

THE GUIDE TO MOVEMENT AND PLACE



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.

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Department of Transport and Planning (DTP) - The Guide to Movement and Place

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CONTENTS

01	Introduction	4
02	Guiding approach	9
03	Outcomes	12
04	Application	18
	Application 1: Purpose and context	25
	Application 2: Typologies	33
	Application 3: Classifications	39
	Application 4: Performance	52
	Application 5: Shifts	57
05	Compendium	62

ABOUT THE GUIDE

This guide explores how Victoria's Movement and Place Framework applies in planning, design, development, delivery and operations. It shows how Movement and Place is used to define the role of streets and links, assess current performance, and identify interventions that respond to user needs and contexts.

What this guide does

- explains the flexibility of the Movement and Place Framework and how it supports different practitioners
- guides application, including process checklists for each component
- embeds the guiding approach and outcomes within application checklists
- supports the integration with the Urban Design Guidelines for Victoria 2.0.

What this guide does not do

- replace design standards or operational manuals
- prescribe solutions.

The guide is a living document

We learn and evolve Movement and Place through using it. The guide is intended to be updated as we continue to refine and adapt Movement and Place guidance to support practitioners.

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.

When this guide refers to 'streets', it is referring to all roads and streets, including courts, lanes, boulevards etc.

The Urban Design Guidelines for Victoria 2.0 have greater applications in addition to integration with Movement and Place in Victoria 2.0.

THE FRAMEWORK STRUCTURE

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

Guiding approach: principles that shape decision-making

Focus on all people focus on moving people, not vehicles, and creating places for everyone, regardless of age, gender, background, or ability	Caring for Country must consider Traditional Owner rights and interests, respect Aboriginal cultural heritage and embed Aboriginal cultural identity into public spaces	Be climate responsive integrate cooling, biodiversity, and sustainable transport	Ensure integration align land use, transport and wider needs for streets to shape thriving, well-connected places	Apply Vision and Validate thinking set clear goals for streets and identify the shifts that best meet the aspiration and test	Support active living enable local living and encourage walking, riding, and public transport
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Outcomes: what we aim to achieve

Movement safe, efficient, and sustainable travel for people and goods	Place streets and spaces that support daily life, culture, and local identity	Health and safety environments that feel safe, inclusive, and promote wellbeing	Environment climate-responsive design that protects nature and reduces emissions
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Application: processes and tools that work flexibly together

Purpose and context understanding the planning task and context to inform which components to use and how	Typologies a streamlined approach to street planning and design, while keeping community outcomes central	Classifications in-depth details about multimodal needs in a place-based context	Performance indicators and measures to help target priorities and make progress towards the vision	Shifts ways to develop and prioritise options to achieve the vision and desired outcomes
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FLEXIBLE BY DESIGN

Why flexibility matters

Planning, design and operation of streets must balance many needs like movement along and across a street and places for people to dwell with on-street activity, while also providing for canopy trees, utilities, safety, amenity and integrating with built form.

Street planning and design vary widely across Victoria. Every project is different, and practitioners work in different environments, scales, settings and with varying degrees of technical depth.

A common challenge is understanding, balancing and integrating these needs in the variety of work and projects that practitioners undertake.

Flexibility for diverse uses

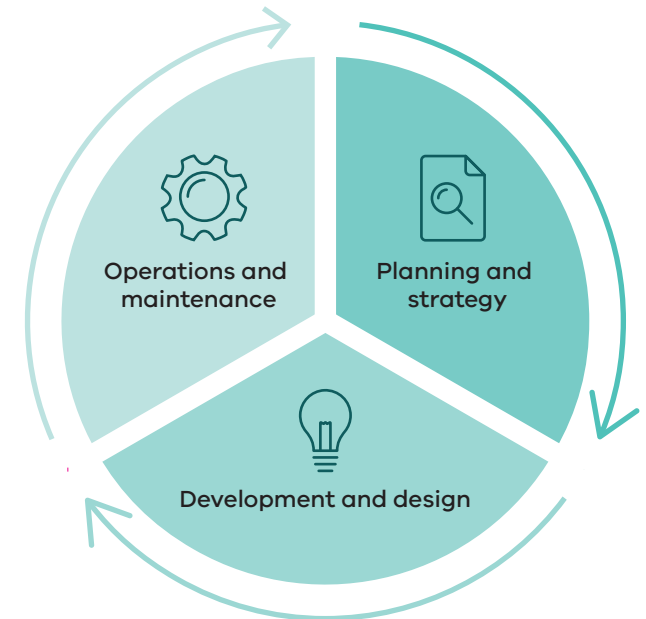
The framework accommodates this diversity of projects and settings by providing a common approach that can be scaled up or down depending on areas of practice and setting.

Different areas of practice

Practitioners are often specialists with a focus on a particular field or interest in a particular outcome (e.g. urban design, bus planning, traffic engineering, landscape architecture), each with varying levels of depth and at varying stages of the project lifecycle.

Common different settings

- **Scale:** practitioners can work across a range of scales, from individual streets and sites to development corridors, precincts and regions, each with a different focus and needs.
- **Locations:** practitioners may work across a range of settings, including established vs. evolving vs. greenfield settings, metropolitan vs. regional settings, each with different constraints and opportunities.
- **Complexity:** different practitioners require different levels of technical detail depending on the setting, purpose and audience and how many different factors or trade-offs are at play.
- **Horizons:** the horizon that your project applies changes how you use the framework. Are you doing strategic planning for the next 30 years, or are you changing traffic signals and speed zones today?



This flexibility is intentional

Movement and Place enables consistent, coordinated decision-making without forcing every practitioner or project into a single rigid process.

AREA OF PRACTICE

Supporting practitioners across the lifecycle

Movement and Place is used by many disciplines which contribute to planning, designing, developing and operating streets. Each profession brings a different lens, and the framework provides a shared approach, so decisions remain aligned from early strategy through to day-to-day operations. Movement and Place helps practitioners to be aware of the full range of needs for a street and to come together with a consistent approach.

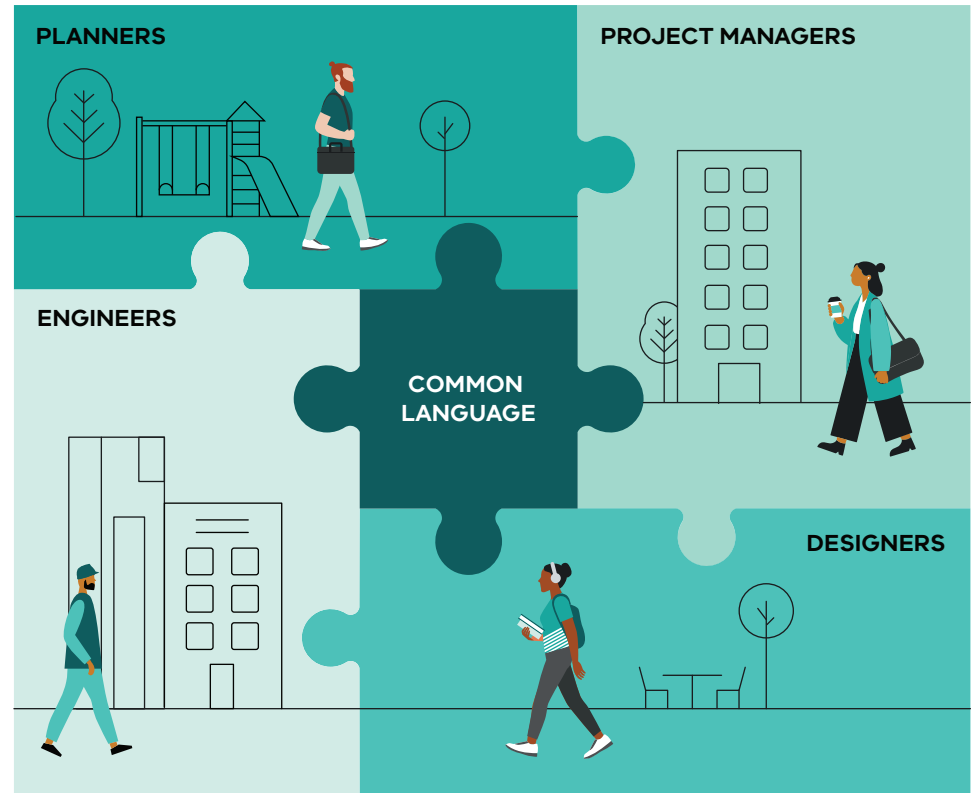
PLANNING AND STRATEGY			DEVELOPMENT AND DESIGN		OPERATIONS AND MAINTENANCE		
	Strategic planners	Transport planners	Land use planners	Project development / project managers	Designers (urban, landscape, architecture)	Traffic and transport engineers	Maintenance and operations
OUTCOMES	– integrated directions for land-use and transport – embedding strong place outcomes early.	– clear modal priorities and movement intent – strong multimodal decision-making.	– aligned land use decisions with place and movement.	– integrated place and movement project scoping – reduced project risk through clear requirements.	– contemporary design aligned with street function and character.	– clear expectations for function and design – reduced redesign loops and conflicts.	– consistent decision-making and prioritisation – safe, reliable network performance.
PRACTICE	– policy – land use and housing strategies.	– transport strategies – integrated transport plans – modal plans – network safety plans – public transport service planning.	– precinct structure plans – scheme amendments – contributions plans – planning permits – transport impact assessments.	– options development and assessment – business case writing / grant applications.	– streetscape and landscape design – intersection and road design – design review – traffic signal design.	– speed zones – signs and line marking – traffic assessments.	– traffic signal review – asset management – road maintenance – wayfinding.
Consistency across decision-making							

PROFESSIONALS WORKING TOGETHER

People experience streets as a single system, not as separate transport, design, land use or operational components.

Movement and Place brings practitioners together around a shared understanding of what a street is for, the outcomes it should support, and how movement, place, land use, canopy trees, utilities, safety and on-street activity all interact.

By widening the lens beyond individual disciplines, the framework helps practitioners see how their decisions affect others and how coordinated action leads to better outcomes.





CHAPTER 2

GUIDING APPROACH

GUIDING APPROACH

The Movement and Place guiding approach sets out six 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.





