

5 Public realm

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Figure 5.8: plan of potential Haymarket redesign Option 2

-  Bicycle lane
-  Tram route
-  Pedestrian crossing
-  Pedestrian zone
-  Proposed Metro station
-  Proposed building



Figure 5.9: perspective of potential Haymarket redesign Option 2



Figure 5.10: plan of potential Haymarket redesign Option 3

-  Bicycle lane
-  Tram route
-  Pedestrian crossing
-  Pedestrian zone
-  Proposed Metro station
-  Proposed building

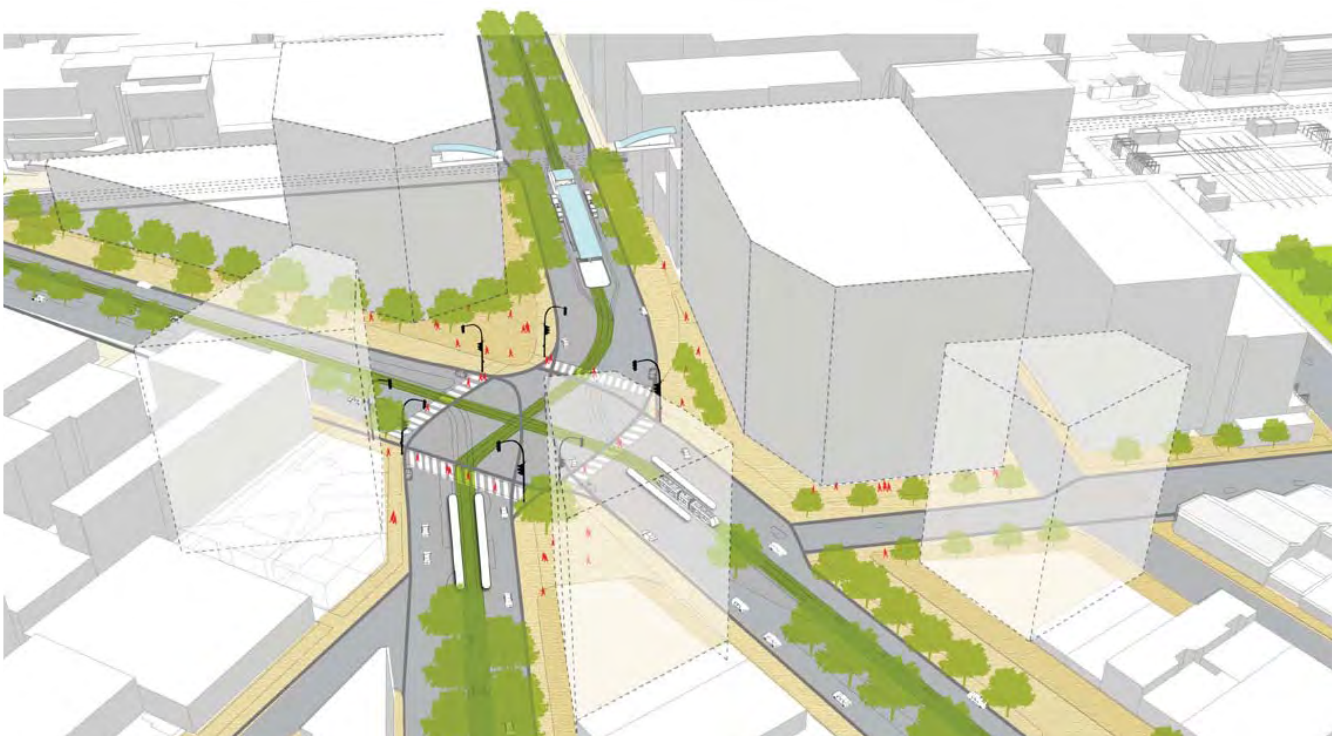
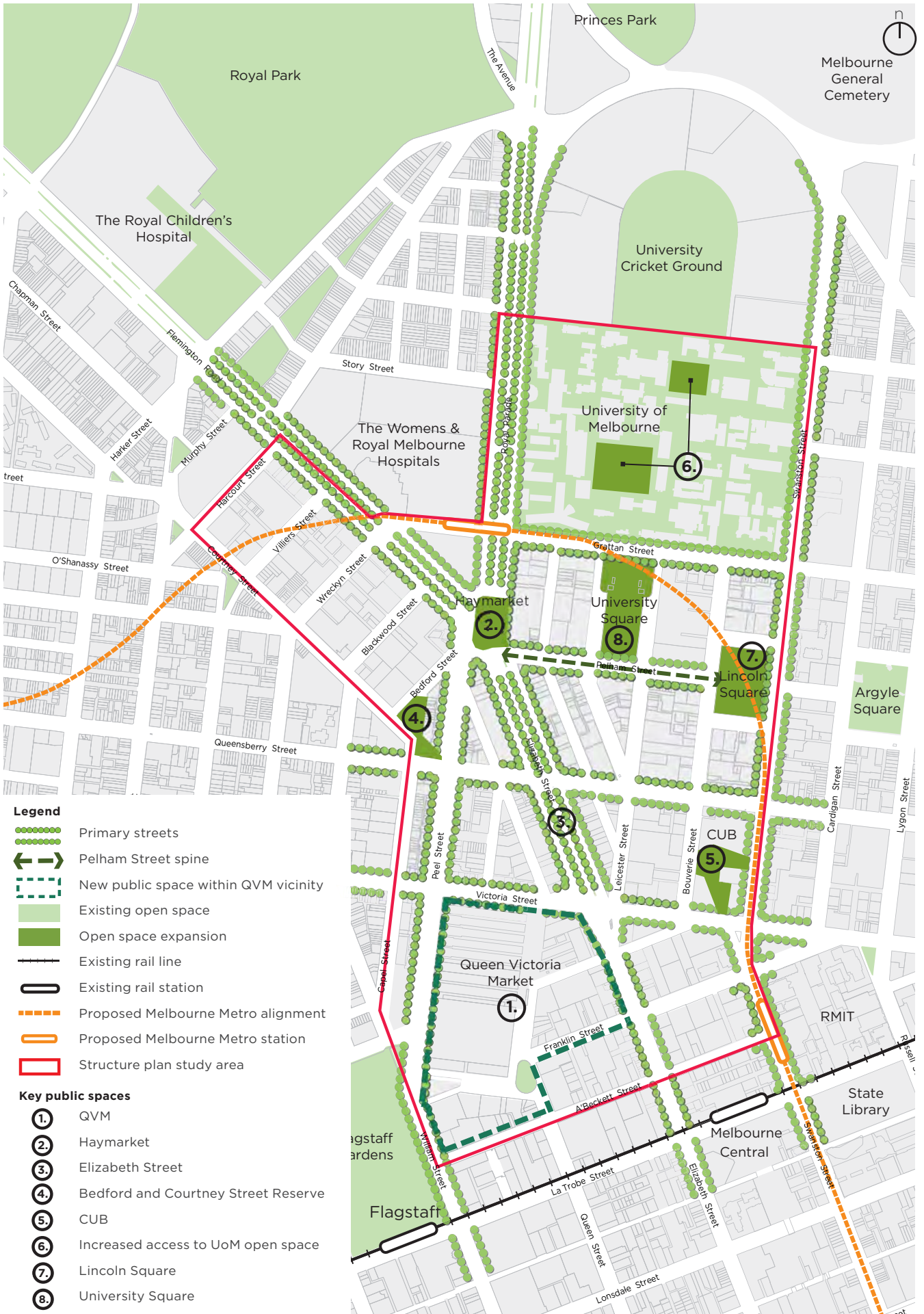


