Cooling the Upfield Corridor

Action Plan 2018 - 2029

Endorsed October 2018
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The purpose of the *Cooling the Upfield Corridor Action Plan 2018-2029* is to identify the most feasible ways to reduce exposure to the associated social, economic and environmental impacts caused by the Urban Heat Island Effect (UHIE) within the Upfield Corridor.

This Action Plan identifies priorities for introducing water and landscaping to the Upfield Corridor to reduce land surface temperatures and improve the amenity of the public realm.

The implementation plan brings together existing projects whilst prioritising new actions (subject to grant funding opportunities, external partnerships and Council’s annual budgeting process).

The Urban Heat Island Effect Action Plan 2016-2026 identified the Upfield Corridor as having some of the hottest surface temperatures within Moreland. This Plan sets out a range of themes, objectives and strategies to surface temperatures within the Upfield Corridor.

The actions in this plan focus Council’s efforts to reduce the UHIE within the corridor. Importantly, this Plan acknowledges that reducing the UHIE within the corridor needs to be achieved through commitment from residents, business, landowners and community groups in partnership with Council. Partnerships with State Government entities, service authorities and funding programs is necessary to support implementation of this Plan.
INTRODUCTION

Responding to the impacts of the Urban Heat Island Effect (UHIE) is an emerging priority for Moreland City Council. A critical part of this response is increasing the amenity of the public realm in order to encourage walking and cycling even on extreme heat days.

Responding to the impacts of the UHIE is not just about increasing canopy coverage. Responses should include considerations of the human scale where active modes of transport such as walking and cycling are prioritised and encouraged over cars.

The public realm offers an accessible place for the community to relax, socialise and move through. Therefore, it’s essential that the public realm remains cool and accessible on even extreme heat days.

This Plan seeks to outline a holistic and comprehensive range of opportunities and constraints within the public realm to respond to the impacts of the UHIE.

Opportunities to green / cool buildings are not contained in this Action Plan as they are specifically addressed in Council’s adopted Local Environmentally Sustainable Development Policy and the Moreland Apartment Design Code, the State’s Better Apartment Design Standards and also Council’s Sustainable Buildings Policy.

What is the Urban Heat Island Effect?

The urban heat island effect occurs in built up areas where concrete, asphalt and buildings have replaced the natural landscape such as grasses and trees.

The surfaces in built up areas absorb heat from the sun and then slowly release this heat at night. This causes cities to become warmer than the surrounding country areas.
Key priorities of the Cooling the Upfield Corridor Action Plan

- Develop an action plan to reduce the urban heat island effect along the Upfield Corridor.
- Identify locations for introducing water and landscaping along the Corridor.
- Improve pedestrian and bicycle amenity along the Corridor.
- Coordinated approach across Council.

Study Area

This action plan relates to the land bounded by the Merri Creek to the north, Barrow Street to the east, the Upfield Rail Line to the west and Park Street to the south. The site stretches across the suburbs of Coburg and Brunswick and encompasses Jewell, Brunswick, Anstey, Moreland and Coburg train stations, the major public transport corridors of tram routes 19 & 6 and numerous bus routes which transverse the site.

Sydney Road

Cities around the world are already transforming their major retails shopping strips into places for people with a strong place identity. Examples of such transformations include North Terrace, Adelaide; Mount Street, Mayfair, London; Murray Street; Perth; and Times Square, New York.

Competing space demands and the complexity of stakeholders on Sydney Road limits the possibilities to mitigate the impacts of the UHIE and make Sydney Road a place for people. Currently, VicRoads are investigating opportunities to revitalise Sydney Road which could include options to reconfigure the street to allow for tree planting and pedestrian priority.

Through these negotiations, Council is committed to ensuring that Sydney Road will retain its function as the civic and commercial heart of the Brunswick and Coburg Activity Centres.
**Key Themes**

This plan contains objectives and strategies set out under the following six themes. These themes have been drawn from the site analysis of the corridor and frame the key actions identified in the implementation plan.

**Theme 1: Streets for people**

Streets can provide many environmental and community benefits, improving the comfort and amenity of our streets making them usable places and spaces for everyone to use and enjoy.

**Objective:**
Re-allocate space within existing streetscapes to create new landscaped areas, whilst maintaining accessibility.

