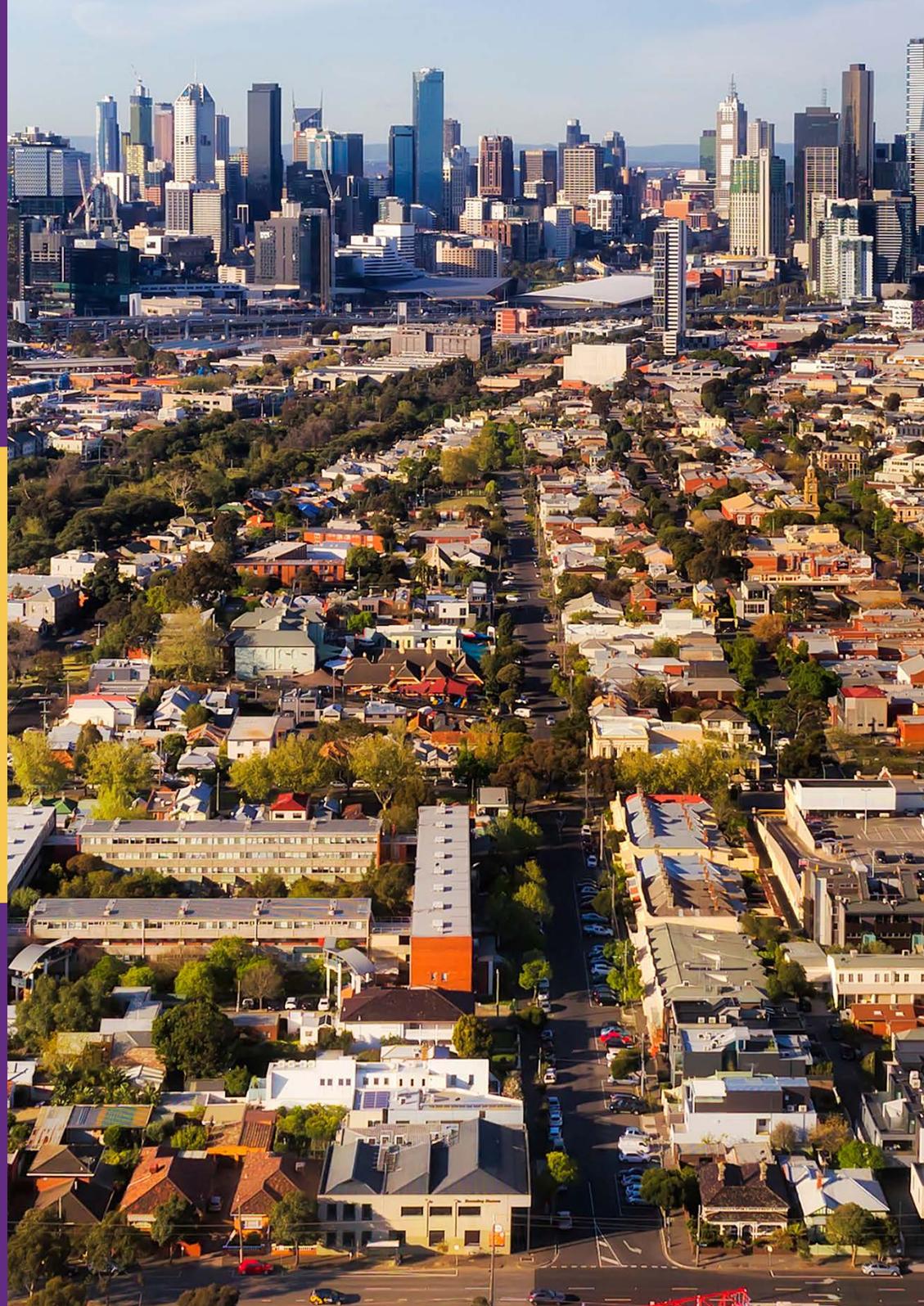


CATALYSING A WAVE OF REGENERATIVE STREETS IN GREATER MELBOURNE

October 2024





Regen Melbourne acknowledges the traditional custodians of Greater Melbourne, the Wurundjeri Woi Wurrung, Bunurong and Boon Wurrung people of the Kulin Nation.

We pay our deep respect to Elders, past and present, and we acknowledge their living connections to land and waterways, including Birrarung Yarra River and Nairm Port Phillip Bay.