Figure 5.11: perspective of potential Haymarket redesign Option 3



1 : 10,000

Figure 5.12: public realm proposals

Strategy 2

Enhance the role of City North's streets in the public realm network

City North's wide streets will be upgraded to create an attractive and accessible network of connections that link people to each other and to new and proposed open spaces. The existing street space dedicated to traffic lanes and parking will be reduced, so that the streets can perform as places for people and as ecosystems.

Streets as places for people

Streets should be designed as places, not just as thoroughfares, to encourage social interactions and to create distinct and inviting spaces that people choose to be in. They should be places to walk, shop, play, relax, sit and talk.

Footpaths will be widened to allow for a more active and diverse use of streets including on-street dining, seating and informal recreational or play spaces, local public art and, where appropriate, bike paths and facilities will be installed.

Streets as ecosystems – expanding the urban forest

Street trees form part of the urban forest. The urban forest is the sum of all trees, vegetation, soil and water that provides numerous environmental and social benefits as identified in the *Urban Forest Strategy (draft 2011)*, including:

- Shading of the hard surfaces of the city (streets and buildings), and improved thermal comfort at street level for pedestrians.
- Improved air quality.
- Enhanced biodiversity and wildlife habitats.
- Ambient cooling (mitigating the urban heat island effect).

- Improved stormwater quality entering water ways.
- Landscape beauty.
- Enhanced surface permeability.

To achieve this, new large canopy street trees will be planted and watered by locally captured stormwater.

An indicative street hierarchy is highlighted in Figures 5.13 - 5.16, illustrating indicative street sections that include the components and arrangements of streets that fulfil these multiple criteria.

A number of streets represent opportunities to improve the public realm in City North including:

Pelham Street – a green spine

Strengthen the role of Pelham Street as a 'green spine' linking the Haymarket civic space, University Square, Lincoln Square and Argyle Square through to Carlton Gardens. Maximise the amount of road reserve dedicated to pedestrians and landscaping to create a pleasant and inviting pedestrian and cycling link. See Figure 4.1, Figure 5.12 and Appendix A.

The Queen Victoria Market

To support the large number of visitors to the Queen Victoria Market and minimise hard surfacing to mitigate the urban heat island effect, some streets will be redesigned as 'green links'. In these streets, space will be dedicated for wide pedestrian paths and street trees. See Figure 4.1, Figure 5.12 and Appendix A.

Victoria Street

The function and character of Victoria Street will change considerably with the completion of the Carlton and United Brewery site. Victoria Street will become a pedestrian connection between the Carlton and United Brewery hub and the Queen Victoria Market. This must be designed for pedestrian comfort and accessibility. A new tram line on this section of the street would improve east-west connections across the Central City (see Chapter 4, Transport and access). This will create a new character for this precinct and establish Victoria Street as one of Melbourne primary civic streets. (See Figures 2.1 and 4.1).

Flemington Road, Peel Street, Royal Parade, Swanston Street, Grattan Street and Queensbury Street

These streets are designated as primary streets that will function as important activity corridors, serviced by new and existing public transport routes (see Chapter 2, Activities and land use, Strategy 4; for Elizabeth Street, see Strategy 1 above, and see Figure 2.1).

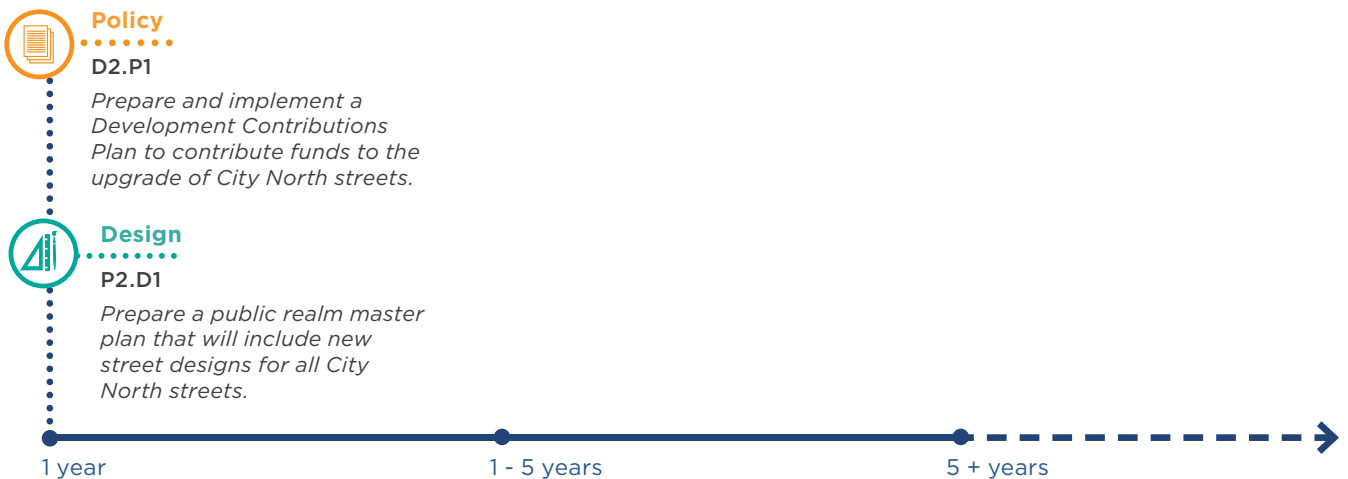
Other City North streets

All streets in City North will be reviewed for an upgrade to achieve this strategy. Indicative street designs are illustrated in Appendix A. Refer also to principles of good street design at Figure 3.9.