**Strategies:**
- Increase tree canopy cover to provide more shade along pedestrian and cycling routes.
- Identify underutilised spaces for re-purposing into places for people.

**Theme 2: Influencing outcomes in the private realm**

Identifying project partners and building collaborative relationships to deliver greening together with private land owners.

**Objective:**
Build collaborative relationships to increase greening opportunities within the study area.

**Strategies:**
- Work with private land owners along Sydney Road.
- Create places of pause along pedestrian thoroughfares.

**Theme 3: Utilising Council owned land**

Council owned land offers opportunities to increase canopy cover and water interventions in areas where public open space is limited.

**Objective:**
Harness opportunities to add landscaping on Council owned land. Embed best practice to reduce UHIE into every project.

**Strategies:**
- Optimise landscape and water interventions on Council owned land.
- Whilst ensuring existing uses remain as required.
This theme draws from the objectives and strategies of the 5 other key themes, identifying opportunities for projects where no funding is currently allocated.

**Objective:**
Increase tree maintenance and tree canopy cover within the side streets off Sydney Road.

**Strategies:**
- Improve pedestrian environments through considered landscape planting.
- Connect community spaces and places for pedestrians and cyclists.

**Objective:**
Increase planting opportunities within the Sydney Road streetscape.

**Strategies:**
- Increase comfort and amenity for pedestrians along Sydney Road through landscaping and tree planting.
- Undertake a multi-agency approach.

**Objective:**
Harness future opportunities to cool the Upfield Corridor via additional intervention projects.

**Strategies:**
- Seek grant funding, external partnerships and prepare business cases to support additional intervention projects to be delivered.
STRATEGIC CONTEXT

The implementation actions in this plan align with many existing Council adopted plans and policies, as summarised in the graphic below.
SITE ANALYSIS

A site analysis was undertaken of the corridor to identify key issues and opportunities. This analysis uncovered the complexities of Sydney Road, influencing the approach taken to formulate the key actions.

Sydney Road

Sydney Road is an iconic north-south road corridor carrying large pedestrian, bicycle and vehicle volumes. There are challenges associated with installing landscape and water infrastructure into this major public transport thoroughfare.

The space demands for this street require a multi-agency approach to achieve outcomes such as planting trees to cool the street whilst also meeting statutory space separation requirements for trams, vehicles and buses.

Competing space demands on Sydney Road can limit possibilities for extending footpaths, whilst existing overhead retail awnings and underground services affect where trees can be planted.

This Action Plan acknowledges this complexity of Sydney Road and looks to a whole corridor approach to reduce the UHIE. This is why the study area includes the principle pedestrian and bike network.

Existing conditions of the corridor have been analysed on the following pages.
Pedestrian and Bicycle Network

This map identifies the main bicycle and pedestrian routes within the corridor. Knowing where pedestrians and cyclists are moving is important to ensure these routes are prioritised as areas to cool.

Providing shading, rest stops and drinking water along these routes will help to encourage the use of these modes of transport during hot weather days.

Note: The Moreland Integrated Transport Strategy 2018 is currently under development which might identify new pedestrian and bicycle routes.
Sydney Road awnings and setbacks

The spaces along Sydney Road where trees can be planted is restricted by overhead awnings, lack of property setbacks, narrow footpaths and underground services.

Therefore, opportunities along Sydney Road to plant within the streetscape exist where buildings are set back, where there are no awnings and within the road reserve.
Street widths

Although Sydney Road is restricted in space, many of the surrounding streets within the corridor are wide enough to accommodate an increase in vegetation.

These wider streets create opportunities where vegetation can be planted as a means to reduce the surface temperatures of the corridor.
Car parks

Given that planting opportunities along Sydney Road are limited, alternative spaces along the corridor need to be identified. There are many Council owned and private car parks within the corridor.

These car parks could potentially help to alleviate the UHIE in the corridor by providing more opportunities for vegetation, whilst - also ensuring existing/plant uses are considered.

Note: The Moreland Integrated Transport Strategy 2018 is currently under development which may identify and prioritise opportunities for these carparks.
Urban heat mapping

This heat maps show the temperature of the land surfaces on 14th January 2014 at 10am. This map indicates that in summer, the corridor has very few cool places and a significant number of extremely hot places.

