to supporting infrastructure for safer walking and cycling,
- Council has declared a climate emergency, and re-allocation of space from parking to bicycle lanes would help decrease carbon pollution, and
- Brunswick Street is 100% Council controlled, so there is no 'VicRoads' excuse that would prevent Council from addressing this issue.

Movement & Place and Safe System

Movement & Place and Safe System are assessment frameworks that offers guidance on how to allocate street space to different modes and how to design streets to prevent death and serious injury. Streets Alive Yarra has conducted both Movement & Place and Safe System assessments of a 20-metre wide tram-based shopping street, concluding that replacing on-street parking with wider footpaths and bicycle lanes is the best solution, because it delivers the highest ratings for each of the three factors: Movement, Place and Safety. Links to the reports are:

- [Movement & Place assessment](#)
- [Safe System assessment](#)

Indeed, VicRoads has replicated this work for Sydney Road, also concluding that replacing on-street parking with wider footpaths and bicycle lanes is the treatment best aligned with Safe System.

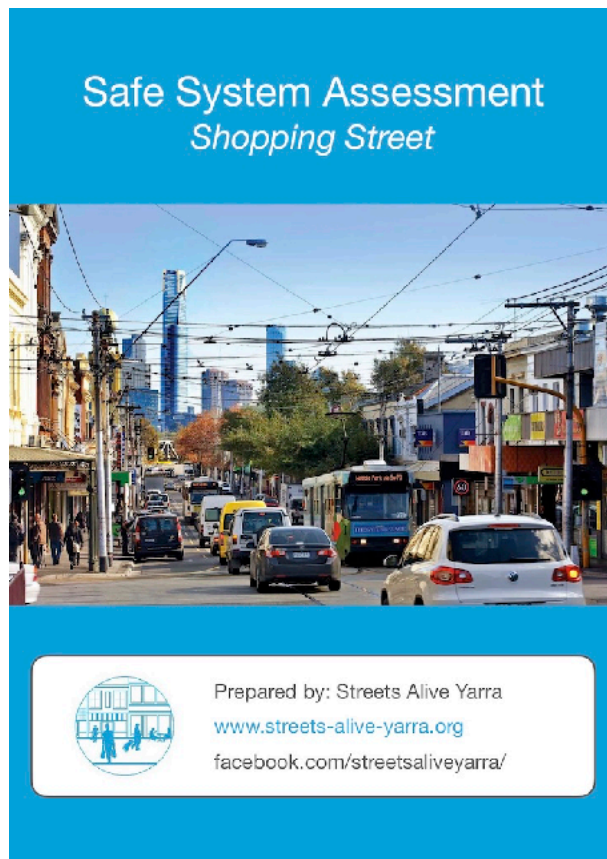


