

Living Locally - Activating Strathmore

20-Minute Neighbourhood Pilot Program
COVID-19 Opportunities Analysis



Environment,
Land, Water
and Planning



Jobs,
Precincts
and Regions



Supporting
COVID-19
Recovery



20-Minute neighbourhoods

Plan Melbourne 2017–2050 is underpinned by the principle, direction and policies of 20-minute neighbourhoods. The 20-minute neighbourhood is all about 'living locally' — giving people the ability to meet most of their daily needs within a 20-minute walk from home, with access to safe cycling and local transport options.

The 20-minute neighbourhood pilot program was launched to test the practical delivery of 20-minute neighbourhoods through place based planning. Strathmore along with Sunshine West and Croydon South were three sites across Melbourne where pilot projects were tested and concluded in 2019.

The neighbourhood approach to planning and service delivery is also a key part of Council's long-term MV2040 Strategy. Strathmore is one of Moonee Valley's 13 walkable neighbourhoods.

Purpose

These activations are the first step in the development of Strathmore as a 20-minute neighbourhood and respond to issues raised in the pilot.

They will also deliver on a number of the government's policy objectives in planning, health, transport, crime, safety and economic development.

The potential temporary activations provide an opportunity to trial possible permanent interventions, but also respond quickly to the COVID-19 recovery process through low cost and easy to implement activations that support local traders and the community.

Community priorities for Strathmore

A community partnership approach underpinned the 2018-19 pilot project, responding to the need to strengthen community participation in planning for our neighbourhoods.

As a result of extensive consultation, the Strathmore community identified opportunities to improve liveability in Strathmore. Community priorities included improvements to:

- public open space - playgrounds, parks
- pedestrian safety - improve walkability and crossings
- streetscape - better amenity
- local transport - protected bike lanes
- retail and businesses - retail diversity.

Read the [Strathmore report](#) for a detailed summary of the community consultation.

During the pilot project Council undertook community consultation on ways to improve pedestrian amenity, which identified Woodland Street Integrated Transport Improvement opportunities. This work is being progressed through Council's MV2040 Connected Action Plan.

Woodland Street context

Woodland Street in Strathmore is located approximately 13km from Melbourne CBD and approximately 3km from North Essendon major activity centre in Moonee Valley City Council.

The Woodland Street Shops are a primary destination in the neighbourhood. While its shops include cafés, a bakery, pharmacy and hairdresser, there is a relatively limited mix of retail services. Strathmore is a multicultural neighbourhood that has the potential to provide the services and destinations to support the community to shop and live locally.

Supporting Woodland Street recover from COVID-19

20-minute neighbourhoods are becoming increasingly important, as many people have been working remotely and using local services, like parks and local shops.

Local shops will need assistance to recover, to support them to reconnect with their customers as many have been closed for a long period.

Safe retail environments are likely to accommodate physical distancing for the foreseeable future, with increased pedestrian, cycling and customer space. This means re-allocating road space in priority locations.

In order to safely move around the neighbourhood to access essential services, exercise and support the local economy of Woodland street, 20-minute neighbourhoods is an established framework which can be used to deliver immediate assistance.



Strathmore Temporary Activations

Potential temporary interventions for further consideration that respond to the community, test permanent works, support the traders and create more space in response to COVID-19 recovery.

COVID-19 response activations

Space for walking and street trading

Parklets test how we use space for people, rather than cars, gives more land for trading and dining on the street, and provides opportunities for landscaping and art.



1

Pop-up working and meeting spaces

Pop-up community working/meeting spaces or mobile library in outdoor settings create reasons for people to visit their local shopping precinct.



2

Advocacy opportunities

Prioritising walking

Opportunities to emphasize pedestrian priority to support council's Woodland St Integrated Transport Improvements.



3

Enhanced pop-up park

Consultation with community and stakeholders to improve and expand pop-up parks in collaboration with youth group Let's Make A Park.



4

Safer station connectivity

Light and beautification in the underpass and surrounds to enhance sense of safety and amenity.



5

Encouraging cycling

Bike parking throughout the centre and repair facilities.



6

Protected bike lane

Opportunities to create temporary protected cycle lane with paint and landscaped bollards to support council's Woodland St Integrated Transport Improvements.



7

Economic stimulus

Promote Strathmore businesses through 'support your local business' campaign and other potential initiatives to help traders recover from impacts of COVID-19.



8



Supporting Safe Access to Local Schools

Priority active transport routes for local schools

As schools start to reopen, it is critical that safe walking and cycling routes are accessible around local schools and community infrastructure. This is also important for a successful 20-minute neighbourhood, where people, including students, find it easy to walk and cycle.

This map identifies schools within a 20-minute walk from Woodland St shops. Temporary pedestrian and cycling routes could be established on local streets to enable safe active transport trips from home, with links to key areas, such as cycling trails, local parks and the local shops.

Safe school zones on the street facing the school entrance should also be considered.



Woodland St - St Vincent de Paul Primary School