The areas within the corridor which are impacted the most by the UHIE are the pedestrian, bike and public transport networks and the main retail areas. These are the areas where cooling interventions should be concentrated and prioritised.
A Park Close to Home Framework aims to create open space in the areas that have the least access to open space. This map shows the gap areas within the corridor which have been identified as having the least access to open space. Landscaping opportunities within these gaps should be prioritised to increase the communities access to cool open space areas on hot weather days.

A Park Close to Home Framework - Open Space Gap Areas
Existing trees & vacant sites

The Urban Forest Strategy 2017-2027 began to identify vacant sites across Moreland where a tree could be planted. These sites take into consideration various site conditions including the location and type of overhead powerlines. Some of these vacant sites within the corridor have been identified in the map on the following page.

There are two types of vacant sites identified:

1. Designed vacant sites

Designed vacant sites are complicated and often require a design solution in order to plant a tree.

These sites often require service checking, potential integration with storm water, engagement with residents and businesses and consultation with teams across Council.

Streets where this may occur generally have narrow footpaths and no existing nature strip.

A designed site could result in planting a tree within the road reserve between car parking, in the median strip or a new kerb extension.

2. Standard vacant sites

Standard vacant sites are easy to plant sites.

Streets which have standard vacant sites generally have wide footpaths or existing nature strips.
Approximately 579 standard vacant tree sites
Approximately 387 designed vacant tree sites
Approximately 5100 existing trees
Train station
Study area

Cooling the Upfield Corridor 2018 - 2029
This implementation plan sets out for each of the six themes in this plan the relevant actions to accomplish the key objectives of this Plan. Each action contributes to increasing amenity for pedestrians and cyclists whilst reducing the UHIE.
THE IMPLEMENTATION PLAN

Action delivery and budget

This Plan has been formulated to align with the four-year cycle of the Council Plan, to ensure that this Action Plan supports the priorities and agendas for the current and upcoming Council terms. This plan is for the term 2018-2029, which covers three Council Plan cycles.

Ongoing

Actions will be included in current work plans and Council will undertake the actions on an ongoing basis. Actions are delivered under base resources and/or Council Officer time.

Short term

Actions are already considered within the current Council Plan 2017-2021 or will be delivered under existing base resources e.g. Council Officer time.

Medium term

Actions which fall under Theme 6: Additional Interventions could be delivered within the next Council term. These ‘additional interventions’ are subject to grant funding opportunities, external partnerships and future business case outcomes. Implementation is subject to resource and budget availability.

Long term

Actions which fall under Theme 6: Additional Interventions have been identified as items that could be delivered over the next eight to ten years. Projects are derived from emerging issues and potential new opportunities. These ‘additional interventions’ are subject to grant funding opportunities, external partnerships and future business case outcomes. Implementation is subject to resource and budget availability.

Identifying actions

The approach taken in this Plan is to rationalise and make connections between where pedestrians and cyclists are moving and the key projects that have previously been identified across various Moreland City Council initiatives.

Actions were identified prioritised based on the following:

• Identifying land, streets and pedestrian thoroughfares that are wholly managed or owned by Moreland City Council.
• The location of major construction capital works projects.
• The location of streetscape works proposed to occur in the activity centres.
• Identifying the areas deemed to be hottest using the technical thermal Landsat images that informed the UHIE Action Plan and Urban Forest Strategy.
• Locating priority pedestrian and cycle routes and existing overhead retail awnings and underground services, which affect where trees can be planted.
• Existing Place Action Plans for Coburg and Brunswick Activity Centres.
### THEME 1: STREETS FOR PEOPLE