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Actions

This strategy will be implemented through the following actions.



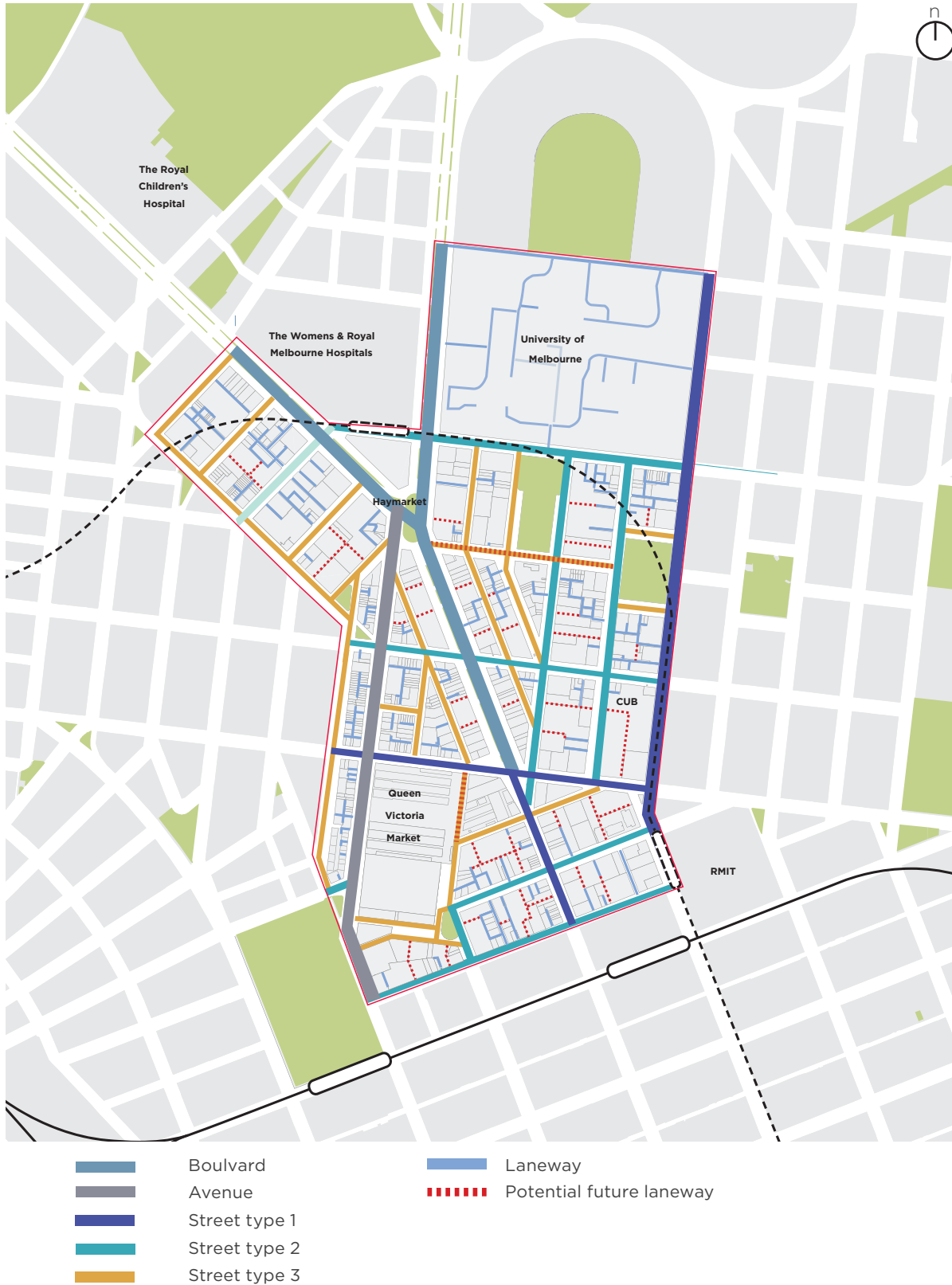


Figure 5.13: City North proposed street hierarchy
 See Appendix A for indicative illustrations of varying street typologies

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① FOOTPATHS

- Pedestrian paths designed to provide a high level of accessibility and to support onstreet activities such as outdoor cafes.
- Street furniture to optimise accessibility for all pedestrians and cyclists, including seats, bicycle hoops and high quality pedestrian lighting.

