

# MOVEMENT AND PLACE IN VICTORIA 2.0



Department  
of Transport  
and Planning



# ACKNOWLEDGEMENT OF COUNTRY

## We proudly acknowledge the First Peoples of Victoria

We proudly acknowledge the First Peoples of Victoria and their ongoing strength in practising the world's oldest living and continuous culture. We acknowledge the Traditional Owners' lands, waters and skies on which we live and work and pay respects to their Elders past and present.



### Description of artwork

Aaron (Gunaikurnai) 'Movements Between the Five Clans' 2019, acrylic on canvas.

'The tracks are going between the five clans of the Gunaikurnai and the hands are the symbols of my spirit travelling around the campsites.'

This artwork was created through programs provided by the Torch. The Torch provides art, cultural and arts industry support to Indigenous offenders and ex-offenders in Victoria. The Torch aims to reduce the rate of re-offending by encouraging the exploration of identity and culture through art programs to define new pathways upon release.

### Publication

Department Transport and Planning (DTP) - Movement and Place in Victoria 2.0  
Authorised by the Victorian Government, Melbourne.

Department of Transport and Planning / 2026

ISBN 978-0-7311-9398-1 (pdf/online/MS word)

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## CHAPTER 1

# INTRODUCTION



# ABOUT THE MOVEMENT AND PLACE FRAMEWORK

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Movement and Place is a framework that shapes how we plan, design, develop, deliver and manage streets, public spaces and transport networks so they work for people and communities.

It recognises that streets are more than movement corridors; they are places for daily life, culture, and connection. Balancing these roles is essential for creating safe, inclusive, and resilient environments and connecting Victoria.

It provides a shared language and practical tools that help planners, designers and engineers align transport and land use strategies with community aspirations.

It supports place-specific and context-responsive interventions and changes across different scales, from local streets to state corridors, ensuring decisions reflect community needs and aspirations.

The framework emphasises taking practical, evidence-based steps towards a shared vision. Using the Vision and Validate approach, start by defining the role and goals for a street or place and tests current performance and potential actions against that goal before decisions are made.

The application of Movement and Place in Victoria 2.0 is supported by the Guide to Movement and Place.

## **Who is it prepared for?**

Movement and Place in Victoria 2.0 is written for practitioners who plan, design, develop, deliver and manage transport and places, with a street interface, across state and local government. It also speaks to delivery partners, communities and others who influence how people move and use public space.

It sets a clear direction and a shared language so decisions about movement, place and land use stay aligned. A shared language means people describe movement and place in the same way, with clear terms for how transport systems work and what they need. This reduces confusion and keeps decisions aligned.

## **Transport Integration Act 2010**

Movement and Place in Victoria 2.0 builds on the *Transport Integration Act* by turning its broad principles into practical guidance for how streets are planned and managed. It recognises that streets have two roles: moving people and goods, and supporting places where people live, work and connect. By balancing movement and place, the approach helps decisions better support safety, accessibility, sustainability and liveable communities across Victoria.

Throughout this document we use the term 'street' as a general reference to what might be a street, road, lane, court, boulevard etc.

# BUILDING ON SUCCESS

Movement and Place in Victoria 2.0 builds on the success of Movement and Place in Victoria 2019.

It strengthens what has worked well and enhances the framework to make it more flexible and context sensitive.

## **Updates from Movement and Place in Victoria 2019**

### **Introducing typologies**

The typologies, Local Living, Connection and Destination, describe the primary role a street plays within the broader public realm and movement network. They guide intent and can be helpful when a clear vision is required.

### **Classifications as foundations**

Classifications shape the vision and support detailed technical assessment across disciplines.

### **Enhancing place**

Providing greater understanding and recognition of place through updated classifications, performance and shifts. These updates connect more closely with land use planning and make places easier to measure, plan and design.

### **More flexible**

Movement and Place is changing from a linear model to a spectrum of practices. Practitioners can start where it makes sense for the project, with each part aligned to support consistent outcomes.





# PLAN FOR VICTORIA AND THE FRAMEWORK

## The People's Panel vision for Victoria

By 2050, Victoria will be a vibrant, accessible and connected community, valued for its diverse cultures, sustainable environmental practices and respect for the First Peoples of Victoria.