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<thead>
<tr>
<th>Ref</th>
<th>Key Action</th>
<th>Lead Unit(s)</th>
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<th>Strategic context</th>
<th>Within Strategic Resource Plan</th>
<th>Budget/Resource</th>
<th>Delivery</th>
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</thead>
</table>
| 1.1 | Parklet Program | Urban Design | • Strategic Transport & Compliance  
• Places  
• Open Space Design & Development | • Council plan – P3d) Parklet Program | Yes | Existing base resources | Ongoing |
| 1.2 | Encourage and support community led temporary park projects which add to pedestrian and cyclist amenity i.e. opportunities identified by the community and supported by Council to encourage community building | Flexible lead: Urban Design or Places | • Urban Design  
• Places  
• Open Space Design & Development  
• Strategic Transport & Compliance  
• Capital Works Design & Delivery  
• Open Space Maintenance | • Draft Integrated Transport Strategy  
• Urban Forest Strategy (Action 7.5)  
• Urban Heat Island Action Plan (Action 5.1) | Yes | Existing base resources | Ongoing |
| 1.3 | As part of the next scheduled DCP Review, investigate inclusion of capital works projects to green Moreland to mitigate UHIE in the municipality | Strategy and Amendments | • Urban Planning  
• Urban Design Open  
• Open Space Design & Development  
• Capital Works Design & Delivery  
• Finance | • Brunswick Activity Centre Place Action Plan 2017 (Action 19)  
• Coburg Activity Centre Place Action Plan 2017 (Action 20)  
• Urban Forest Strategy (Action 1.1)  
• Urban Heat Island Effect Action Plan (Action 1.2) | Yes (For the DCP review) | Existing base resources | Short term |

### THEME 2: INFLUENCING OUTCOMES IN THE PRIVATE REALM

<table>
<thead>
<tr>
<th>Ref</th>
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</tr>
</thead>
</table>
| 2.1 | Implement a Park Close to Home 2017 | Property & Governance | • Urban Design  
• Open Space Design & Development  
• Strategy and Amendments | • A Park Close to Home Framework 2017  
• Urban Heat Island Action Plan (Actions 1.2)  
• Brunswick Activity Centre Place Action Plan 2017 (Action 18) | Yes | Existing Public Resort and Recreation Land Fund (PRRLF) | Ongoing |
| 2.2 | Continue to negotiate with developers to landscape the frontage of their streetscape as part of development applications and land rezoning | Urban Planning in conjunction with Strategy and Amendments | • Urban Design  
• Open Space Design & Development | • Brunswick Activity Centre Place Action Plan 2017 (Action 19)  
• Coburg Activity Centre Place Action Plan 2017 (Action 20)  
• Urban Forest Strategy (Action 1.1)  
• Urban Heat Island Action Plan (Action 1.5) | Yes | Existing base resources | Ongoing |
**THEME 3 : UTILISING COUNCIL OWNED LAND**

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<tr>
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<tbody>
<tr>
<td>3.1</td>
<td>Ensure all reviews, policies and reconfigurations of car parking requirements and car park designs achieve the best possible outcome to reduce the UHIE. Key strategies include: Moreland Integrated Transport Strategy 2018, Parking Strategy, Airspace Above Council Carparks Feasibility 2014</td>
<td>Strategic Transport &amp; Compliance</td>
<td>Roads Maintenance, Urban Design, Open Space Design &amp; Development</td>
<td>Brunswick Activity Centre Place Action Plan 2017 (Actions 42 &amp; 43), Urban Forest Strategy (Action 1.8), Urban Heat Island Action Plan (Action 2.6)</td>
<td>Partial (for existing base resources, Urban Forest Strategy and if PRRLF is utilised) A review of car parking requirements is currently under development</td>
<td>Review: Existing base resources Design &amp; delivery: Subject to the scope of project. Urban Forest Strategy Budget. and/or New capital and/or grant funding required to identify the scope of future projects and any ongoing costs e.g. maintenance (Potential for creation of open spaces to be funded by Public Resort and Recreation Land Fund (PRRLF))</td>
<td>Review: Ongoing Design &amp; delivery: Short – medium term</td>
</tr>
<tr>
<td>3.2</td>
<td>Investigate opportunities to implement water sensitive urban design projects into Council owned land within the corridor</td>
<td>Urban Design</td>
<td>ESD, Capital Works Design &amp; Delivery, Open Space Maintenance, Open Space and Street Cleansing, Places</td>
<td>Watermap 2020, Urban Heat Island Effect Action Plan (Action 2.5)</td>
<td>Yes (for existing base resources and Watermap 2020 budget and/or grant funding)</td>
<td>Investigation: Existing base resources Design &amp; delivery: Watermap 2020 budget or grant funding (e.g. Living Rivers Grant Funding)</td>
<td>Investigation: Ongoing Design &amp; delivery: Medium to Long term</td>
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</tbody>
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**THEME 4 : PLANTING IN SIDE STREETS**