CHAPTER 3

OUTCOMES

OUTCOMES

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.

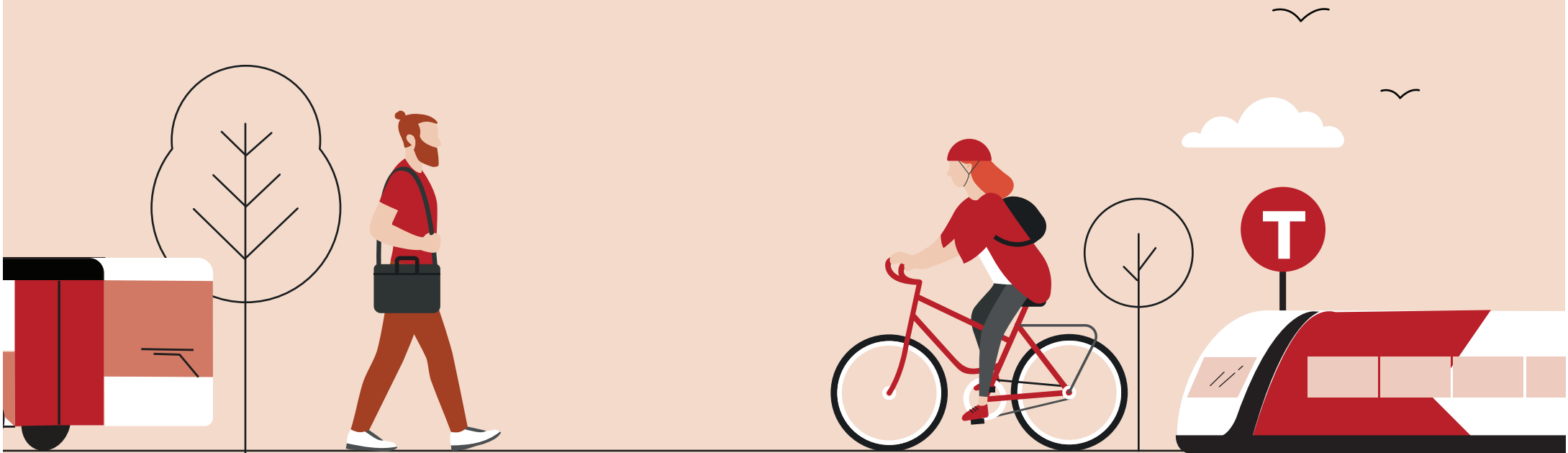
Movement	Efficiency and reliability	Diverse transport options	Connectivity
Place	Amenity	Activity and use	Culture and identity
Health and safety	Network safety	Healthy lifestyle	Equity, inclusion and security
Environment	Biodiversity	Resilience	Climate adaptation

MOVEMENT

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

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

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

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 that manage heat, supporting comfort and long-term performance.





CHAPTER 4

APPLICATION

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



VISION AND VALIDATE

Vision and Validate is a contemporary way to link land use and transport planning. It starts with the desired future vision across a wide range of needs and empowers practitioners to shape outcomes according to this vision. It is a progression from Predict and Provide thinking, which projects future trips and builds more capacity to suit.

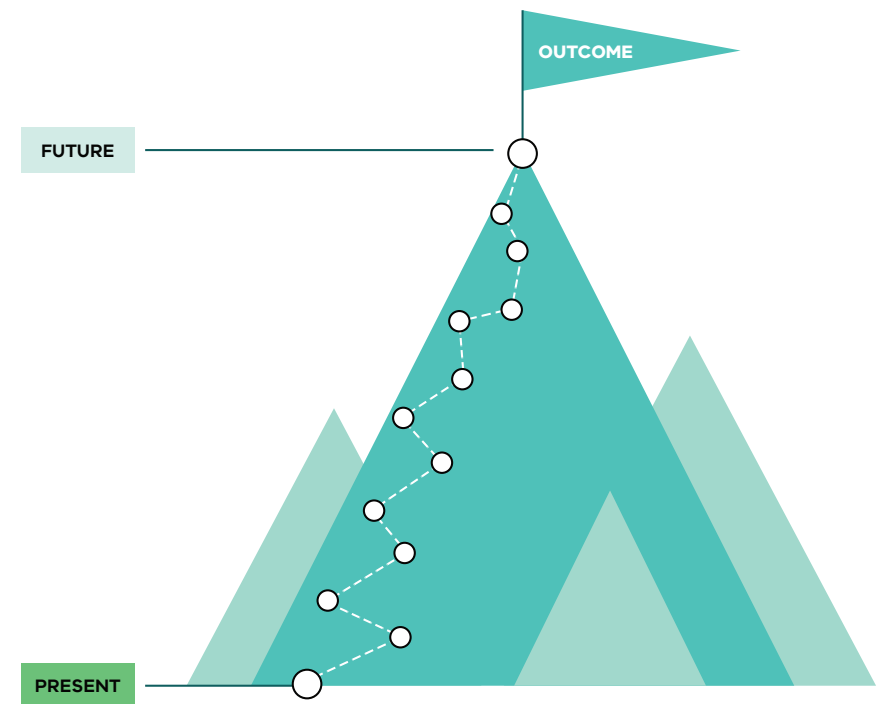
Vision and Validate sets the outcome first. It defines what a street, place or network must deliver before options are developed. This provides a clear direction for planning, design and investment.

Once the vision is set, teams test options against it. They check the context, review evidence and confirm whether each option moves the place closer to the agreed outcome. If not, they adjust.

The approach brings practitioners together. It supports early engagement with councils, communities and businesses. It is iterative and allows design to change as understanding improves.

In practice:

- vision sets the future state
- validate checks progress against the state
- decisions are guided by outcomes, not past travel trends.



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 vs place functions.
- **Supports collaboration:** enables integrated thinking across transport, land use, and urban design.

In the planning, development and operations of streets, people often assume they are talking about the same thing, only to discover that key terms have been interpreted differently.

Words such as road, destination or movement can carry distinct meanings across disciplines, organisations and projects. These differences are not always obvious and can lead to misalignment, inconsistent decision-making and confusion even when there is broad agreement on overall goals.

The **compendium** included at the end of this document is intended to address this challenge. It provides a shared set of definitions and explanations for the terms used throughout the document, thereby establishing a common language and consistent understanding.

TYPES AND CLASSIFICATIONS

Two different tools working together. Types and classifications communicate the same overall vision of a street in different, but complementary, ways. Types describe what the street should feel like overall. Classifications describe how different street elements come together to make it feel that way.

Types

Emphasise the overall street experience.

Types capture a holistic picture of the different roles and functions that streets play across Victoria.

They bring together land use, transport and place characteristics to describe the look, feel and focus of a street for users.

Types help practitioners:

- understand how streets relate across a corridor or precinct
- show how the role of a street may transition along its length
- communicate a shared vision early
- provide a tangible view of a street that is accessible to many different audiences
- engage with stakeholders and communities
- bring a human-experience perspective into design discussions
- access guidance on making the best use of street space to achieve the overall vision.

Classifications

Capture a detailed picture of movement and place plans.

They show how plans for individual transport modes and place functions come together on a street, integrating the wider network and strategic place planning.

Classifications help practitioners:

- capture and integrate movement and place plans across the transport network
- show how streets play their role in the wider transport network
- show the relative importance of each mode and place on a given street segment
- resolve complex trade-offs and inform in-depth planning in line with strategic planning priorities
- access detailed benchmarking and performance assessment tools
- set detailed design and project requirements.

How they work together

Practitioners may use types, classifications or both.

Types and classifications both:

- capture the outcomes of network, place and modal planning
- provide a consistent structure for use by other guidance and policies
- are useful across planning, project and asset lifecycles.

A street's type can change along its length. While movement classifications typically continue over longer distances, the land use context and place classifications will vary.

In many applications, classifications are already identified, and the focus will be on confirming the type and progressing the vision.

The order can vary

Some projects start with classifications, others begin with types.

What matters is that the tools work together for different needs.

INTEGRATING URBAN DESIGN GUIDELINES

When using Movement and Place, the Urban Design Guidelines for Victoria 2.0 can provide additional support to each application component and should be considered when you are developing your project.

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

Movement and Place supports the vision set by Plan for Victoria and land use planning. It 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.

The Urban Design Guidelines for Victoria 2.0 are organised in four chapters:

- **Urban structure:** the spatial layout of development blocks, movement networks, public places, land uses and interfaces at a larger scale, e.g. precinct, neighbourhood and large sites.
- **Streets:** multifunctional spaces that facilitate people moving, connecting and experiencing the public realm.
- **Public open space:** green open spaces and civic plazas and squares that support social and cultural life, and environmental resilience.
- **Built form interfaces:** external design of buildings that interface and impact the public realm.

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, using the same language and expectations.

When developing your project and determining how the application framework is applied, the Urban Design Guidelines for Victoria 2.0 can help shape:

- **Typologies:** direct relationship with the Streets chapter.
- **Classifications:** place and movement classifications should inform urban structure, and urban structure should inform place and movement functions.
- **Shifts:** create and informs projects to help close performance gaps and move towards the vision.



URBAN DESIGN GUIDELINES **for** VICTORIA 2.0
An Action from Plan for Victoria



PRACTITIONERS AND APPLICATION

Not all practitioners use all components of Movement and Place, or in the same way. Below is an example of how they may be used differently in different roles.

	Strategic planners	Transport planners	Land use planners	Project development / project managers	Designers (urban, landscape, architecture)	Traffic and transport engineers	Maintenance and operations
Purpose and context	Define purpose, context and long-term place vision	Translate purpose into network and corridor objectives		Confirm purpose to define scope and success criteria	Respond to purpose in place-led design	Understand the purpose to avoid solution-led outcomes	Reference purpose to guide asset priorities
Typologies	Identify appropriate street typologies to support the vision	Apply typologies to understand intended network role	Reference typologies when assessing alignment	Use typologies to frame options and scope	Apply typologies to guide spatial layout and design intent	Reference typologies to inform cross-sections and modal allocation	
Classifications	Identify classifications to understand existing conditions	Apply classifications to test priorities and trade-offs	Use the classifications to inform approvals	Define what is prioritised on the street or corridor	Use classifications to guide performance targets	Use classifications for option testing and stakeholder agreement	Use adopted classifications to prioritise asset management
Performance		Define corridor and network performance measures		Set performance measures to evaluate options	Translate performance requirements into design outcomes	Test safety, efficiency, reliability and access	Monitor performance against agreed measures
Shifts	Identify long-term shifts to support place outcomes	Define network-level shifts over time		Build business cases for change	Support staged and adaptable change through design	Implement operational and infrastructure shifts	Deliver incremental change through renewal and operations

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.