“These trade and travel routes were known as ‘Songlines’ for a simple reason. Just like the GPS in your car gives you directions as to when and where to turn, Aboriginal people coded the directions for travel in a continuous song that was chanted as you went along. Although there is a mystical quality associated with Aboriginal Songlines, there is also an intensely practical aspect to the routes taken. Songlines invariably followed ridge lines, valley lines and easy contours. For Aboriginal people it was like following a system of flashing neon lights, regardless of the coded song instructions. To European settlers these flashing neon lights only operated at a subliminal level and they simply followed what seemed to be a ‘natural’ route. For instance when settlers began arriving in Port Phillip at present day Melbourne in mid-1835, they simply got in their carts and on their horses and followed the paths of least resistance. The routes they followed soon became established as cart-tracks. They were then gravelled, then bitumenised, and ended up as the present day major roads that now radiate out of Melbourne. All these major roads generally follow along ridge lines, valley lines and easy contours. Think about it from an aerial perspective. Geelong Road, Ballarat Road, Calder Highway, Sydney Road, Plenty Road, Heidelberg Road, Maroondah Highway, Burwood Highway, Dandenong Road and Nepean Highway were all originally Aboriginal Songlines. We drive along such roads every day without the faintest apprehension of their true history.”

Extract from *Toward the Municipal Mapping of Traditional Aboriginal Land Use*,
Jim Poulter and Uncle Bill Nicholson.

CATALYSING A WAVE OF REGENERATIVE STREETS IN GREATER MELBOURNE

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We acknowledge the enormously helpful input and feedback from numerous collaborators over the years as we've developed and iterated on ideas included in this document. Any errors or misrepresentations are our own.

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About Regen Melbourne

Regen Melbourne is an engine for collaboration, in service to the regeneration of our city. Founded in the wake of the Black Summer fires and in the midst of COVID-19 lockdowns, our co-created social infrastructure is designed to raise our collective ambitions and deepen our systemic impact.

EXECUTIVE SUMMARY

Regen Melbourne is an engine for ambitious collaboration, in service to Greater Melbourne. It is the host of bold projects for a regenerative city, one which supports a thriving future for people and planet.

The work of Regen Melbourne is to help organise, catalyse and connect organisations to be of greater service to Melbourne, while simultaneously shifting the systemic conditions in favour of human flourishing within environmental boundaries. Here, we apply this logic to the street as our public sphere and a significant proportion of our urban environment.

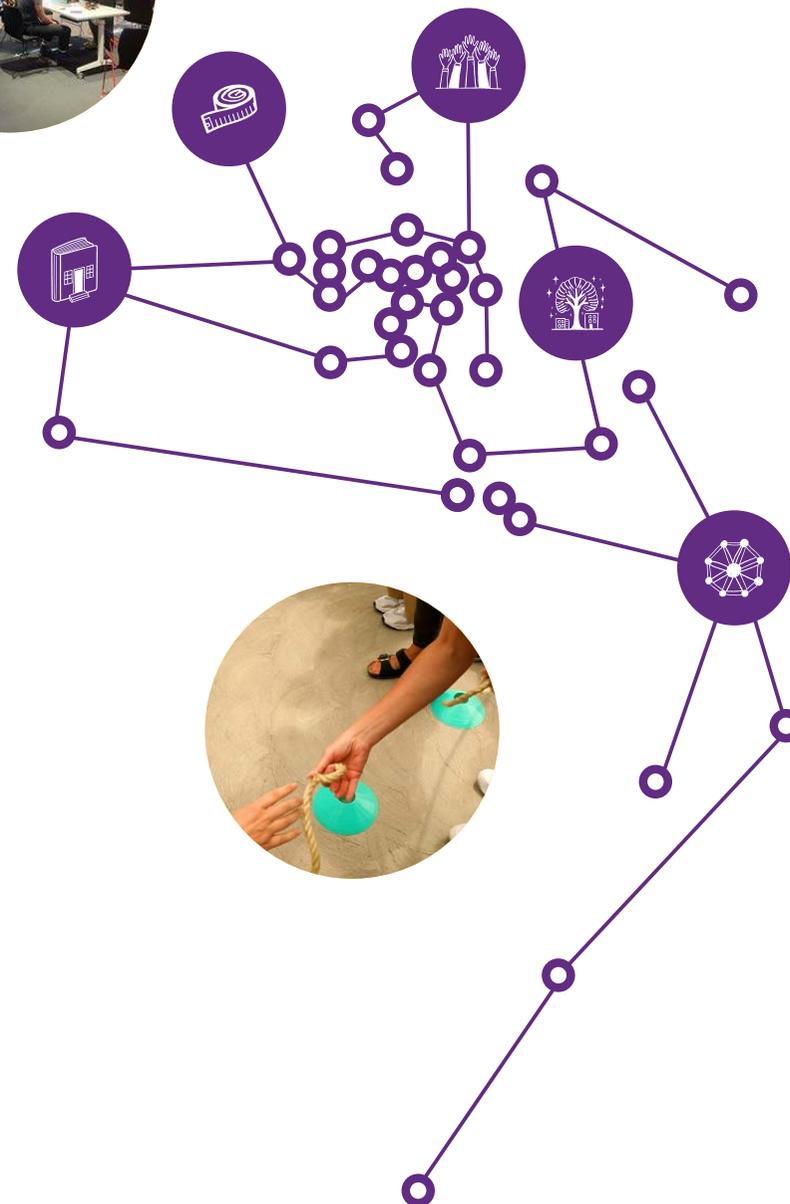
We are working towards the goal of catalysing a wave of regenerative streets across Greater Melbourne.