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<tr>
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<tr>
<td>4.1</td>
<td>Investigate opportunity to incorporate tree planting and WSUD into upcoming capital works projects within the corridor: Refer to the Street Matrix in the appendix for priority streets and planting opportunities specifications Approximately 387 design vacant sites (in road, median or other complexities) identified Approximately 579 standard vacant sites (footpath or nature strip cut outs) identified</td>
<td>Open Space Design &amp; Development in conjunction with Open Space Maintenance</td>
<td>Urban Design, Strategic Transport &amp; Compliance, Capital Works Design &amp; Delivery</td>
<td>Urban Forest Strategy (Actions 1.1,1.2, 1.4, 2.3), Urban Heat Island Effect Action Plan (Action 2.12), Brunswick Activity Centre Place Action Plan 2017 (Action 19), Coburg Activity Centre Place Action Plan 2017 (Action 20)</td>
<td>Yes (for existing base resources and current 5 year capital program for standard sites) Yes (for existing base resources and current 5 year capital program for designed sites)</td>
<td>Design sites: Approximately 387 design sites identified (estimated $600 per site and $232,200 in total to plant a tree in every design vacant site). Streetscape Improvement Budget ($75,000 - $85,000 per annum) Standard sites: Approximately 579 standard vacant sites identified (estimated $450 per site and $260,550 in total to plant a tree in every standard vacant site). Urban Forest Strategy Budget</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4.2</td>
<td>Investigate the opportunity to replace all sub-optimal street trees within the corridor with the largest feasible canopy tree</td>
<td>Open Space Maintenance</td>
<td>Strategic Transport &amp; Compliance, Capital Works Design &amp; Delivery, Places</td>
<td>Urban Forest Strategy (Actions 1.5)</td>
<td>Yes (for existing base resources and current 5 year capital program for standard sites)</td>
<td>Investigation: Base resources Design &amp; Delivery: Existing capital program budget (Urban Forest Strategy Budget)</td>
<td>Investigation: Short term Delivery: Medium term</td>
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</tbody>
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### THEME 5: SYDNEY ROAD

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</thead>
</table>
| 5.1  | Investigate opportunities to plant trees in the footpath along Sydney Road where there are no awnings or where the building is setback | Open Space Design & Development in conjunction with Open Space Maintenance | • Economic Development  
• Urban Design  
• Places  
• Strategic Transport & Compliance  
• Capital Works Design & Delivery | Urban Heat Island Effect Action Plan (Action 4.6)  
Brunswick Activity Centre Place Action Plan 2017 (Action 19)  
Coburg Activity Centre Place Action Plan 2017 (Action 20) | Yes (for existing base resources and current 5 year capital program for standard sites) | Investigation: Existing base resources to identify appropriate sites. Design & delivery: Existing capital program budget (Urban Forest Strategy Budget) | Investigation:  
Design and delivery: Medium to Long term |

### THEME 6: ADDITIONAL INTERVENTIONS

The following actions have been identified because they relate to emerging issues or respond to potential future opportunities. They could be delivered within the medium to long term. These ‘additional interventions’ are subject to grant funding opportunities, external partnerships and future business case outcomes.