Building a state that provides choices and opportunities for current and future generations of Victorians in quality housing, transport, employment, environment and connectivity will require input from the community, government, local businesses and industry alike.

We will create a society that caters to the unique needs of all Victorians, nurturing individual health through physical and cultural recreation.

Movement and Place cultivates the core ideas in Plan for Victoria into a clear framework for planning and designing the transport network. These ideas span planning, transport, design and community outcomes.

Movement and Place directs us to achieve the goals set in Plan for Victoria for how Victoria should grow, and function. This enables planning and design decisions to deliver the people's vision and support the aims of the Plan across every street and public space.



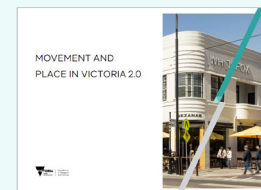
# URBAN DESIGN GUIDELINES AND THE FRAMEWORK

Movement and Place now works alongside the updated Urban Design Guidelines for Victoria 2.0.

Movement and Place provides a way to categorise the role of streets and classify movement and place functions. The Urban Design Guidelines for Victoria 2.0 provide strategies for how streets and the public realm can be designed for people and in response to the local context.

When used together, Movement and Place in Victoria 2.0 and the Urban Design Guidelines for Victoria 2.0 can help teams design the transport network and its surrounding places in a coordinated way and with shared objectives, using the same language and expectations.

## Movement and Place Guidance Suite



### Movement and Place in Victoria 2.0

The overarching framework sets the approach and key outcomes to achieve integrated movement and place objectives.



### The Guide to Movement and Place

Translates the framework into actionable steps across multiple practices, supporting the application of the Movement and Place by different practitioners.



### Urban Design Guidelines for Victoria 2.0

Delivers context-sensitive design guidance, providing integrated and complementary direction to support Movement and Place and urban design outcomes.









## CHAPTER 2

# THE FRAMEWORK

# THE FRAMEWORK STRUCTURE

The Framework is not a linear process or specific modules, it is an integrated system combining guiding approaches, outcome themes and application.

| Guiding approach: principles that shape decision-making                                                                                                 |                                                                                                                                                                                   |                                                                                            |                                                                                                                             |                                                                                                                                         |                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| <b>Focus on all people</b><br>focus on moving people, not vehicles, and creating places for everyone, regardless of age, gender, background, or ability | <b>Caring for Country</b><br>must consider Traditional Owner rights and interests, respect Aboriginal cultural heritage and embed Aboriginal cultural identity into public spaces | <b>Be climate responsive</b><br>integrate cooling, biodiversity, and sustainable transport | <b>Ensure integration</b><br>align land use, transport and wider needs for streets to shape thriving, well-connected places | <b>Apply Vision and Validate thinking</b><br>set clear goals for streets and identify the shifts that best meet the aspiration and test | <b>Support active living</b><br>enable local living and encourage walking, riding, and public transport |
| Outcomes: what we aim to achieve                                                                                                                        |                                                                                                                                                                                   |                                                                                            |                                                                                                                             |                                                                                                                                         |                                                                                                         |
| <b>Movement</b><br>safe, efficient, and sustainable travel for people and goods                                                                         | <b>Place</b><br>streets and spaces that support daily life, culture, and local identity                                                                                           |                                                                                            | <b>Health and safety</b><br>environments that feel safe, inclusive, and promote wellbeing                                   | <b>Environment</b><br>climate-responsive design that protects nature and reduces emissions                                              |                                                                                                         |
| Application: processes and tools that work flexibly together                                                                                            |                                                                                                                                                                                   |                                                                                            |                                                                                                                             |                                                                                                                                         |                                                                                                         |
| <b>Purpose and context</b><br>understanding the planning task and context to inform which components to use and how                                     | <b>Typologies</b><br>a streamlined approach to street planning and design, while keeping community outcomes central                                                               | <b>Classifications</b><br>in-depth details about multimodal needs in a place-based context | <b>Performance</b><br>indicators and measures to help target priorities and make progress towards the vision                | <b>Shifts</b><br>ways to develop and prioritise options to achieve the vision and desired outcomes                                      |                                                                                                         |



# GUIDING APPROACH

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The Movement and Place guiding approach sets out six guiding principles and practices that inform planning, design, development and operational decisions. These approaches reflect our commitment to creating safe, inclusive and resilient places for all Victorians.