There is a shared ambition to shape a better future and to do this using the streets as the unit of action. But our efforts to date have been fragmented and siloed, limiting the learnings, expertise and possibilities for reach. What we are currently doing is not working.

We need to stop viewing the challenges from single sector perspectives and stop solving solutions drawing on single actor expertise. We need decisions to be made using expansive consideration and broad consultation. We need the decisions to reflect the needs of our community today, and for generations to come. And this needs to look different to now.

We have the solutions we need to move at the scale we need. Now is the time to give potency to the good work already underway and move faster towards the wave of regenerative streets.

This report outlines what we have learned about the streets of Melbourne, a shared ambition for this city and how we intend to catalyse a wave of regenerative streets across Greater Melbourne.





WHY THE STREETS?

Streets are shared spaces where we shift from the private sphere to one which is public. Much of daily life is spent on the street. The conditions of a street impact everyone, no matter how you use them.

We name our streets. We protest in them. We celebrate in them. Streets provide opportunity for people to connect in a way that no other public space can.

What if we allow our streets to play the vital role in life they are intended for — to animate the social, environmental and economic aspects of communities? What if the streets were our change agent for climate and social action?

When streets are great places, they encourage people to linger, to socialise and to experience the unique culture and character of a particular street. They are our social fabric. They connect us and hold us together.

The streets are for everyone; therefore they are a good place to start designing the future we need.

This report outlines what we have learned about the streets of Melbourne, what we know about our shared ambition for this city and how we intend to catalyse a wave of regenerative streets across Greater Melbourne.

MELBOURNE'S RICH PEDIGREE

There is a long history of urban planning, placemaking and design that has made our city what it is today. We acknowledge that we are standing on the shoulders of giants who have provided the platform from which we launch into what comes next. Let's explore some of these.



Placemaking

Today, we reap the benefits of a long-standing history of placemaking that has helped shape the city we love and enjoy today. Village Well, a leading, creative placemaking consultancy has been at the fore of this work since 1992, seeking meaning, purpose and pride in places both in Australia and globally. Back in 1992, the Village Well team were tasked with repositioning the Deli Hall at the Queen Vic market before moving on to iconic projects such as Melbourne Central, Abbotsford Convent, Flinders and Degraives Lanes and eventually creating the Queen Victoria night market that now thrives year after year. It is the spark that Village Well creates that has brought these, and many other places we visit, to life.

Few people have had a greater impact on Melbourne than City Architect Rob Adams AM who has helped shape the city's urban design since the 1980s.

After working on the 1985 strategy plan, Rob moved on to Postcode 3000: a planning policy for Melbourne which closed Swanston St to traffic, opened Birrarung Marr, revitalised Melbourne's laneway culture and launched the first council urban forest strategy.



Melbourne's Laneways

Prior to the 1990s, Melbourne's laneways were privatised, closed off and neglected. It was a conscious revitalisation of these laneways that came about early in the '90s that changed this when the City of Melbourne and Victorian State Government worked together to protect and upgrade these lanes. The program was intended to bring people back into the city after work hours. The streets were cleaned up, mixed-use was encouraged and the city worked with universities to encourage international students to live in the CBD. An ongoing public art program kicked off, which gave a sense of discovery and wonder to the movement. Small, local retailers were encouraged and night-time vendors were incentivised to stay open longer.