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</table>
| 6.1  | Investigate opportunities to create new green spaces within road reserve, as road closures or adjacent to and along the Upfield rail line | Urban Design in conjunction with Open Space Design & Development | • Strategic Transport & Compliance  
• Capital Works Design & Delivery  
• Places  
• ESD  
• Property Services  
• Open Space Maintenance | Urban Forest Strategy (Actions 1.2, 1.8)  
Urban Heat Island Action Plan (Actions 2.3, 2.12)  
Draft Moreland Integrated Transport Strategy (Vision/principal statement) | Partial (for existing base resources)  
No for Design & Delivery | Investigation: Existing base resources (includes investigating grant funding opportunities and preparing a Business Case) Design and delivery: Subject to grant funding opportunities, external partnerships and future business case outcomes. (estimated $500,000 plus per project) | Investigation:  
Design & delivery: Long term |
| 6.2  | Street closure pilots Collaborate with the Department of Education to investigate the potential for a new green open space to be created at the road block on The Avenue | Urban Design in conjunction with Capital Works Design & Delivery | • Strategic Transport & Compliance  
• Places  
• ESD  
• Property Services | Urban Forest Strategy (Action 1.8)  
Urban Heat Island Action Plan (Action 2.3)  
Draft Moreland Integrated Transport Strategy (Vision/principal statement) | Partial (for existing base resources)  
No for Design & Delivery | Investigation: Existing base resources Design and delivery: Subject to grant funding opportunities, external partnerships and future business case outcomes. | Investigation:  
Design & delivery: Long term |
| 6.3  | Florence Street park Creation of additional open space within the road reserve of Florence Street, Brunswick | Urban Design Capital Works Design & Delivery Places | • Open Space Design & Development  
• Strategic Transport & Compliance | Council plan – P4b | Partial (for existing base resources) | Investigation: Existing base resources - noting that the timing of a future permanent park is dependent upon the access rights enjoyed by 8 Florence Street, Brunswick no longer being required Design and delivery: Subject to grant funding opportunities, external partnerships and future business case outcomes. (estimated $500,000 plus) | Investigation:  
Design: Medium to Long term |
6.4 Liaise and negotiate with private land owners of land situated along or in close proximity to Sydney Road to identify additional or new planting opportunities; forecasts of highest priority include:
- St Ambrose Catholic Parish, Brunswick
- Brunswick Baptist Church
- Penny Black, Brunswick
- Sydney Road Community School

Supporting Unit(s)/Partners:
- Urban Design
- Open Space Design & Development
- Property Services
- Brunswick Activity Centre Place Action Plan 2017 (Action 50)
- Urban Forest Strategy (Action 1.6)
- Urban Heat Island Effect Action Plan (Action 2.12, 4.7)

Strategic link: Partial (for existing base resources)

Design & Delivery: To be determined

Investigation: Existing base resources for liaison / negotiation

Design & delivery: Subject to grant funding opportunities, external partnerships and future business case outcomes (estimated cost based on scope of each project and any ongoing costs e.g. maintenance)

Delivery: Medium term

6.5 Ensure the design of streetscapes and public spaces within side streets achieve the best possible outcomes to reduce the UHIE including landscaping, increasing tree canopy coverage and water sensitive urban design.

Potential projects include:

Coburg streetscapes/public space:

a) Louisa Street
- Urquhart Street
- Waterfield Street
- Elm Grove
- Russell Street
- Victoria Street
- Sydney Road (North)
- Champ Street

b) Coburg Square new public space
- Waterfield Street Streetscape Upgrade
- Drainage storm water study to address flooding issues
- New road link between Bell and Urquhart Streets east of Coburg Civic Centre

c) LXRA - Advocate for outcomes which will reduce heat island and provide cooling as part of future LXRA works.

a) Urban Design
- Strategic Transport & Compliance
- Capital Works Design & Delivery
- Open Space Design & Development
- Property Services
- Open Space Maintenance

Investigation: Concept Design

Design and delivery: Existing capital budget for the Coburg Activity Centre

For projects beyond the current Council Plan term:

Investigation: Existing base resources (includes investigating grant funding opportunities and preparing Business Cases)

Design & delivery: Subject to grant funding opportunities, external partnerships and future business case outcomes.

b) Short term: RFP and RFQ process

Delivery: Medium to Long term

Coburg Activity Centre Place Action Plan 2017 (Action 12)
- Urban Forest Strategy (Actions 1.2)
- Urban Heat Island Effect Action Plan (Action 2.12, 4.7)
- The Coburg Initiative

For projects within the current Council Plan term:

a) Partial (for existing base resources and existing capital funding in current 5 year program for Coburg)

New capital budget will be required to deliver some projects listed

b) Partial (for RFP and RFQ process)

c) Partial (for existing base resources for investigation)

Not for Design & Delivery

a) Louisa Street: Short term (for Design & Delivery)

Other projects:

Version 4 – 05/03/2018 JJ

b) Short term: RFP and RFQ process

Medium to Long term

c) Existing base resources

Short term to Long term
### 3 IMPLEMENTATION PLAN

#### THEME 6: ADDITIONAL INTERVENTIONS

The following actions have been identified because they relate to emerging issues or respond to potential future opportunities. They could be delivered within the medium to long term. These ‘additional interventions’ are subject to grant funding opportunities, external partnerships and future business case outcomes.