Purpose and context overview

Taking time to define a project's purpose and be clear on its context and influences can save time and confusion down the track. It helps to set the boundaries and direction for the project with a clear understanding of the local and strategic context now and into the future. This helps to ensure that plans and ideas are targeted towards the challenges at hand.

Purpose

Clarifying the purpose defines what the project is and why it is needed. It sets out the problems the project is trying to solve and the outcomes that matter most.

Context

Understanding the context of the project means clarifying the key influences and local factors that shape the project and what it needs to deliver.

Context includes:

- physical setting, including scale and location
- user considerations, including equity.

Context may also include relevant policies, strategies and plans, planning controls and projects.

How they work together

Together, purpose and context clarify how the framework is being used, which application components are required, the appropriate level of detail, and how those components work together.

By grounding decisions in a clear understanding of purpose and context, practitioners are supported to avoid jumping to solutions and to ensure planning, development and operational decisions respond to real needs rather than assumptions, while remaining aligned with the Movement and Place guiding approach.

Resources and references

- Healthy Streets
- Urban Design Guidelines for Victoria 2.0
- NACTO Guides
- Bus Stop and Interchange Guide
- DTP Speed Zoning Policy
- NSW Movement and Place Design Guide
- Remix Streets/Street Mix
- Austroads design guides
- WSUD (Water Sensitive Urban Design) Guidelines
- Plan for Victoria
- State land use and transport plans
- Local strategies, plans and policies

DEVELOPING A PURPOSE

Purpose defines why a project exists, the problem it addresses, and the outcomes that matter most. By anchoring planning, development, and operational decisions in real needs, practitioners avoid rushing to solutions based on assumptions rather than evidence.

Understand why the project is needed

The why explains the underlying driver for the project and anchors all Movement and Place decisions.

Consider:

- What core need or aspiration is prompting this work?
- What change are we trying to enable, prevent, or respond to?
- What opportunities could be realised?
- What has shifted or emerged to prompt action now?
- What would happen if no action were taken?

A clearly defined why:

- focuses effort on real needs, not assumptions
- keeps decisions transparent and accountable
- avoids solution-led thinking
- builds shared understanding across disciplines.

Clarify the purpose

A clear problem (or opportunity) statement anchors future work.

Consider:

- What is happening now?
- What is not working, unsafe, constrained, or changing?
- What pressures (e.g. growth, land-use change, climate, renewal cycles, access, safety) influence the need for action?

- What is the timing? How urgent is it? What horizons will it play out over?
- How does the issue play out across the wider system (upstream, downstream, and adjacent land uses)?
- Are there committed or funded projects, or a need to future-proof?

A desktop study should include:

- state and local policies and strategies
- planning scheme controls and overlays
- movement, land-use, safety and access data
- committed and funded projects
- observed and operational issues.

Understand what outcomes matter most

The purpose should articulate the key outcomes the project seeks to influence.

Consider:

- the Movement and Place guiding approach
- Movement and Place outcome themes: movement, place, health and safety, and environment
- the objectives of the *Transport Integration Act*.

These priorities guide how application components are used, including typologies, classifications, performance measures, and shifts.

These outcomes are detailed in Chapter 3.

CONTEXT: PHYSICAL SETTING

Each project sits within a unique physical setting described by its scale, location and local character. This setting shapes the project's purpose, priorities and level of technical detail required.

Scale

Scale describes the physical extent of the project and how far its influence extends.

Consider:

- The geographic reach of the project: is it at a state, regional, corridor, precinct, street or site scale?
- Strategic interdependencies with other land uses or movement networks.
- The appropriate level of detail to resolve the project purpose and outcomes commensurate with the identified scale.

Why it matters

Different scales require different evidence and engagement and come with different stakeholder expectations.

Location

Location includes where the project sits, and the character of its surrounding setting.

Consider:

- The strategic land use role(s) of the project setting, for example how it is identified in Plan for Victoria or local strategy and plans.
- Interfacing land uses and movement networks, including strategically significant sites, movement corridors or operational factors.
- Local identity, cultural context, and geography and community values.
- Opportunities, constraints, and interdependencies.

Why it matters

Each location has distinct user needs, movement patterns and pressures.



CONTEXT: USER CONSIDERATIONS

Understanding users ensures decisions respond to real needs - now and in the future. Identifying the people and activities that interact with the street or place helps ensure the purpose reflects lived experience and supports balanced Movement and Place outcomes.

Who is here?

Identify all people who interact with or depend on the space:

- people walking and riding
- public transport users
- drivers and freight operators
- residents, visitors and businesses.

How does it feel?

Understand the user experience and understanding of the space:

- safety, comfort and amenity
- connectivity and legibility
- shade and shelter
- cleanliness and maintenance
- socially and culturally welcoming.

Why are they there?

Understand trip purposes and behaviours and how they interact:

- work and commuting
- school and learning
- shopping and services
- social and recreation
- passing through vs staying.

When is it used?

Consider temporal patterns:

- morning and evening peaks
- school hours
- evenings and weekends
- events and festivals
- seasonal variation
- familiar and unfamiliar users.

Equity and inclusion

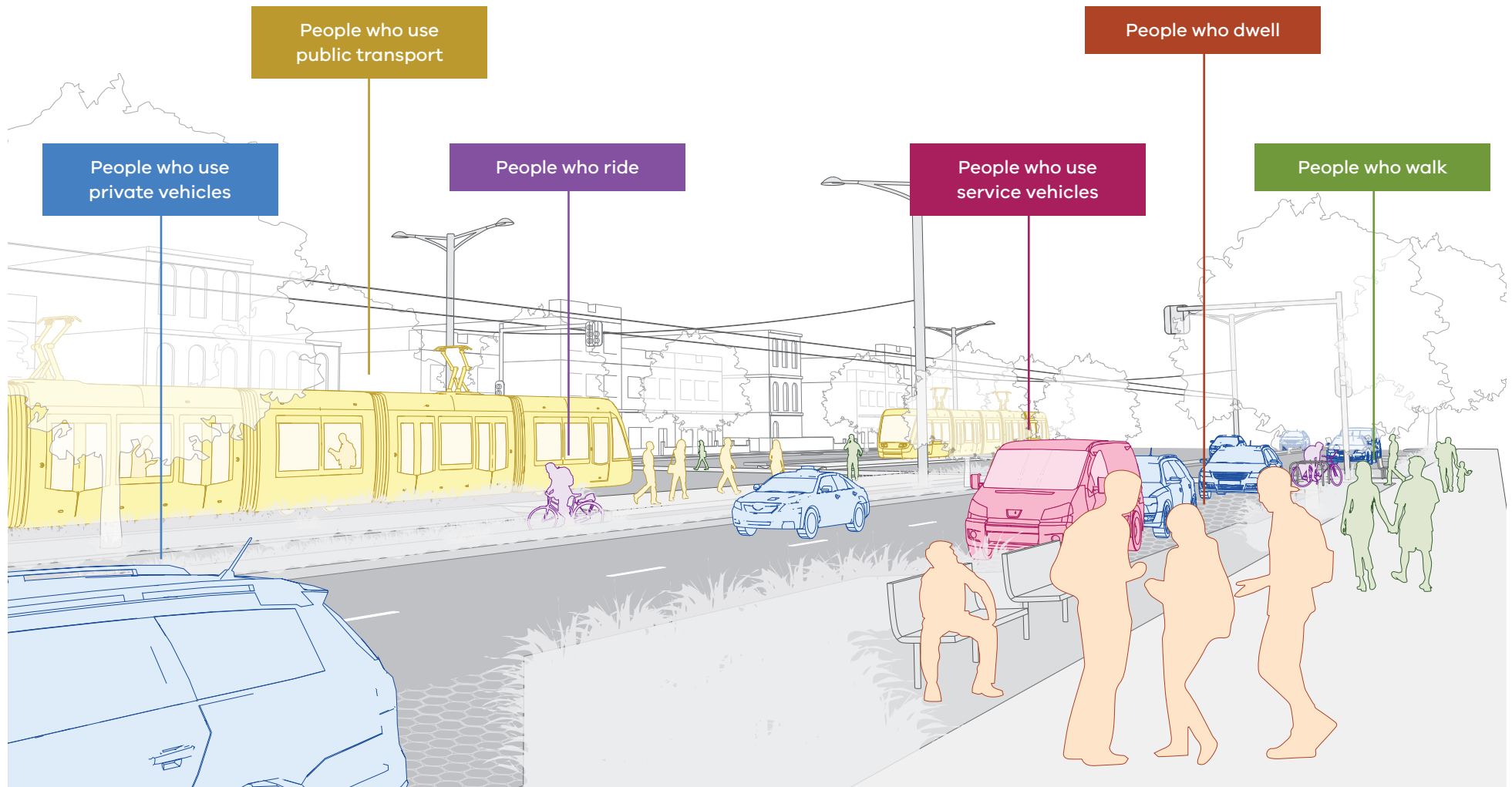
How people with diverse backgrounds and needs may experience the space:

- children and older people
- people with disability
- gender and sexual orientation
- cultural and linguistic diversity.

Evidence and insights

Consider whether to support the project's understanding of users through:

- counts and surveys
- observation
- community input
- operator and business insights.



Understanding users

HOW THEY WORK TOGETHER

Setting the purpose and context informs how to apply Movement and Place. The level of technical detail and components used also depend on who is using it and the project's lifecycle stage.

Level of detail

Different practitioners require different levels of technical detail, evidence and analysis.

Consider:

- The discipline applying the framework.
- The type of decision being made (strategic, design, operational, or regulatory).
- The depth of information required (high-level context versus detailed technical analysis).
- The time horizon (long-term planning versus immediate operational needs).
- Where the project sits in the project lifecycle (planning and strategy, development and design, operations and maintenance).