The laneways prioritise pedestrian usage over vehicle access and culture and arts activations play a central role in these spaces. They encourage a diverse range of people to live in and/or move around the city. Today, Melbourne's laneways are a major tourist attraction, offering a unique streetscape and a treasured space for residents, workers and visitors alike to come together for fun!



Sustainability Street

In the early 2000s, a new movement began around Melbourne - Sustainability Street. The message was simple - if we use our common sense and a do-it-ourselves (DOI) methodology and support for how to live sustainably as individuals, households and neighbourhoods. The very first Sustainability Street formed in Coburg in 2002, endlessly strengthening the community. Fruit trees were planted, solar panels installed, veggies grown and swapped - there was a real buzz. By 2006 there were 150 villages across 3 states and now there are over 300 across Australia, NZ and the US.



Transition Towns and Transition Streets

The Transition Towns (TT) movement is one with global recognition as communities coming together to reimagine and rebuild our world. Since 2005, the movement has been growing to support communities move to a low-carbon, socially just future. It has spread to over 48 countries, and around the world there are 23 Transition Hubs supporting communities with their mission.

Transition Streets was born as complementary to this in Totnes, Devon, UK and eventually made its way to Australia in Newcastle and Melbourne where the new subset of the TT movement gained momentum. By combining the efforts of the two cities and the already-established Transition Banyule, Transition Streets Australia was alive! In 2015, the groups came together to create a workbook and spread the word by running local events and door knocking. They were overwhelmed with the positive response, which resulted in collective actions such as a bicycle powered film night, a street garage sale and regular cooking afternoons.

OUR METHODOLOGY

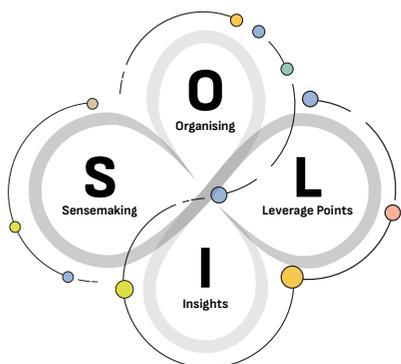


THE JOURNEY SO FAR

Since the start of 2024, we've launched the beginnings of the wildly ambitious project Regen Streets following our **SOIL framework** and starting deep in the **sensemaking** phase. Here's a little insight into what shape this journey has taken.

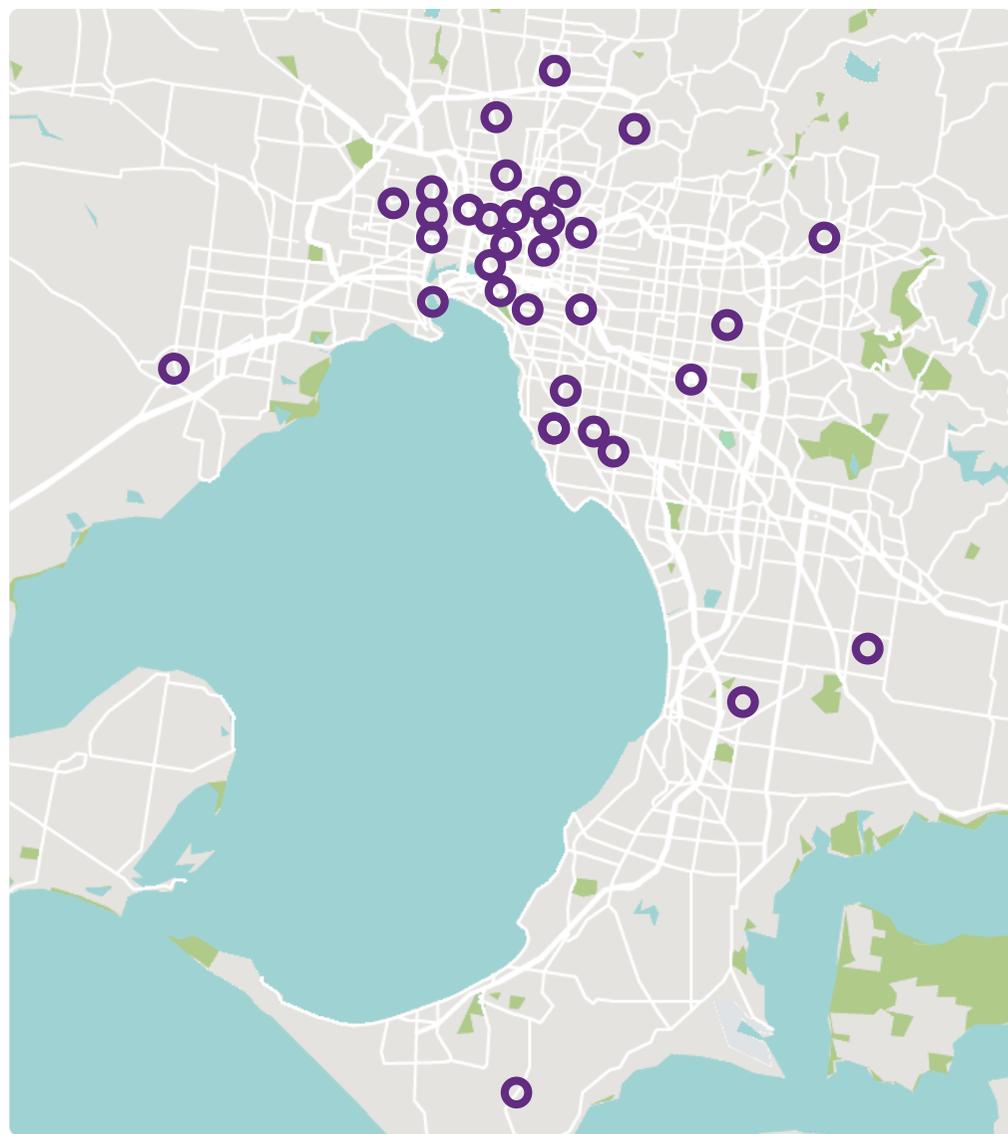
Sensemaking introduced us to an array of amazing people with a keen interest in regenerating the streets of Greater Melbourne. It has involved many conversations with people across different sectors, site visits to witness the work that is already underway and a series of forums seeking specific feedback on the current state of play.