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<tr>
<td>d)</td>
<td>Brunswick streetscape projects:</td>
<td>Urban Design</td>
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<td></td>
<td>Wilkinson Street</td>
<td></td>
<td>Places</td>
<td>Strategic Transport &amp; Compliance</td>
<td>Yes (for base resources)</td>
<td></td>
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<td></td>
<td>Florence Street</td>
<td></td>
<td>Capital Works</td>
<td>Design &amp; Delivery</td>
<td>No (for Design &amp; Delivery)</td>
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<td></td>
<td>Wilson Avenue</td>
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<td>Urban Heat Island Effect Action Plan (Action 4.7)</td>
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<td>Urban Forest Strategy (Actions 1.2.2.3)</td>
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6.6 Ensure the design of Sydney Road streetscape upgrades and new public spaces achieve the best possible outcomes to reduce the UHIE including landscaping, increasing tree canopy coverage and water sensitive urban design.

Potential projects include:

a) **Sydney Road projects:** Potential to align with VicRoads Revitalise Sydney Road project.

- Union Street to Albert Street
- Brunswick Road to Union Street
- Albert Street to Albion Street
- Albion to Moreland

b) Work with VicRoads to ensure that Sydney Road is reconfigured to achieve the best possible outcome to reduce the UHIE

a) **Urban Design**

b) **VicRoads**

VicRoads lead: Strategic Transport & Compliance

b) **Urban Design**

 Places

- Strategic Transport & Compliance
- Capital Works Design & Delivery
- Open Space

a) **Brunswick Activity Centre Place Action Plan 2017 (Actions 41, 47, 48)**
- Urban Heat Island Effect Action Plan (Action 4.7)
- Urban Forest Strategy (Actions 1.2.2.3)

Yes (for base resources) No (for Design & Delivery)

Investigation: Existing base resources to prepare Business Cases

**Design & delivery:** Subject to grant funding opportunities, external partnerships and future business case outcomes. (estimated cost based on scope of each project and any ongoing costs e.g. maintenance)

Design - estimated at $60,000; Construction - estimated at $500,000-$700,000 per project

Investigation: Short term Design and Delivery: Medium to Long term

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**Kerb extensions:** Investigate suitable locations and provide kerb extensions on side streets which can act as small public spaces with seating. Potential Brunswick projects:

- Davies Street
- Donald Street
- Mitchell Street
- Michael Street
- Edward Street

Urban Design and/or Strategic Transport & Compliance

- Places
- Open Space Design & Development
- Capital Works Design & Delivery

Brunswick Activity Centre Place Action Plan 2017 (Action 49)

Yes (for base resources to undertake investigation) No (for Design & Delivery)

Investigation: Existing base resources (includes investigating grant funding opportunities and preparing Business Cases)

**Design & delivery:** Subject to grant funding opportunities, external partnerships and future business case outcomes. Estimated cost is $20,000 per kerb extension.