② BIKE LANES

- Where possible, bicycle lanes separated from vehicular traffic.

③ CARS

- Car lanes set at minimum widths according to a 40km/h speed limit.
- Onstreet car parking provided on at least one side of the street.

④ TREES

- Large canopy street trees to provide shade and cooling, mitigate wind exposure and offer habitat.
- Trees planted in pits designed for optimal growing conditions and WSUD.

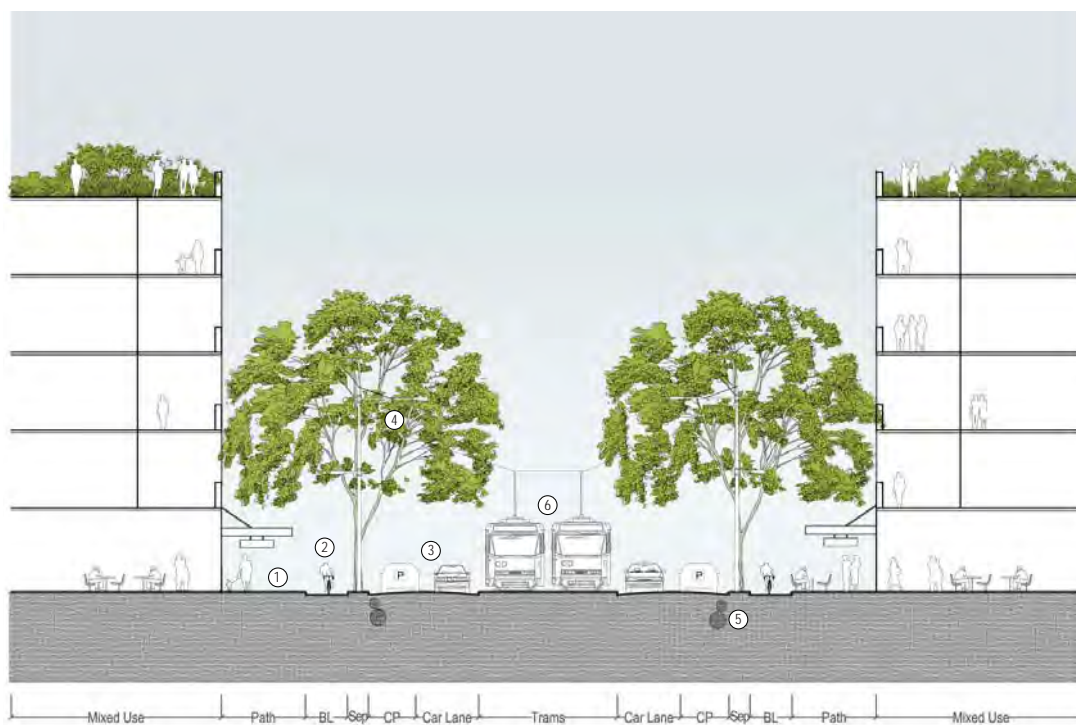
⑤ LOCAL OPEN SPACE

- Landscaping to create attractive neighbourhood spaces, located for optimum solar access and designed in response to local interests and needs (e.g. productive gardens, social and play spaces etc).
- Landscaping designed for diverse environmental functions including stormwater absorption and habitat.

⑥ CIVIL INFRASTRUCTURE

- Upgraded drainage systems (e.g. pipe network, pits, gross pollutant traps and pumps).
- Street furniture (e.g. street lights and parking meters) converted to alternative power sources such as locally-generated solar power.
- Where appropriate, install facade-mounted pedestrian lighting.
- Existing overhead powerlines to be relocated underground.

Figure 5.14: indicative street sections - green spine



① FOOTPATHS

- Pedestrian paths designed to provide a high level of accessibility and to support onstreet activities such as outdoor cafes.
- Weather protection over footpaths in local centres.
- Street furniture to optimise accessibility for all pedestrians and cyclists, including seats, bicycle hoops and high quality pedestrian lighting.

② BIKE LANES

- Where possible, bicycle lanes separated from vehicular traffic.

③ CARS

- Car lanes set at minimum widths according to a 40km/h speed limit.
- Onstreet car parking provided on at least one side of the street in local streets and both sides of the street in local centres.