Why this matters

Clear purpose and context should reflect the appropriate level of technical detail.

Matching complexity to the task ensures decisions are well-informed, avoids unnecessary analysis, and keeps disciplines aligned.

Proceeding with the project

At this stage, practitioners have:

- clarified the purpose and why the project exists, including problems, opportunities, and key outcomes
- defined the relevant context
 - scale
 - location
 - user considerations.
- considered the required level of detail.

This enables informed application of the remaining four components:

- typologies
- classifications
- performance
- shifts.

These components are applied differently depending on project type, complexity, and lifecycle stage. See the relevant chapters for further clarification.

Examples

How purpose and context influence which components you use:



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.



PROCESS CHECKLIST

Purpose	Context physical setting	Context users and equity	Level detail	Application
Defines the project purpose, priorities, outcomes and scope – clearly define the problem the project is addressing – identify why the project is needed and its urgency (timing, drivers) – confirm the outcomes that matter most and how success will be measured, including health and safety, environment, in addition to movement and place – identify opportunities as well as constraints – review relevant policies, strategies, plans, and planning controls – identify committed or funded projects that may influence outcomes.	Describes where the project is and what is influencing it – confirm the project extent, including: – scale (site, corridor, centre, neighbourhood, network) – location. – understand existing place characteristics: – role, character, and activity – land use and planning intent. – analyse movement context: – existing and planned networks – modal roles and functions – peak, seasonal, and event impacts. – identify constraints and opportunities.	Ensures people are central to decision-making – identify who is involved and affected (users, stakeholders, community) – identify all user groups, including vulnerable users – understand behaviours, needs, and interactions – consider accessibility, equity, and inclusion – plan for early and ongoing engagement, including lived experience.	Matches the project scope to the planning need – type of decision being made – time horizons for the project – key project stakeholders and decision makers – complexities, including interfaces and interdependencies – emerging trade-offs or conflicts that may require extra rigour.	Describe how the framework will be applied – confirm how the framework will be used for this project – determine which framework components are required – define the level of detail needed for each component – identify required data, evidence, and assumptions – confirm governance, responsibilities, and practitioner involvement.
Outputs – clear purpose statement – defined outcomes and priorities – confirmed project scope	Outputs – clear understanding of people, place, and movement – documented constraints and opportunities – policy and strategy alignment summary	Outputs – user and stakeholder profile – equity and accessibility considerations are embedded	Outputs – project's relation to the planning or asset lifecycle – understand stakeholder needs	Outputs – defined application approach – agreed level of detail – evidence and data requirements confirmed

TYPOLOGIES



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.

Typologies are holistic

Typologies bring together movement and place in a simple, clear picture. They make it possible to highlight priorities for different types of streets, helping practitioners clarify intent, compare options and communicate goals across a corridor, precinct or region.

Their structured approach supports the development of technical guidance and consistent use by different practitioners.

Typologies are accessible

Typologies are an easily graspable tool for diverse practitioners and stakeholders to have conversations about streets. They help build a shared vision while staying mindful of the overall transport network and place context.

Typologies are simple to map. They can readily illustrate how different types of streets fit into a corridor, precinct or region. They are strengthened by their link to the technical depth of Movement and Place classifications.

Typologies are context sensitive

The diverse nature of Victoria's transport networks and places means that each street is different and may not fall neatly into one or the other category. Typologies help indicate opportunities for different types of streets, but don't dictate a particular solution. The way streets meet their vision may look quite different in the varied local contexts across Victoria.

Typologies fall into three categories

Each category describes the broad role streets occupy in terms of their overall priorities for movement and place. This doesn't preclude that many streets will need to manage some presence of other functions.

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

Destination streets

Streets where people gather, spend time and access shopping, services, activities or community life. They support high levels of pedestrian activity and interaction.

Connection streets

Streets that prioritise safe and efficient movement of people and goods by various modes. Their primary focus is to connect people and goods to centres, neighbourhoods and regions.

Local Living streets

Local Living streets primarily serve local access, neighbourhood life and everyday activity. They are the most common street type and play a vital role in supporting liveable communities.

Resources and references

- Plan for Victoria
- Urban Design Guidelines for Victoria 2.0
- State land use and transport plans
- Local strategies, plans and policies
- 20-minute neighbourhood checklist

TPOLOGY 1: DESTINATION STREETS

Destination streets serve places with significant intensity and vibrant mixes of on-street activity. People use them to gather, spend time and access goods and services.

Destination streets vary from state significant to a local scale, but are typically urban centres, main streets, and important public places where streets prioritise social and economic activity, while accommodating safe movement.

They include streets that also must manage significant through movements, particularly by public and active transport.

Destination streets include:

- civic, mixed-use spaces, with high levels of pedestrian movement and mingling
- classic urban and regional high streets, everyday destinations with a mix of shops, services and community activity, along with multimodal movements
- streets supporting a broad mix of uses and transport movements, complementing civic and high streets within our designated places
- vibrant laneways and service lanes
- streets around busy public transport interchanges, where there are large numbers of pedestrians connecting between services and moving around.



TPOLOGY 2 : CONNECTION STREETS

Connection streets prioritise safe and efficient movement of people and goods by various modes.

Their primary focus is to connect people and goods to centres, neighbourhoods and regions, and they may carry higher volumes of traffic, public transport or freight while still supporting safe active transport movements, environment and public realm outcomes.

Connection streets vary by modal mix and level of movement. They also run through diverse locations, meaning Connection streets will look and feel different. Some Connection streets will pass through residential and commercial areas and may transition to other street categories as the context changes.

Connection streets include streets with:

- a primary focus on private vehicle and freight movements, potentially along with bus or other modes, serving a range of distances and intensities of movements
- a primary focus on public transport movements (outside of higher place destination streets), with supporting pedestrian crossings and paths to access stops
- a mix of modes, including private vehicle, public transport and active transport at different scales of movement, from state significant to regional or municipal movements.



TPOLOGY 3 : LOCAL LIVING STREETS

Local Living streets primarily serve local access, neighbourhood life and everyday activity. They are the most common street type and play a vital role in supporting liveable communities.

Local Living streets support places where people live, relax, play and build a sense of connection and community. They play a vital role in supporting safe and comfortable walking and riding. They can also provide opportunities for urban greening and biodiversity, inclusive spaces, informal play and local identity.

They range from streets that are more focused on connecting local areas to Destination and Connection streets, to very low movement residential streets.

Local Living streets include:

- residential streets that provide for steady movements by general traffic and public transport to Destinations and Connectors, along with walking and riding, but discourage through movements
- streets supporting local neighbourhood destinations, such as shops, parks, cafes and community services
- residential streets near schools, busy at particular times, and with young pedestrians and cyclists
- quiet streets in residential areas where people walk, wheel, ride and play alongside slower vehicle movements or low traffic environments
- residential and service laneways.



RESPONDING TO CHANGING STREET CONTEXTS

Streets change along their length. A single street may pass through different land uses, destinations, levels of activity and built forms. It may also accommodate different levels and combinations of movements as different modal corridors attract users along their length or connect in and out. Streets may also change given the time of day or day of week. These changes affect how the street functions and what it needs to support.

Recognising context helps practitioners design streets that reflect the places they move through. A street may act as a connection in one section, a destination elsewhere, and support local living near homes or community facilities. These transitions are normal and expected.

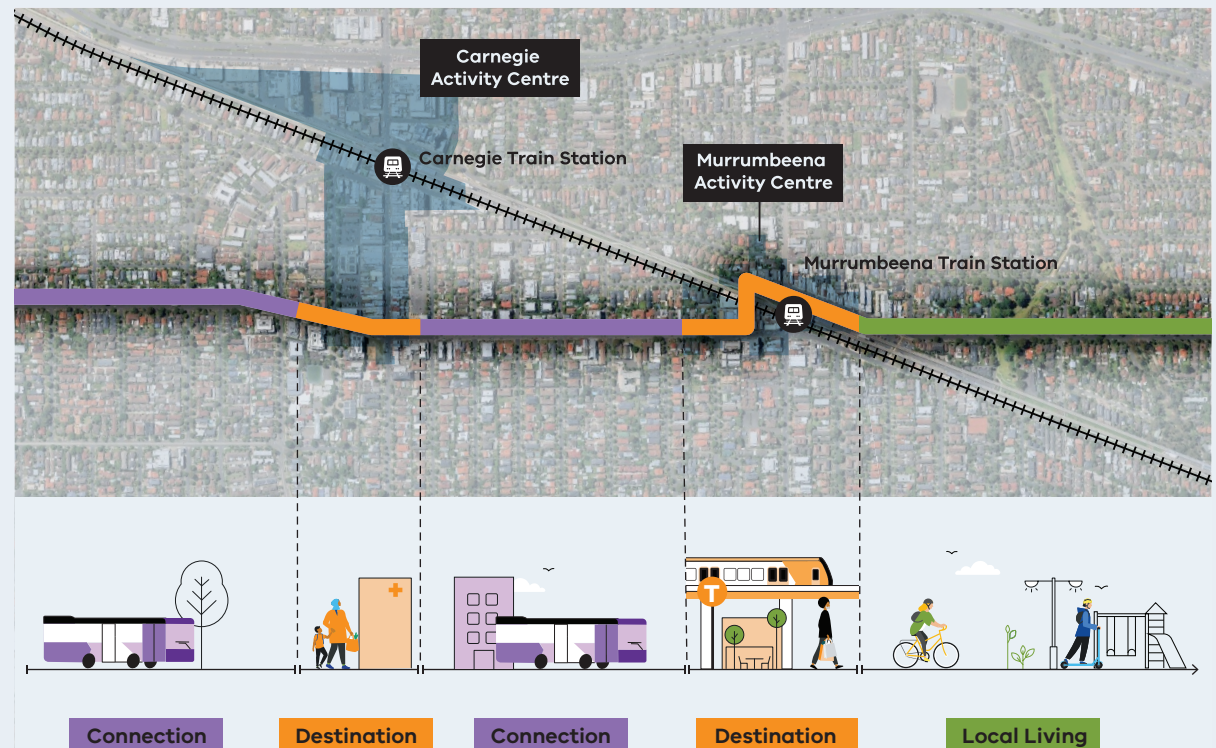
Movement and Place supports this by encouraging teams to map context changes early. This helps identify where movement needs increase, where place becomes more important and where design responses must adjust. It also helps explain why most corridors cannot be designed to one uniform condition.