Investigation: Short term Design and Delivery: Medium term

- Davies Street
- Donald Street
- Michael Street
- Edward Street

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<table>
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<tr>
<th>Ref.</th>
<th>Key Action</th>
<th>Lead Unit(s)</th>
<th>Supporting Unit(s)/Partners</th>
<th>Strategic link</th>
<th>Within Strategic Resource Plan</th>
<th>Budget/Resource</th>
<th>Delivery</th>
<th>Notes</th>
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</table>
|      | Urban Public Spaces                                                      | Urban Design                                                                  | • Strategic Transport & Compliance  
  • Engineering  
  • Capital Works Design & Delivery  
  • Open Space Design & Development | • Brunswick Activity Centre Place Action Plan  (Action 46)  
  • Urban Forest Strategy (Action 1.8) | Partial (for existing base resources for investigation)  
  No for Design & Delivery | Investigation: Existing base resources (includes investigating grant funding opportunities and preparing Business Cases)  
  Design & delivery: Subject to grant funding opportunities, external partnerships and future business case outcomes (estimated $100,000 to $200,000 per project) | Investigation:  
  Delivery: Short to Medium term  
  Design & delivery: Long term |                                                                  |
| 6.7  | Water play and misting opportunities  
 Investigate opportunities in public realm areas to use water to cool the community  
 Consider integration of water through public art commission. | Urban Design                                                                  | • ESD  
  • Places  
  • Property Services  
  • Capital Works Design & Delivery  
  • Open Space Maintenance  
  • Open Space Design & Development | • Urban Heat Island Effect Action Plan  (Action 4.7) | Yes (for base resources to undertake investigation)  
  No (for Design & Delivery) | Investigation: Existing base resources to investigate and prepare Business Cases  
  Design & delivery: Subject to grant funding opportunities, external partnerships and future business case outcomes (estimated cost based on scope of each project and any ongoing costs e.g. maintenance) | Investigation:  
  Existing base resources  
  Design & delivery: Short to Long term |                                                                  |
| 6.8  | Access to drinking water  
 Increase the community’s access to drinking water by investigating opportunities to install drinking water fountains within Council’s public spaces, along pedestrian priority routes and along key bicycle routes within the corridor | Leads vary, depending upon location e.g. Capital Works Design & Delivery; Strategic Transport & Compliance; Urban Design | • ESD  
  • Places  
  • Capital Works Design & Delivery  
  • Strategic Transport & Compliance  
  • Property Services  
  • Open Space Maintenance | • Urban Heat Island Effect Action Plan  (Action 4.7) | Partial (for existing base resources for investigation)  
  Design & Delivery: Partial (utilise existing project budgets for drinking fountains in Urban Design lead streetscape upgrades) | Investigation: Existing base resources  
  Design & delivery: Subject to grant funding opportunities, external partnerships and future business case outcomes (estimated cost based on scope of each project and any ongoing costs e.g. maintenance) | Investigation:  
  Existing base resources  
  Design and delivery: Short to Long term |                                                                  |
| 6.9  | Remove physical barriers to open space where appropriate. E.g. Removal of fence and creating more accessible entry points | Places  
  Arts & Culture  
  Open Space Design & Development  
  Capital Works Design & Delivery  
  Strategic Transport & Compliance | • ESD  
  • Urban Design  
  • Capital Works Design & Delivery  
  • Strategic Transport & Compliance | • Urban Heat Island Effect Action Plan  (Action 4.7) | Partial (for existing base resources for investigation)  
  No for Design & Delivery | Investigation: Existing base resources  
  Design & delivery: Subject to grant funding opportunities, external partnerships and future business case outcomes (estimated cost based on scope of each project and any ongoing costs e.g. maintenance) | Investigation:  
  Existing base resources  
  Design and delivery: Short to Long term |                                                                  |
MONITORING AND REVIEW

This Plan has a longer term horizon in order to align with three Council terms. The implementation plan will be reviewed annually to monitor progress of each action and set priorities and responsibilities for upcoming Council terms:

To assist in delivery of the projects, a range of actions are subject to grant funding opportunities, external partnerships and future business case outcomes. Implementation of these projects is subject to resource and budget availability.

Annual review of the progress of the action plan will occur through internal working group meetings and reports to Council.

Budget recommendations outlined in the Implementation Plan are estimations based on the best information available at the time or writing and could change as a result of scope, budget availability or rising costs.
**Streets Tree Matrix**

The streets tree matrix draws together the vacant tree sites and key pedestrian and bicycle networks identified in the site analysis section of this Action Plan. The matrix summarises the street conditions and identifies the type of vacant sites (designed or standard) in the street and the tree form most appropriate to the site. This matrix should be used to inform all projects within these streets to ensure the most appropriate trees are planted. Tree planting should be integrated within broader streetscape upgrade projects to increase and ensure efficiencies.

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<th>Priority hot spot (Y=Yes, N=No)</th>
<th>Street name</th>
<th>Orientation (EW = East / West, NS = North / South)</th>
<th>Transport link</th>
<th>Power lines south / east</th>
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<th>Footpath south / east</th>
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<th>Kerb extensions south / east</th>
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<th>Tree form (B=Broad, C=Columnar)</th>
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## Planting Opportunities

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For further information, contact Moreland City Council by:

Phone: 9240 1111

Moreland Language Link

For information on the Comune di Moreland telephone a

For information on the Anders Moreland telephone at

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