In Regen Melbourne's **SOIL model for transformation**, projects consist of four aspects: **sensemaking**, **organising**, **insights** and **leverage points**.



[Read more about the SOIL model](#)

WHERE WE'VE BEEN:



WHO WE'VE SPOKEN TO:

- 19 community leaders
- 12 NFPs spanning social and environmental causes
- 3 State gov depts
- 2 govt agencies
- 3 Utilities
- 5 entrepreneurs
- 6 peak bodies
- 11 businesses
- 2 schools
- 10 teachers
- 150 students
- 9 urban planners
- 4 PhD candidates
- 12 Councils
- 6 Universities



WHAT WE'VE DONE:

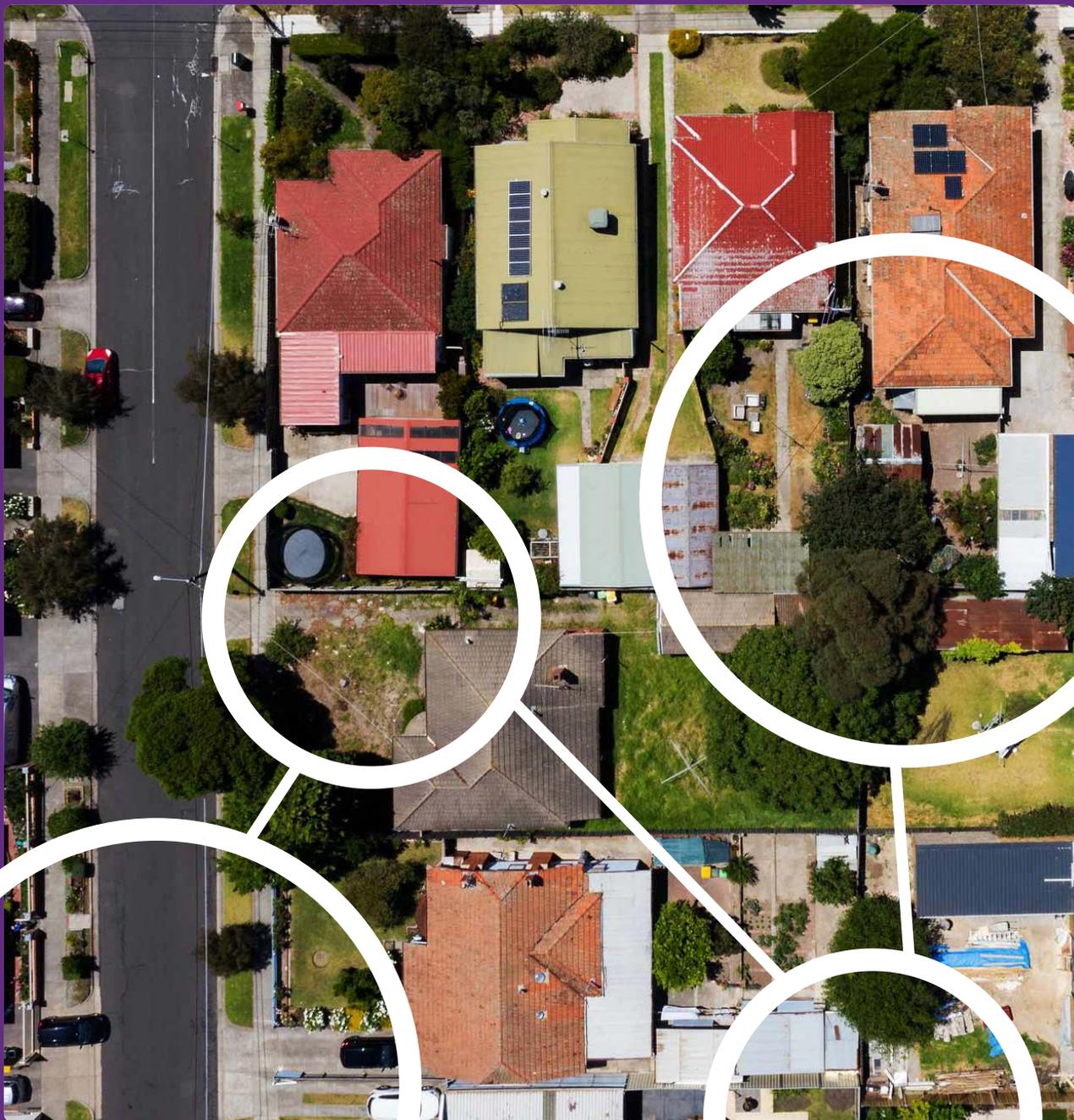
- 5 Regen Streets online sensemaking forums
- 1 design forum
- 6 guest speaker appearances
- 9 external forums attended
- 100 kilometres of streets walked with new people
- 25 verge gardens visited
- 15 number of systems maps searched
- 130 coffees consumed
- 3 compost tours
- Many international case studies

1 CONTEXT OF OUR STREETS

WHAT IS THE CURRENT STATE OF PLAY? WHY THE URGENCY?

Streets are a unit of change that we need to understand to help us meet the challenges of our century.

There is a lot we know right now about the changing nature of the earth that requires immediate and full attention. We also know that these changes are mainly driven by human behaviour. There is no time to waste. The quality and certainty of future generations' ability to thrive are riding on what we do in this decade. The decisions we make during the 2020s will shape the world to be in the coming decades. And if we move too slowly, our communities could suffer from disastrous climate change impacts. If we know that the effect of climate changes are driven by human behaviour, then it is human behaviour that can also get us out of trouble.