Understanding context leads to clearer decisions about speed, crossings, footpaths, greenery, public transport access and street layout. It ensures that planning and design respond to local conditions, not just the administrative road category.

It can also help to highlight more complex planning situations that may benefit from a stronger focus on classifications.

Typologies along Neerim Road

Neerim Road, in Melbourne's south-east, demonstrates how a single street can serve many roles. Its activity, form, and purpose change along its length. Viewing the corridor through a typologies lens highlights how land use and context influence function. This approach recognises that a street's role is defined not only by movement or management but also by the surrounding places it supports.



PROCESS CHECKLIST

Identify the typology category	Consider local context	Consider people and equity	Think long term	Validate and communicate
Following the steps covered in purpose and context, ask: – Is this primarily a place to meet and engage? Choose Destination. – Is it primarily a corridor to move through? Choose Connection. – Is it a Local Living street? Choose Local Living. – capture the Categories spatially on a map.	Refine how the categories are applied on the ground – assess whether place intensity varies along the street – identify unique or sensitive land uses (e.g. schools, civic spaces, open space) – select the category using evidence and professional judgement.	Test outcomes against lived experience – consider people of all ages and abilities – prioritise accessibility and safety – consider gendered experiences of place – consider cultural diversity and lived experience – embed equity in movement and place decisions.	Ensure adaptability and resilience – consider current and future conditions – account for growth and change – consider changing travel patterns and behaviours – test the adaptability of the street over time – consider climate resilience, biodiversity, and tree canopy – support low-emissions transport and active living.	Confirm decisions and explain outcomes – acknowledge categorisation is not required for all streets – recognise the process is non-linear and involves trade-offs – use mapping and visualisation to: – test assumptions – explain outcomes clearly. – check alignment with Urban Design Guidelines for Victoria 2.0 – refine decisions where misalignment is identified.
Outputs – selected category for relevant streets – clear rationale linking category to place and movement role – mapped representation of categories (where applied)	Outputs – alignment between category and local conditions – clear basis for design and cross-section decisions	Outputs – documented equity considerations – identification of user needs and sensitivities – adjusted category or street type decisions where required	Outputs – categories are future-ready – climate-responsive and adaptable outcomes – reduced risk of short-term or inflexible solutions	Outputs – validated and defensible typology decisions – clear communication material (maps, diagrams, summaries) – alignment with Urban Design Guidance and broader objectives

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.

Classification overview

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

Movement is classified by the scale of the connection and by the transport system user:

- **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

Place is classified by scale of intensity and the use/user.

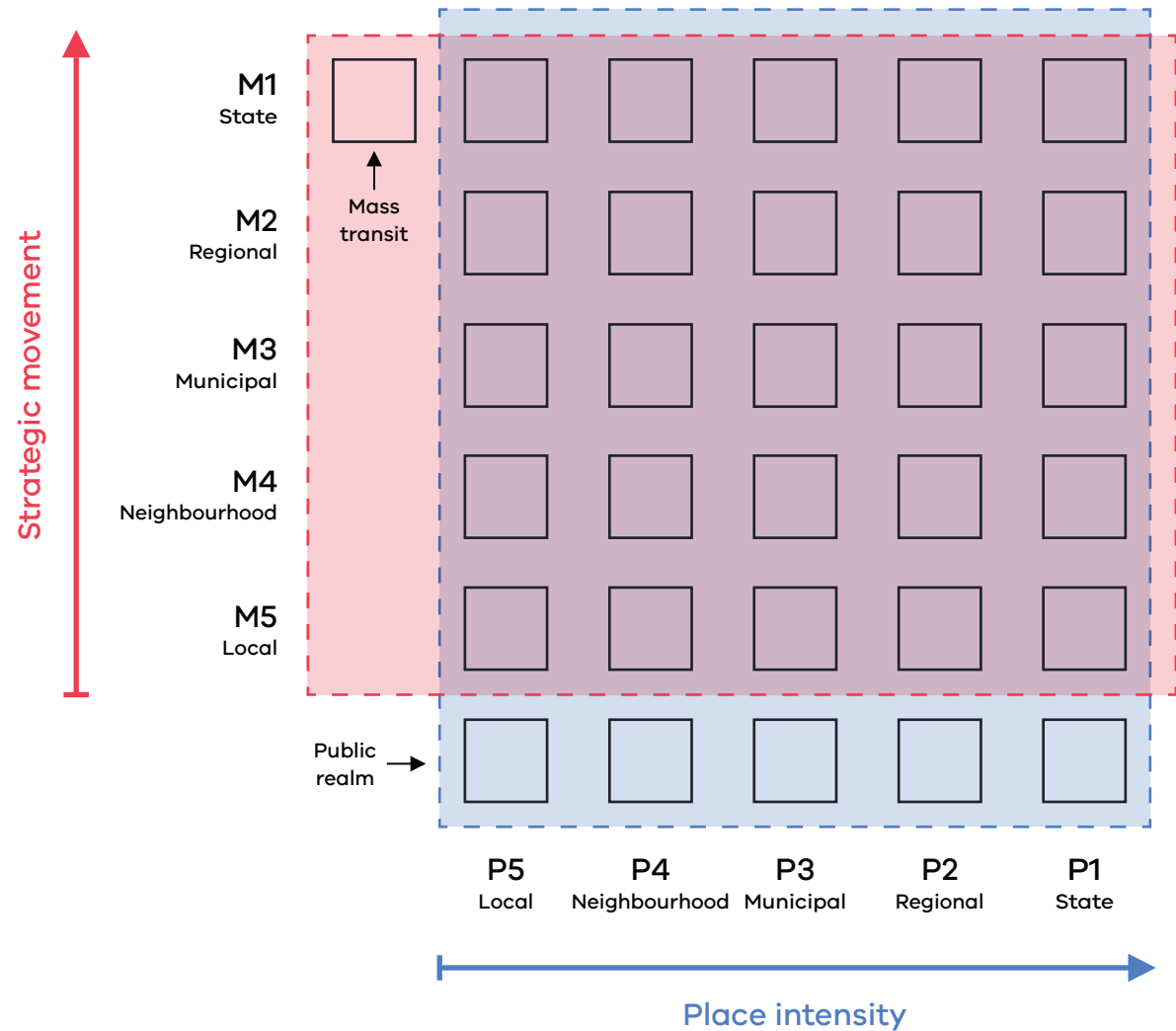
- **Intensity scale:** The scale of the place intensity from a state level and ranges through regional, municipal, neighbourhood and local.
- **Use / user:** Falls under two broad categories.
 - **Places of activity and density:** where you find a range of street-based activities, such as retail, commercial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

Resources and references

- Urban Design Guidelines for Victoria 2.0
- 20-minute neighbourhood checklist

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.



CLASSIFICATION 1: MOVEMENT

What do we mean by movement?

In Victoria, when we talk about movement, we are referring to how people and goods travel.

Movement is about getting people where they need to go, by all modes, safely, efficiently, and reliably, while making sure goods and services can reach homes, businesses, and communities.

Where movement changes

Movement is diverse and can vary from freeways to calm streets. It changes based on the place and space, and can also change based on time.

Strategic movement

Strategic movement is determined by a combination of volume and mix of journey types and modal priorities.

The scale of strategic movement starts at the state level and ranges through regional, municipal, neighbourhood and local.

Why movement matters

Movement encompasses how people and goods navigate Victoria's transport network, including walking, riding, buses, trams, rail, freight, and traffic. Understanding travel motivations helps us design safer and more inclusive networks.

How people travel

Individuals choose different modes of travel based on their needs and surroundings. Each mode has a specific role and requirements within the transport network. Each mode itself can provide a wide range, for example bus can provide long-distance travel, rapid connections between centres or a neighbourhood service.

What movement covers

Movement occurs to and from destinations and includes various trip types, not just vehicle flow. Effective planning prioritises safety and accessibility for active transport.

Different types of movement

When considering movement we need to think about movements through, movements to and from, movements within and interchanging movements between modes.



MOVEMENT DEFINITIONS

M1	M2	M3	M4	M5
Movement of state or national significance	Movement of regional significance	Movement of municipal significance	Movement of neighbourhood importance	Movement of local importance
Mass movement of people and/or goods on routes with a state or national level movement function or primary access to a State level place.	Significant movement of people and/or goods on routes connecting across multiple municipalities or primary access to regional level places.	Moderate movement of people and/or goods on routes connecting municipalities or primary access to municipal level places.	Movement of people and/or goods within neighbourhoods supporting short trips to education, shops, parks, and community facilities.	Local movement, such as residential streets, laneways and access to homes.

MOVEMENT MODES SUPPORTING NETWORK USERS



Walking or assisted movement (W)

Part of every journey and a fundamental mode of transport that improves access, supports health, and creates people-friendly places. Prioritising walking makes travel more sustainable and equitable, while classifying walking networks helps remove barriers and ensure safe, enjoyable movement for all.



Riding or micro-mobility (C)

An active, low-emission mode of transport that allows people to travel further than walking. It is space-efficient, reduces traffic, and requires less parking than cars, making it a smart and sustainable way to get around. It includes special movements such as training and recreational routes.



Buses (B)

A key part of public transport, moving large numbers of people efficiently and reducing car dependence. They are adaptable, reaching areas without train or tram lines, and work well with other transport modes. Modern buses are cleaner and quieter, making them a sustainable and reliable way to travel.



Trams (T)

A high-capacity, space-efficient mode of transport that operates on a fine grid, ideal for short urban trips and multi-modal connections. They reduce car dependency, and integrate seamlessly into streetscapes, enhancing liveability and connectivity.



Freight (F)

Transport of goods by road using trucks of various types, supporting supply chains and economic activity. It enables the delivery of essential goods across the state. Effective freight planning balances efficiency and safety with urban amenity to minimise impacts on communities.



General traffic (GT)

Private vehicles that use the road network for personal, service and delivery purposes. While essential for mobility and economic activity, general traffic can impact urban amenity through congestion, noise and safety risks, requiring a balance between access and people-focused environments.