## Focus on all people

Shared understanding of who streets must serve, keeping people at the centre of planning. Create and shape streets and places that are safe, inclusive, and accessible for all Victorians, regardless of age, ability, or gender so everyone can reach homes, jobs, schools, services, and daily needs.

## Care for Country

Plan with Traditional Owners from the outset, respecting Cultural Heritage and embedding cultural identity in public spaces. Make choices that sustain the health of living Country.

## Be climate responsive

Integrate cooling, biodiversity, stormwater management and sustainable transport to reduce emissions, protect people and nature, and create connected, resilient places.

## Ensure integration

Align land use development and transport networks to provide effective transport options and well-connected and thriving places. Shape how people live, work, and travel in line with the *Transport Integration Act 2010* objectives.

## Apply Vision and Validate thinking

Define a clear role and desired outcomes for each street, area or place and test that this role is appropriate, achievable, and evidence-based before making decisions.

## Support active living

Enable local living by prioritising people-friendly access to daily needs within a 20-minute neighbourhood. Shape streets and centres as attractive, connected places that encourage active transport, public transport, and community activity.

# OUTCOMES

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The outcomes describe what Movement and Place aims to achieve through the planning, design and management of streets, public spaces and transport networks.

They provide a clear set of goals that guide decisions across land use, transport and urban design.

These include four themes:

- movement
- place
- health and safety
- environment.

| Movement          | Efficiency and reliability | Diverse transport options | Connectivity                   |
|-------------------|----------------------------|---------------------------|--------------------------------|
| Place             | Amenity                    | Activity and use          | Culture and identity           |
| Health and safety | Network safety             | Healthy lifestyle         | Equity, inclusion and security |
| Environment       | Biodiversity               | Resilience                | Climate adaptation             |



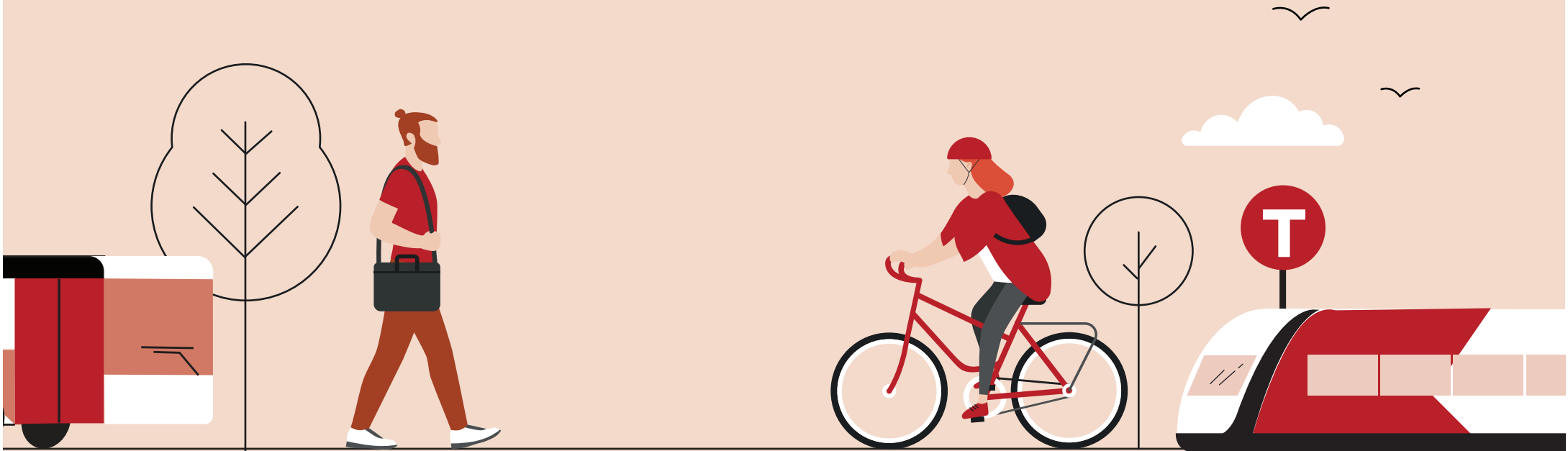
# MOVEMENT

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Movement is a core outcome for how we design the transport network. Movement links people to jobs, services and daily needs and supports Victoria's economy. Across state corridors and local streets, movement allows people and goods to travel safely and reach essential places. Movement planning focuses on safe, practical and sustainable travel. Design is informed by the Movement and Place Framework and shaped by local context, design standards, and the role of the street.