④ TREES

- Large canopy street trees to provide shade and cooling, mitigate wind exposure and offer habitat.
- Trees planted in pits designed for optimal growing conditions and WSUD.

⑤ CIVIL INFRASTRUCTURE

- Upgraded drainage systems (e.g. pipe network, pits, gross pollutant traps and pumps).
- Street furniture (e.g. street lights and parking meters) converted to alternative power sources such as locally-generated solar power.
- Existing overhead powerlines to be relocated underground.

⑥ PUBLIC TRANSPORT

- Public transport routes designed for optimum service provision, including dedicated tram / bus lanes and fully accessible tram / bus stops.

Figure 5.15: indicative street sections - primary frontage and high mobility streets

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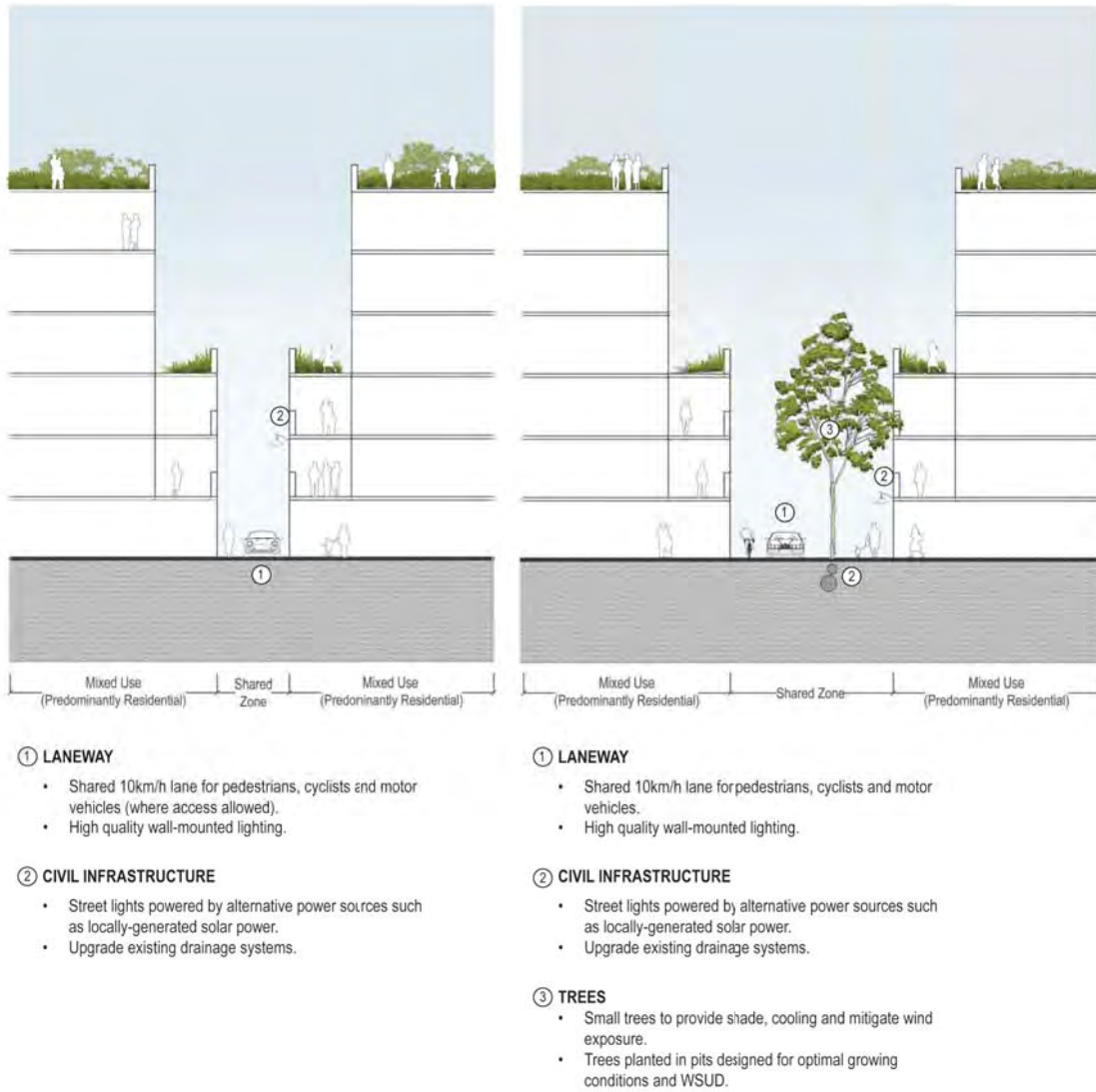


Figure 5.16: indicative street sections - laneways

Strategy 3

Improve access to existing open spaces

The connectivity to and from open spaces will be improved to ensure safe and direct access for all pedestrians and cyclists. This will be achieved through a redesign of the streets to provide generous footpaths, dedicated bicycle lanes, street lighting, seating, and large canopy trees.