CLASSIFICATION 2 : PLACE

What we mean by place

In Victoria, place encompasses the public and private realms that interact with the transport network and contribute to the quality of public places. Good places support daily activities like socialising, shopping, or waiting for a bus. They reflecting local identity.

Place intensity

Place intensity is a scale from a state level and ranges through regional, municipal, neighbourhood and local.

Place intensity is determined by the mix of activity, meaning and use, the density, built form, street form and adjoining land use.

Why place matters

Places shape how we live, influencing health, social life, and community connection. Designing for place supports walking, riding, public transport, local economies, and access to daily needs.

Place can also help show the relationship to where people and/or goods are travelling and why. It helps to plan the modal networks and support decision-making around trade-offs.

No one place is more important than another

Unlike the modal classifications in movement, place classification scale of intensity is not a hierarchy; all places are unique and important and can aspire to a high-quality urban realm appropriate to the type of use.

What place covers

A place is a space or location that has meaning shaped by the activity of people within it, its social and economic value to the community, and its physical and natural setting. Recognising the meaning of 'place' is fundamental to designing streets and spaces that support community, businesses, and people outcomes.

Place is not just back of curb. Streets are public places too.

Place includes both physical and non-physical elements.



PLACE DEFINITIONS

P1	P2	P3	P4	P5
Place of state or national experience and intensity of use	Place of regional experience and intensity of use	Place of municipal experience and intensity of use	Place of neighbourhood experience and intensity of use	Place of local importance experience and intensity of use
This place generates intensity and experiences, or the industry or innovation conducted in this place services are of state or nation significance.	This place generates intensity and experiences, or the industry or innovation conducted in this place services are of regional significance.	This place generates intensity and experiences, or the industry or innovation conducted in this place services are of municipal significance.	This place generates intensity and experiences, or the industry or innovation conducted in this place services are of neighbourhood importance.	Your street and your home. Important to you, your household and your neighbours.

PLACE OF ACTIVITY AND DENSITY (PA)



Place of activity and density (PA)

It describes places where most daily life happens; where people live, work, shop and meet. These places can range from large, busy centres to small neighbourhood shops.

PA focuses on two key characteristics:

- **Activity and activation:** the level of street-based activity and everyday use.
- **Density of living:** where people live and more likely to make frequent, short trips.

Because PA locations support high levels of everyday activity, they are often where movement and place demands overlap most strongly, requiring careful consideration of how streets function for both access and daily life.



Heidelberg Activity Centre

OFF-STREET PLACES

Off-street places are locations that may not have on-street activity or direct interface with traffic, and are not residential, but are still significant places in their own right. They need to be considered in decision-making because they influence how and when people and goods move.

We have four sub-types of off-street places to help better understand users and movements.



Off-street place of community (PC)

Where people gather for events, recreation or celebration. They may be lively public spaces or large destinations like stadiums and cultural venues. It is not just limited to large visitor attractors but also includes neighbouring places of worship and community centres.



Off-street place of services (PS)

Schools, hospitals, universities and research precincts that people visit regularly for learning, care or work. The scale of these places range from the largest hospitals and universities to primary schools and GP offices.



Off-street place of open space (PO)

Publicly accessible outdoor areas used for recreation, rest and community life. They support health and wellbeing and provide environmental benefits such as shade and biodiversity. These spaces need safe, convenient access and may also function as movement corridors through paths or trails.



Off-street place of industry (PI)

Areas where goods are made, stored or moved. They are primarily workplaces for people and support important economic activities. These places rely on efficient and safe freight access while still needing safe access for workers and visitors. Also includes extractive industries.

CLASSIFICATION 3 : INTERCHANGE

What we mean by interchange

Public transport interchanges are places where travellers connect with one or more forms of public transport. They are part of all journeys on Victoria's public transport network.

They include on-street bus and tram stops, off-street bus interchanges and train stations. Interchanges are classified to include closely located stops and stations, such as bus or tram stops on street near a station.

How interchange fits into Movement and Place

Interchanges influence place through their support for nearby activity, contribution to the public realm and local connectivity (such as across rail corridors).

Movement occurs to, through and within interchanges and can be affected by interchange design and interfaces.

Why interchange matters

Interchanges bring together one or more public transport modes along with walking, riding and general traffic modes, meaning people have more options to meet their travel needs.

It is important to include interchange in Movement and Place to maximise place opportunities and effectively plan movement networks.

Making the best use of land at train stations

The connectivity offered by larger interchanges, such as train stations, means that their land is highly valued and trade offs between different priorities are common.

Changes to interchange land should help more people to access public transport and support local place priorities. Consider current and future movement needs, customer safety and amenity, accessibility and operational requirements.

What interchange covers

Planning for interchanges may cover multiple facets of movement, place and customer experience, depending on project scope.

Interchange planning considers how people access the interchange, movement within it and the experience of waiting at an interchange.

Interchange access

Planning for access, or the "first and last mile" should consider all options to serve travellers. People use a range of modes, including walking, riding, public transport and private vehicles to make these journeys.

How these options are balanced to best meet local needs will vary according to local place, land use and movement networks.

INTERCHANGE DEFINITIONS

I1	I2	I3	I4	I4
Interchange of state or national significance	Interchange of regional significance	Interchange of municipal significance	Interchange of neighbourhood importance	Interchange of neighbourhood importance
Major focal points of public transport usage in Victoria with the highest levels of connectivity, diverse services and activity. Gateways to state significant precincts.	Attract high numbers of travellers from wide catchments to access diverse public transport services or regionally significant connections.	The capacity, frequency and/or variety of services on offer attract travellers from surrounding suburbs.	Neighbourhood transport hubs where travellers connect with higher frequency/capacity services or additional service options to their local stop.	Local public transport stops which serve as the nearest, walkable point of access to the network for travellers, but are unlikely to attract those from further away.

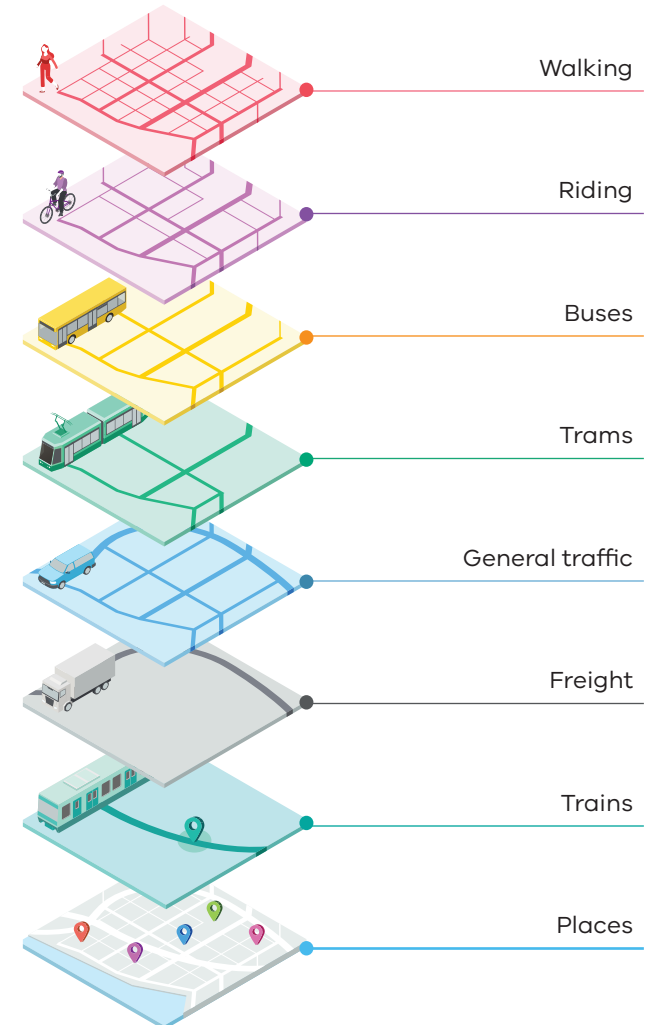
CLASSIFICATION MAPPING

Movement, place and interchange classifications can be mapped and viewed together to help set the transport vision for an area.



- | | | |
|---|--|---|
|  Place of activity and density |  Place of services |  Place of industry |
|  Place of community |  Place of public open space |  Interchange |

Movement and place functions



PROCESS CHECKLIST

Capture	Review	 Test	Approve and map
– capture the classifications as mapped – if your project only requires you to capture classifications and not review or define you can stop here and move onto your next application step.	– gather relevant place information: – council plans and planning scheme details, including issued planning permits – economic and social rules. – gather relevant movement information: – volumes/patterns for all modes – public transport routes – active transport desire lines and constraints – freight/industrial access. – confirm/propose classifications.	– test for conflicts: – between movement modes – between movement and place. – confirm alignment: – strategic transport and land use plans – equity and accessibility – environmental – caring for Country. – assess delivery pathways: determine if the street can realistically perform all assigned functions – refine if needed: consider impacts outside the study area and adjust accordingly – engage with stakeholders that include representatives for both place and movement.	– obtain relevant governance approvals – map back to the mapping master source.
Outputs – representation of the classifications can be communicated through written description, plotted on the matrix or mapped	Outputs – alternative classifications to engage on and test – recorded rationale for the change including the reasons for the change	Outputs – agreed consensus on proposed changes – strategic justification for the change	Outputs – framework consistency – up-to-date master source mapping

PERFORMANCE



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

After defining the intended role of each street through typologies and/or 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
- environment
- place
- health and safety.