## Key outcomes

- **Efficiency and reliability:** use space and infrastructure well to move people and goods safely and predictably. Reliable travel supports everyday life and strengthens the network's performance.
- **Diverse transport options:** provide practical options for different trips. A balanced network integrates walking, riding, public transport and vehicles with each playing distinct roles.
- **Connectivity:** create links that help people reach destinations and services. Accessible and connected streets are central to how the transport network functions for all users.



# PLACE

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Place is central to how we design the transport network because streets are also public spaces. Good places support daily life, culture and community, and help the transport network function well at a local scale. Streets and open spaces reflect local character and offer comfort, safety and practical design. Place outcomes guide how we shape streets so that movement and local activity work together.

## Key outcomes

- **Amenity:** provide comfort and ease of use through shade, shelter, lighting and access to local needs. Amenity helps streets support both movement and local activity.
- **Activity and use:** support the ways people spend time in a place. Active, well-used streets improve safety, community life and support local economies.
- **Culture and identity:** reflect local stories, design, materials and the relationship to Country. Identity helps strengthen how places function within the wider network.



# HEALTH AND SAFETY

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People are at the centre of street and place design. Streets, public spaces and transport networks should be safe, inclusive and support health. Everyone should be able to take part in community life, regardless of background, gender or ability. Health and safety outcomes guide how streets and public spaces support daily life and create environments that feel safe and welcoming.

## Key outcomes

- **Network safety:** design and operate transport networks to enable the safe movement of people and goods, supporting the reduction of road safety risk for all people.
- **Healthy lifestyle:** shape streets to support healthy lifestyles by enabling active transport, fostering social connection and improving access to nature, making healthy choices easy in everyday life.
- **Equity, inclusion and security:** design streets and public spaces for everyone. Remove barriers and involve diverse voices to ensure full participation in the transport system and our public places.





# ENVIRONMENT

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Environmental outcomes guide how streets and places respond to climate, land, water and biodiversity. Streets, public spaces and transport networks can support ecological health and reduce environmental impacts. Design that works with natural systems improves resilience and strengthens how cities and towns function.

## Key outcomes

- **Biodiversity:** bring nature into streets, parks and corridors including providing solar access. Greener transport spaces support habitat, connect ecosystems and improve air and water quality.
- **Resilience:** design streets, public places and transport networks that cope with change and recover from disruption. This improves the reliability and safety of the transport network under stress.
- **Climate adaption:** reduce emissions and support climate adaptation through low-carbon transport, shading, water sensitive design and heat responsive materials that enhance comfort and long-term performance.



# APPLICATION

Movement and Place application has common language at its centre, surrounded by five key components.

Each component plays a distinct role, but they work together to guide decision-making.

- **Purpose and context** define vision, intent, and scale, focusing effort on what matters.
- **Typologies** clarify street roles and desired outcomes in plain English, keeping community outcomes central.
- **Classifications** are an established framework with technical depth for managing multimodal needs and complex contexts.
- **Performance** translate the vision into measurable targets, helping to integrate priorities and manage trade-offs and competing needs.
- **Shifts** support testing and prioritising options through design guidelines and performance assessments.

This application sits within a Vision and Validate cycle, ensuring decisions are evidence-based and adaptable.

## Components of the Movement and Place application



# HOW THEY WORK TOGETHER

Each Movement and Place application component plays a distinct role in decision-making. Together, they form a flexible framework that can be adapted to different project scales, contexts and types.

These are not fixed steps, but adaptable tools that can be combined, sequenced and applied iteratively depending on the project. Component selection is guided by purpose, context and complexity, with early insights informing later stages of application.

## Examples



### **Local street upgrade (place-focused):**

A lighter application may be appropriate, starting with purpose and context, supported by engagement, followed by typologies and a basic shifts assessment.



### **Traffic signal review/design:**

Focuses on performance and operational outcomes where the strategic vision is already established.