Image credit: Streets Alive Yarra

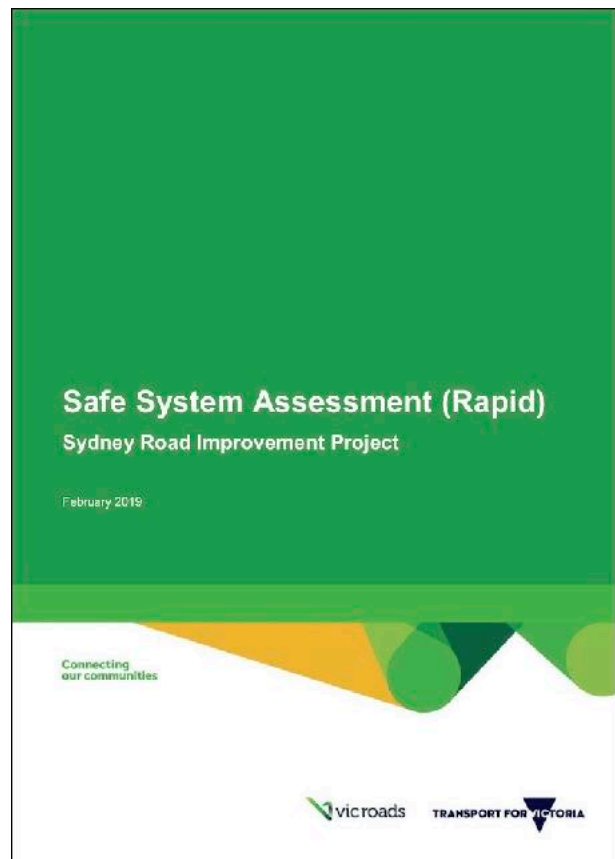
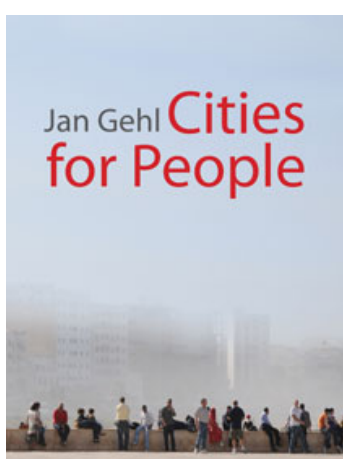
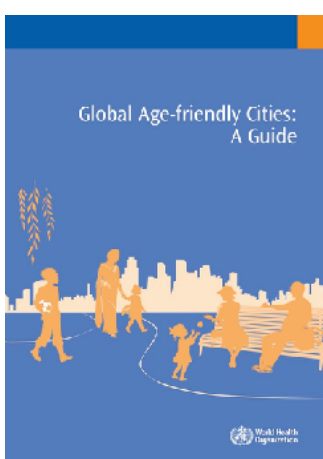
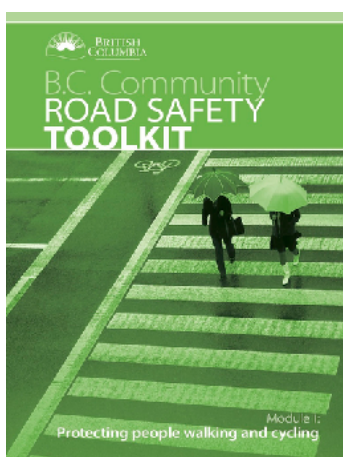
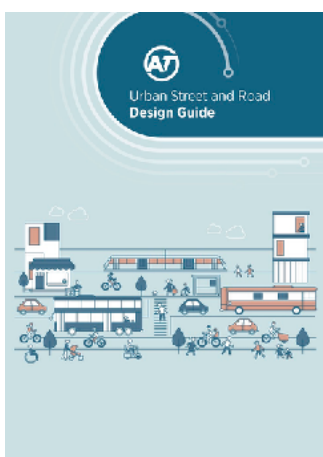
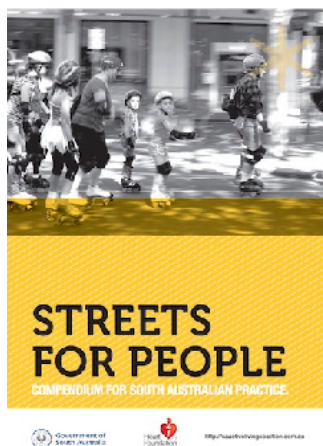
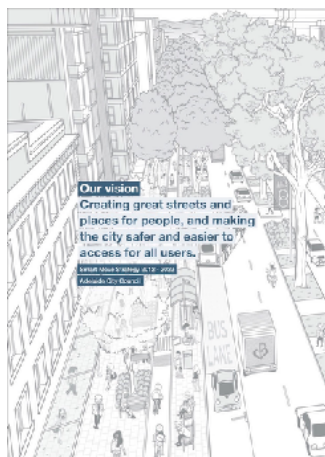


Image credit: VicRoads

Guidance from other organisations

A multitude of [design guides](#) recommend improving shopping streets by replacing on-street parking with wider footpaths, trees and bicycle lanes. Again, we do not understand why Council has chosen to ignore best-practice and remove on-street parking and bicycle lanes from the scope.



Concluding remarks

Streets Alive Yarra applauds the City of Yarra's focus on improving our shopping streets. Brunswick Street is a great shopping street and can be even better. We ask Council to include on-street parking and bicycle lanes in the scope of the Streetscape Masterplan. This would enable Brunswick to become a beautiful street that attracts even more patrons. We would be delighted to provide further detail or explanation of the themes raised in this document.

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