To measure performance, there are three elements:

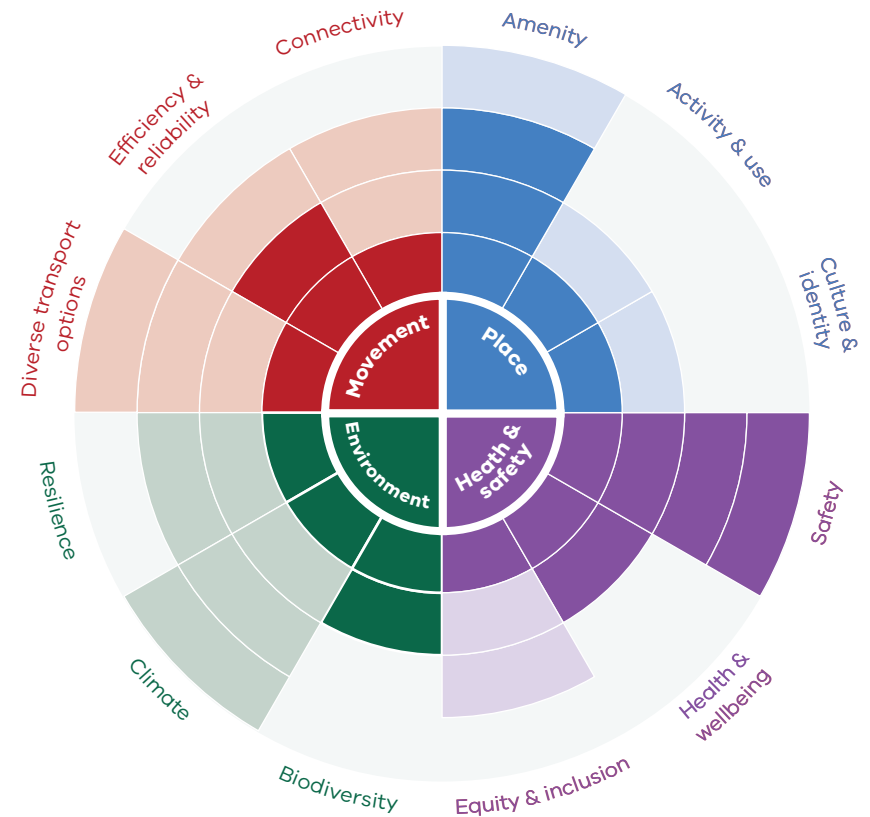
- indicators (and benefits)
- measures
- targets.

Performance measurement shows:

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

Resources and references

- Healthy Streets
- Gender Impact Assessment
- Pedestrian Facility Selection Tool (Austroads)



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.

PERFORMANCE COMPONENTS

Indicators

Define what matters most

- describe the outcomes we want streets and places to support.
- translate movement, place, health and safety, and environment outcomes into things that can be assessed, making outcomes operational. One outcome can have multiple indicators.
- provide a shared language for consistent decision-making by being measurable and multidisciplinary
- enable comparison and tracking over time.

Measures

Define how performance is assessed

- use evidence to understand current performance
- translate outcomes into clear expectations
- detail how to assess each indicator
- apply quantitative or qualitative means or a combination of both
- set benchmarks.

Targets

Define what good looks like

- set the desired level of performance for a specific indicator based on the typology or classifications.
- translate typologies and classifications into clear expectations
- provide a benchmark to identify performance gaps and to test shifts
- should be measurable and realistic, and can be set by:
 - level of service targets
 - high to low when the place context is consistent
 - simple checks where complexity is low.

Flexible application

Flexible and context-led:

- Indicators are consistent, but measures and targets vary by context
- Not all indicators are required for all applications, but there must always be an indicator from each outcome; no project should focus on just one Outcome theme
- Indicators are measured differently as determined by the settings (scale, location, complexity and horizon)
- Flexible and context-led measures and targets support performance-based decision-making, not fixed standards

PERFORMANCE INDICATORS

Indicators come from the Movement and Place outcomes.

Movement		
Efficiency and reliability	Diverse transport option	Connectivity
Use space and infrastructure well to move people and goods predictably. Reliable travel supports everyday life and strengthens the network's performance.	Provide practical options for different trips. A balanced network integrates walking, riding, public transport and vehicles - each playing distinct roles.	Create links that help people reach destinations and services. Connectivity is central to how the transport network functions for all users.

Place		
Amenity	Activity and use	Culture and identity
Provide comfort and ease of use through shade, shelter, lighting and access to local needs. Amenity helps streets support both movement and local activity.	Support the ways people spend time in a place. Active, well-used streets improve community life and support local economies.	Reflect local stories, design, materials and the relationship to Country. Identity strengthens connections of places in the broader network.

Health and safety		
Network safety	Healthy lifestyle	Equity, inclusion and security
Design and operate transport networks to enable the safe movement of people and goods, supporting the reduction of road safety risk for all people.	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.	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		
Biodiversity	Resilience	Climate adaptation
Bring nature into streets, parks and corridors including providing solar access. Greener transport spaces support habitat, connect ecosystems and improve air and water quality.	Design streets, public places and transport infrastructure that cope with change and recover from disruption. This improves the reliability and safety of the transport network under stress.	Reduce emissions and support climate adaptation through low-carbon transport, shading, water sensitive design and heat responsive materials that enhance that manage heat, supporting comfort and long-term performance.

SHOWING THE PERFORMANCE GAP

With a flexible approach, different applications require different assessment types.

Performance gaps can be displayed in different ways to show the performance gap appropriate for your application, including:

- spatially on a map
- in a table
- through bar or pie charts.

These same methods can be used in shifts to show how your options address gaps.



PROCESS CHECKLIST

Capture	Measure and analyse	Test
– choose the appropriate indicators based on your project purpose and context from the four themes: – movement – place – health and safety – environment. – confirm the role of the street – determine the measure/s to use for each selected indicator – identify data available and/or data capture methods, site inspections, observational audits, or community engagement that are required – choose targets.	– for each indicator, determine the measure that is appropriate for the project application and settings – for each indicator, determine the target based on the typology or classifications – analyse quantitative metrics – capture qualitative insights – communicate and visualise the gaps between targets and current performance – report and display the performance gap with supporting visuals and evidence.	– confirm performance indicators respond to the guiding approach – engage with stakeholders, including those with local context and lived experience, on the gaps that have been found.
Outputs – fit-for-purpose indicators and measures have been selected and targets known	Outputs – all indicators have have been measured and the gap between the current performance and target is known and clearly communicated	Outputs – performance report Outcomes – data-driven, evidence-based, fit-for-purpose indicators have been measured, and the gaps are known and can be communicated in a common language, gaps have been tested by key stakeholders

SHIFTS



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/or 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, health and safety, and environmental outcomes, and deliver on the guiding principles.

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.

Resources and references

- Healthy Streets
- Urban Design Guidelines for Victoria 2.0
- NACTO Guides
- Bus Stop and Interchange Guide
- DTP Speed Zoning Policy
- NSW Movement and Place Design Guide
- Remix Streets/ Street Mix
- Austroads design guides
- WSUD (Water Sensitive Urban Design) Guidelines
- Gender Impact Assessment
- Pedestrian Facility Selection Tool (Austroads)

KEY SHIFTS

Move from “what we want” to “how we get there”

Shifts take the vision from typologies and classifications, and turns it into the interventions needed to address any gaps identified through performance.

Explore different ways to achieve outcomes

There is rarely one single solution. Shifts allow practitioners to test options, compare approaches, and understand trade-offs between modes, users, functions and constraints.

Bring disciplines together

Different practitioners use different levers. Shifts create a common framework so planners, project managers, designers, transport engineers and operations teams can work consistently toward the same outcomes.

Support incremental change

Big shifts are often achieved through many small steps, including pilot programs. Shifts provide a pathway for improving streets over time, leveraging maintenance, renewal, programs and capital investment support incremental change.

Prioritise where effort will make the greatest difference

By linking shifts to performance gaps, practitioners can identify where interventions will have the most impact on movement, place, safety, climate resilience and equity.

Make evidence-based, context-driven decisions

Shifts help align actions with local context, guiding approaches, and available resources, ensuring decisions are transparent, balanced and defensible.

FRAMING OF SHIFTS

Shifts describe the different ways practitioners can move a street or place from its current performance toward its vision. These three methods are different framings that can help us address gaps.

Avoid, minimise, manage

Movement and Place, at its core, helps manage conflicts.

This model helps us avoid and minimise conflicts and then provides us with options to manage them. This is also supported through other models, guidance and tools.

Avoid: can the conflict be avoided?

i.e. no trucks on a street also used for riding?

Minimise: can the conflict be minimised?

i.e. can riding be promoted on an alternative street without trucks with safe access to the rest of the riding network?

Manage: can the conflict be managed?

i.e. can safe riding infrastructure, such as protected lanes, be provided?

User thought model

While the purpose and context, typologies, classifications and in some cases the performance, tell us a lot about users, running through the user thought model can help frame shifts considering the lens of all people.

The user thought model is the process of thinking about all transport users, starting with the most vulnerable.

For each transport network user group, consider the experience factor a person may have.

Network user

People who:

- walk
- ride
- use public transport
- deliver goods
- drive cars.

Experience factor

- age
- gender
- ability
- cultural background.

Toolbox

Starting from the top, each of these tools can help to develop the right shift, starting with the lower cost solution. Many shifts are likely to include a combination of tools.

Land use and access shifts

Changes that improve how land uses and local access patterns support the intended role of the street or place.

Behaviour change shifts

Changes that influence how people travel, interact with a place, and use the street over time.

Better use and operation shifts

A wide range of operational, maintenance, space and time shifts to make best use of the existing system. May include minor infrastructure upgrades.

Infrastructure and investment shifts

Longer-term changes delivered through new or upgraded infrastructure that significantly improve capacity, access or place quality.

SHOWING THE SHIFTS

Visualising the shifts support conversations about trade-offs.

Not every project needs to address gaps. It's about moving towards the vision incrementally.

Movement and Place won't give you the answer, but it gives you the framework, tools and language to have a conversation about the trade-offs.



Current

List of shift examples

- raised priority crossings
- safer speed environment
- active and fine grade frontages
- wide footpaths and quality lighting
- street trees and greening
- new local services and night activation.