### **Complex transport project (e.g. level crossing removal):**

May use all components iteratively, with early classifications informing purpose and context, and typologies.



### **Precinct Structure Plan:**

Typically vision-led, using classifications early to establish structure, followed by typologies and other components as scope is refined.



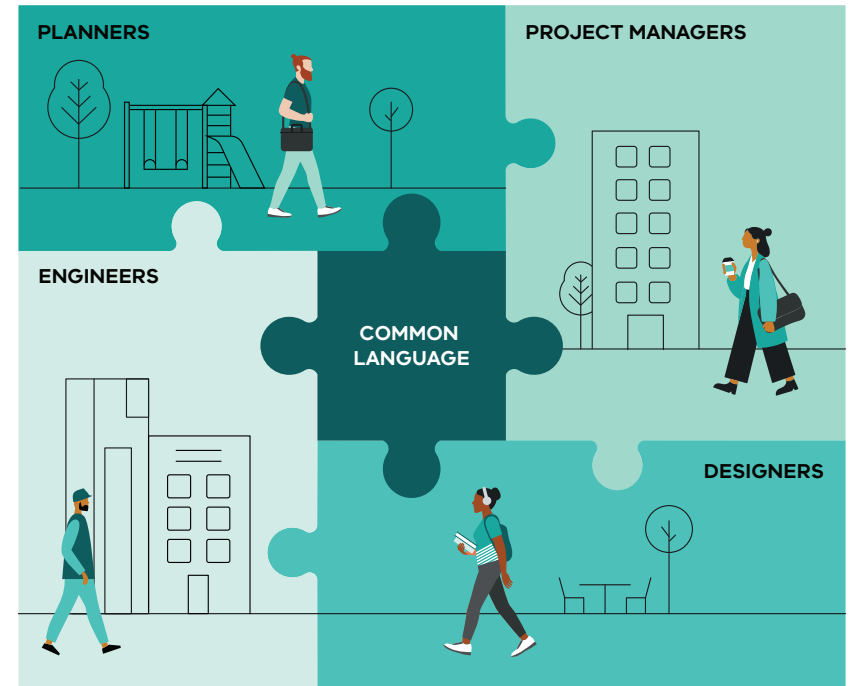
# COMMON LANGUAGE

Movement and Place provides a framework and shared language for understanding streets as both transport corridors and community spaces.

By defining classifications and typologies, it creates a consistent language that all disciplines can use to communicate the shared vision and outcomes.

This common language:

- **Clarifies intent:** everyone understands the purpose and priorities of each street.
- **Aligns decisions:** strategic planners, designers, and delivery teams work toward the same outcomes.
- **Provides consistency:** introduces a central, contemporary structure from which other policies and guidance can be developed, such as speed zone policies and design guidance.
- **Reduces ambiguity:** avoids conflicting interpretations of movement and place functions.
- **Supports collaboration:** enables integrated thinking across transport, land use, and urban design.



# PURPOSE AND CONTEXT



Movement and Place applies at different scales and across strategy, design and operations. A clearly stated vision, intent and scope focuses effort to what matters and shapes the framework application.

## Context-sensitive road and street design

A clear purpose and vision help to ensure that everyone is focused on the same problem or planning question, and that resources can be prioritised to best achieve the vision.

This gives street designers the context they need. It shifts the task from setting objectives and classifications to translating them into real design decisions.

It explains the principles and factors that shape the geometry of a street, including:

- design objectives such as safety, place, environmental performance, multimodal needs and community expectations
- network and place context to show how the street fits within land use, planning intent and its wider network role
- core design principles such as fit-for-purpose layouts, sensitivity to context, balanced trade-offs, performance, and safety.

Depending on the application, stakeholder engagement can play a key role in defining the purpose and context.



# TYPES



Typologies describe the different roles streets play in urban Victoria. They combine movement and place functions into logical groups that guide how we plan, design and operate streets.

There are three broad categories which each have their own dominate priority.

- **Destination streets:** a place people travel to for shopping, services, activities or community life.
- **Connection streets:** a street people and goods travel through or around an area to reach other destinations.
- **Local Living streets:** support everyday life in neighbourhoods by providing access to homes, parks, shops and community spaces.

Except for motorways, all streets will carry both movement and place functions no matter the category.