Streets will be designed to calm traffic movements and prioritise pedestrian and cycling movement.

Publicly accessible private open space

There are a number of open spaces within the University of Melbourne campus, north of Grattan Street, including dedicated sports fields, grassed areas for relaxing and small courtyard spaces which provide for active and informal recreation needs. Many of these spaces are underutilised during university semester breaks and access to these spaces for the general community could be encouraged. Access to open spaces within the campus could be improved through:

- Directional signage to address current wayfinding issues.
- Improved pedestrian and cycling linkages.

Greater access to existing public open space.

Access to public space on the periphery of City North, including Flagstaff Gardens, Royal Park, and Princes Park, should be increased by improving pedestrian and cycling access across busy thoroughfares including the Haymarket roundabout, Elizabeth Street, Victoria Street, Flemington Road and Peel Street. This will be considered in the enhancements of these streets (see Strategy 2) and through the prioritisation of pedestrians and cyclists at intersections with signals.

Actions

Strategy 3 will be implemented through the following actions.



Design

P3.D1

Prepare a public realm master plan that will include new street designs for all City North streets.

P3.D2

Prepare a civil infrastructure plan to identify key opportunities to improve pedestrian and cycling priority on all streets and at key intersections.



Advocacy

P3.A1

Advocate for the University of Melbourne to ensure that access into and through the campus is easy and legible to encourage public access to open spaces including the System Garden and North Court.

P3.A2

Advocate for the City of Melbourne to have input into the design of any new buildings on the main Parkville campus to ensure pedestrian and cycling linkages to open spaces are enhanced.

P3.A3

Advocate for VicRoads to provide pedestrian priority on all roads to ensure safe access to open spaces.



Policy

P3.P1

Prepare and implement a Development Contributions Plan to contribute funds to the upgrade of City North streets.

1 year

1 - 5 years

5 + years

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Enhance the laneway network

Melbourne's laneways are internationally recognised as contributing to the livelihood and appeal of the city. They are intimate, pedestrian friendly environments that give Melbourne much of its character – cafes, bars, shops, galleries, studios and public artworks set within intricate, bluestone lined lanes that lie behind the main street activity. Laneways also maximise pedestrian access through an area by establishing a finer network of street connections and shorter walking distances ('shortcuts') between destinations.

City North has many laneways that have the heritage character and quality of the city laneways and an increasing number of residential developments and businesses are locating within them. An upgrade of the condition of existing laneways and an expansion of the laneway network through the introduction of new laneways will ensure that this unique aspect of inner Melbourne is protected and encouraged to flourish.

Actions

This strategy will be implemented through the following action.



Policy

P4.P1

Protect and identify new lanes in City North in the Melbourne Planning Scheme.

1 year

1 - 5 years

5 + years



Strategy 5

Protect and enhance the quality of existing open spaces (Lincoln and University Squares)

Lincoln Square and University Square will be upgraded to improve the amenity of these spaces for recreational enjoyment and improved ecological performance.

Expand the green space

As Lincoln Square and University Square are surrounded by very wide streets, there is potential for these parks to be expanded into the street reserve to maximise green space.

Activate the edges

Parks are welcoming and safe when they are activated by people. To encourage this activation, buildings that front parkland should have uses at the ground floor that attract activity - including retail shops and cafes. Above ground floor, a mix of uses including commercial or residential uses will provide passive surveillance of the park throughout the day and night (See also Chapter 3, Urban structure and built form, Strategy 4).

Maintain solar access

Lincoln Square and University Square are important public spaces and should provide a sunny, welcoming space in the cooler months. To ensure this, the parks should have continuous solar access between 11am and 2 pm at the equinox. This solar access should also be provided for in all new open spaces. (See also Chapter 3, Urban structure and built form, Strategy 4).

Actions

This strategy will be implemented through the following action.