Vision

PROCESS CHECKLIST

Develop the shifts	Test, compare and assess options	Consider external factors and determine preferred option and implementation
– develop diverse options, including “quick wins,” transitional shifts, and long-term directions – use the shift methods: – avoid, minimise, manage – user thought model – toolbox. – use other industry tools, guidance, policies and standards – check how well each shift responds to user needs and guiding approach.	– compare the options and appropriately communicate the gaps they close and how – workshop complex projects with relevant stakeholders – use the Movement and Place common language to have transparent conversations about the trade-offs between different options, modes, users and constraints.	– consider elements that Movement and Place does not include, such as cost, complexity and external approvals – select the preferred option and ensure the project contributes incrementally to the overall Movement and Place network vision – determine if the shift requires a phased rollout or immediate implementation – document the rationale and the formal plan for project delivery.
Outputs – well rounded options of shifts to address gaps	Outputs – report summarising the shifts and demonstrating the performance gaps they close, the benefits they deliver and exploring trade-offs that may need to be made	Outputs – project plan Outcome – actionable steps towards closing the gaps that consider the guiding approach and outcomes



CHAPTER 5

COMPENDIUM

About this compendium

Purpose

Defines frequently used Movement and Place terms that are often misunderstood or inconsistently applied. This compendium clarifies existing language rather than introducing new terminology.

Scope

Applies to planning, design, transport, land use and policy work in Victoria.

Status

Non-statutory guidance unless otherwise noted.

Accessibility

The extent to which people with disability can access something like an office, worksite or public area.

Active transport

Active transport refers to any form of human powered movement, such as walking and riding, as well as using e-scooters or personal mobility devices.

It involves transport for purposes such as running errands, commuting or accessing public transport, rather than just for recreation.

Active transport plays a crucial role in reducing reliance on motor vehicles, promoting physical activity, and contributing to a healthier, more sustainable transport system.

Amenity

The features of an area, street or building that contribute to comfort, convenience and enjoyment. Amenity can be:

- tangible: seating, shade, lighting or toilets.
- intangible: views, noise levels and air quality.

It shapes how welcoming and functional a place feels.

Arterial road

A road declared to be an arterial road under section 14 of the *Road Management Act 2004*. Arterial roads form part of the State road network and are managed by the Head, Transport for Victoria. Head Transport for Victoria is the Coordinating Road Authority, whilst Responsible Road Authority functions are split between Head, Transport for Victoria and Council. Section 37 sets out the relevant Responsible Road Authority's responsibilities.

Built form

The physical form and configuration of buildings and structures, including their height, scale, massing, setbacks, orientation and relationship to streets and public spaces. Built form influences how places function, feel and are experienced by people over time.

Bus network

The bus network combines different bus route types and functions to form an integrated network, including:

- rapid or trunk routes along key corridors
- connector routes linking centres, neighbourhoods and interchanges
- local routes on local streets, including flexible or demand-responsive services
- school services timed to support student travel.

Character

The combination of physical and environmental attributes that contribute to the identity of a building, street or neighbourhood. Character changes over time.

Connectivity

The degree to which a network provides direct, logical and convenient links between origins and destinations across modes, network levels and land uses.

Connector road

A connector road (also known as a collector road) is a municipal road that links local streets and neighbourhoods to the arterial road network. It functions to collect traffic from local streets and distribute it to higher-order roads, supporting movement within and between neighbourhoods. Connector roads are commonly used as a planning and asset management classification by local governments and within planning frameworks such as the Austroads Guide to Road Design and the Victorian Planning Provisions. They are not a statutory road type and are not defined in the *Road Management Act 2004*.

Context

The setting in which a project or activity sits. This includes past and present ecology, community, urban structure, buildings, spaces and movement patterns. Good design starts with understanding context.

Corridor

A continuous, strategic route within the network that supports movement across multiple links and intersections. Corridors are often multimodal and cross different land use areas. They are used for higher-level planning, prioritisation and performance evaluation.

Country

When Aboriginal Australians refer to Country it is an expression of a custodial relationship; they do not own land but are owned by it. It sustains and provides for people, and people sustain and manage the land through culture and ceremony.

Crossover

The connection of an accessway (i.e. driveway) to a street.

Density

A measure of the intensity of development in each area, commonly expressed through dwellings, floor space or population relative to land area. Appropriate density depends on context, place and desired outcomes.

Efficiency

The extent to which the transport system makes good use of existing infrastructure to move people and goods across all modes. Efficient networks make better use of what already exists rather than relying on expansion.

Freeway

A road declared to be a freeway under section 14 of the *Road Management Act 2004*. Freeways form part of the State road network and are managed by the Head, Transport for Victoria as both the Coordinating Road Authority and Responsible Road Authority (excluding privately operated freeways).

Gender Impact Assessment

A structured process used to assess how policies, projects or designs may impact different people in varying ways. If an organisation doesn't consider how its work affects different people, it might unintentionally create or reinforce inequalities. In Movement and Place work, Gender Impact Assessments help identify potential safety, access, time-use and caring impacts to ensure streets and transport systems work equitably for all users.

These terms describe how people and goods move across the transport network, and how movement supports access, safety and street function at different scales.

Interchange

Places where people access or transfer between public transport services, including at train stations and bus and tram stops. The concentration of movement and activity at these locations often requires planning responses in nearby streets.

Link

A short section of road or street between two intersections or nodes. Links are typically used for detailed operational analysis and should be treated as multimodal.

A link can also refer to walking and riding links.

Liveability / Local living

A planning and design approach where most daily needs – such as stations, work, shops, schools and community spaces – are within a short walk, wheel or bike ride from home. It supports health, inclusion and climate resilience by reducing car dependence and improving access to local services.

Local street or road

A planning and design term for low-speed municipal roads that provide property access, neighbourhood connectivity and space for local life. Local streets are managed by councils and are generally not State roads.

Movement

The movement of people and goods by different transport modes, such as walking, riding, public transport, freight and private vehicles.

Movement can occur:

- to and from a place
- within a place
- through a place.

Municipal road

Any road that is not a State road, as defined in section 3(1) of the *Road Management Act 2004*. Municipal roads are owned and managed by the relevant municipal council, which is both the Coordinating Road Authority and the Responsible Road Authority.

Network

The complete system of roads, streets, public transport routes and active transport links within a defined area. It includes the functional movement of all modes and is the basis for integrated planning, management and operations, in conjunction with place functions.

Open space

Outdoor areas that are publicly accessible and generally free to enter, such as parks, reserves, sports fields, linear trails and civic lawns. Open spaces support recreation, rest, nature and community life.

Place

A space or location that has meaning, shaped by how people use it, its social and economic role, and its physical and natural setting. Understanding place is fundamental to designing streets and spaces that support community, business and people-focused outcomes.

Place function

The social, economic, cultural and environmental roles that streets and spaces play for people. For example:

- main streets that support trading and socialising
- local streets that support play and everyday life
- parks that provide recreation and ecology.

Place-based

An approach that responds to the unique physical, social, cultural and environmental characteristics of a location. Place-based work focuses on what a place does and means, not just how it looks, and relies on collaborative understanding and local knowledge.

Principal Freight Network

The network of roads and corridors, prioritised for regular, high-volume freight movement across metropolitan and regional Victoria. The Principal Freight Network connects key freight generators and destinations, including industrial precincts, freight terminals, ports, airports, and major employment areas.

Public realm / Public space

Spaces that are open and freely accessible to everyone, such as streets, public parks, town squares, interchanges, waterways and foreshores. Public realm usually refers to land in public ownership, but can include privately owned land that is publicly accessible at certain times.

Reliability

The consistency of travel times or service performance over time. A reliable network allows users to plan their journeys with confidence, whether they are using public transport, walking, riding, driving or delivering goods.

Riding

Riding refers to the use of standard and non-standard bicycles, tricycles, e-bikes, adaptive cycles, e-scooters, bicycles with trailers, and personal mobility devices for transport.

These represent sustainable and efficient forms of transport, supporting the transition to more connected, accessible, low-emission transport systems that enhance the liveability of communities.

Road safety

The extent to which all road users, including people walking, riding, using mobility aids, travelling as passengers or driving, are protected from death and injury. Safety in network planning is guided by Safe System principles, which accept that humans are fallible and will make mistakes.

Security

The extent to which people feel and are protected from intentional harm or threat while using the transport network. Lighting, passive surveillance, staff presence, emergency systems and resilience to major incidents all contribute to security. Security is part of the user experience and amenity.

Segment

A subset of a corridor with relatively consistent land use, place function or operational characteristics. Segmenting corridors into segments supports more fine-grained analysis and targeted interventions.

Shared space / Shared zone

A street or area where pedestrians have priority and the street environment has been adapted for very low vehicle speeds. This treatment encourages social interaction and creates an attractive environment for pedestrians whilst maintaining access for general traffic and deliveries.

Significant municipal road

A municipal road is identified as a key part of the road network. This term is used in Victorian Planning Provisions guidance (Land use and Transport Practice Note).

State road

A road declared to be a freeway or an arterial road under section 14 of the *Road Management Act 2004*.

Strategic bus corridors

Corridors identified for higher frequency bus services, including rapid, truck or Bus Rapid Transit routes, connector routes and other high-demand alignments. They are intended to provide fast, frequent and higher-capacity bus travel between significant places.

Strategic Cycling Corridors

Key riding routes that connect important destinations such as central Melbourne, major employment and activity centres and other significant places. They are planned for safe, direct and comfortable riding for a broad range of users.

Strategic road network

A subset of the road network that performs a critical movement role at the metropolitan, regional or state scale. These roads connect major population centres, employment areas, freight precincts, ports and airports.

Strategic Walking Connections

Designated walking connections of state or regional significance which link into key destinations such as education, major activity and employment centres, and public transport nodes, or between neighbourhood walking networks across major barriers such as waterways, major roads or rail corridors.

Typologies

Categories, based on broad groupings, that describe the role streets play in people's lives and the transport network:

- Destination streets: places people travel to for activity, services and social life.
- Connection streets: corridors people and goods travel through to reach other destinations.
- Local Living streets: streets people travel within, supporting homes, parks and community services.

Universal access

Enabling people of all ages and abilities, including people with disability, to use places, services and transport on an equal basis with others. Universal access aligns with Disability Discrimination Act 1992 obligations and goes beyond minimum compliance where possible.

Universal design

Design that enables people of all ages, backgrounds and abilities to use places, buildings and services independently and with dignity. Universal design goes beyond minimum compliance and seeks to remove barriers for users with different physical, sensory, cognitive or cultural needs.

Walking

Throughout this document, walking encompasses unassisted walking, the use of mobility devices including wheelchairs or walking aids, as well as the walking with a pram or use of shopping carts, trolleys and similar devices.



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