Within each category, streets will vary in how they are used and the character they present.

A street's typology can change along its length.



# CLASSIFICATIONS



Classifications translate and express state and local policy, strategies and plans through a single system that can be expressed spatially and used as a shared language.

Classifications recognise the dual functions of streets:

1. To support the movement of people and goods (movement).
2. As public spaces with their own activity, built form and meaning (place).

Classifications are aspirational, they describe what we want and need, not just what exists today.

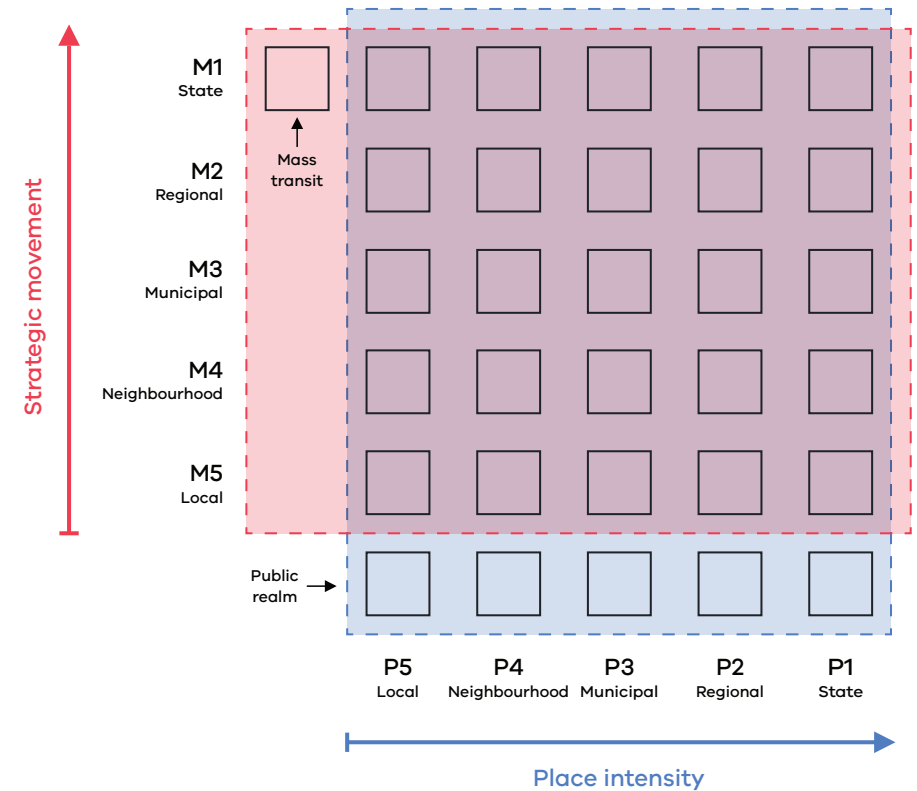
Classifications provide a deeper level of assessment than typologies, offering more detail to support complex planning situations and technical decisions.

## Classifying movement

- **Strategic movement:** a scale of the strategic movement function which starts at the state level and ranges through regional, municipal, neighbourhood and local.
- **Network user:** the users of the transport network, including people who use active transport, catch public transport, deliver goods or travel by private vehicle.

## Classifying place

- **Intensity scale:** the scale of the place intensity from a state level and ranges through regional, municipal, neighbourhood and local.
- **Use / user:** falls under two broad categories.
  - **Places of activity and density:** where you find a range of street-based activities, such as retail, commercial frontages and/or residential living.
  - **Off street places:** such as shopping centres, industrial areas, event spaces, health and education facilities and open space.



## Movement and Place matrix

Another way to express classifications is through the Movement and Place matrix, where the classifications become two-dimensional, with a vertical scale for strategic movement and a horizontal scale for place intensity.



# PERFORMANCE



Performance tells us how well streets and places are supporting Victoria's long-term vision and local outcomes.

After defining the intended role of each street through classifications, performance measurement helps us understand how the network is functioning today and where improvements are needed.

While classifications apply specifically to Movement and Place outcomes, performance measures reflect themes across all four outcomes:

- movement
- place
- environment
- health and safety.

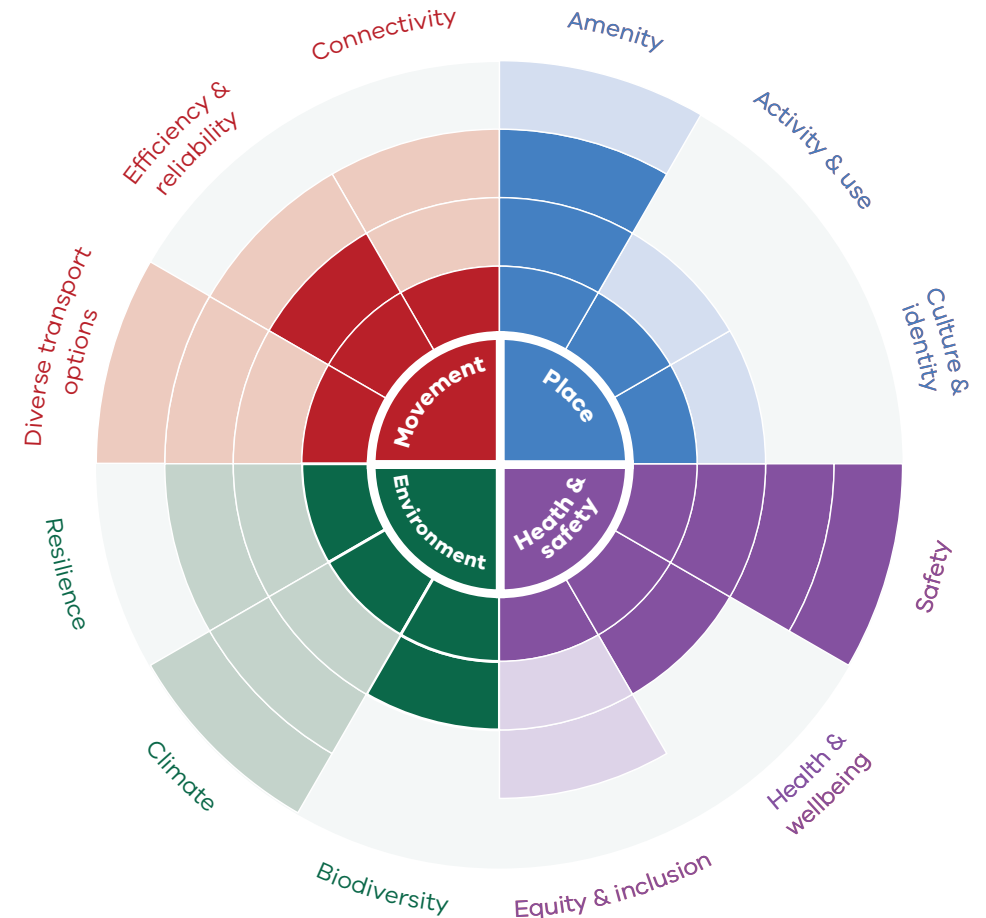
Each theme includes indicators and measures drawn from state datasets, statutory frameworks and community insights that can be tailored to the appropriate purpose and context.

To measure performance, there are three elements:

- indicators (and benefits)
- measures
- targets.

Performance measurement shows:

- where outcomes fall short of the vision
- where trade-offs between users or functions need to occur
- where targeted action can deliver the greatest benefit.



## Performance measurement wheel

An example, showing the use of a performance measurement wheel with the light colour indicating the target and dark colour indicating current performance, which gives us the scale of the gap.

# SHIFTS

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There can be many ways to reach the vision and there is a diverse range of resources to explore, test and prioritise options that will best move us towards the vision and deliver the outcomes.

## Closing the performance gap between vision and outcomes

Once the purpose and scope of a project are clear, a vision is established through typologies and classifications, and gaps are understood through performance. Shifts help close the performance gap, validate decisions and move towards the vision.

Different applications and practitioners will use shifts in different ways to test, compare and prioritise options.

Shifts draw on a wide range of design, technical and operational guidance to support option development and assessment. These resources help practitioners test ideas, refine designs and make evidence-based decisions that balance movement, place, safety and environmental outcomes, and deliver on the guiding principle.

Change can be transformational, but more often it is incremental. The Movement and Place approach isn't about achieving the vision in one go. It is about incrementally working towards the vision.



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