WHAT WE KNOW

We have enough data and statistics now to tell us that we need to change. These data points tell a story that relates to urban settings, specific to Greater Melbourne and the city's streets.

Our cities are major contributors to the problem, but our streets hold the potential for change.

IPCC global estimates suggest that urban areas are responsible for 70 percent of global CO2 emissions, with transport and buildings being among the largest contributors (IPCC, 2022). This 70% of emissions in urban areas is only through occupancy of 2% of the world's land.

Research and expertise paints a seriously ugly picture of the threats ahead and the possible future if we continue our slow action. This is not an imaginary dystopia - it is a scientific projection under a three degree global warming. The current commitments under the Paris climate accord puts Earth on track for 3°C of warming this century.



Heat

Extreme heat is one of the most direct consequences of climate pollution. Summer heatwaves in Melbourne now start on average 17 days earlier and are more frequent, longer-lasting and more intense. Melbournians face double the number of days above 35°C by 2050 (Climate Council). Urban heat islands (spaces with low green cover, lots of concrete and dark surfaces that absorb heat) can be 10 degrees hotter than leafier suburbs (Sweltering Cities). Days with severe fire danger rating in Greater Melbourne projected to increase by 20-25% by 2050 (Emergency Management Victoria)



Biodiversity

Ecosystem decline and biodiversity loss will negatively impact all Victorians by reducing liveability and health outcomes and damaging key Victorian industries such as tourism and agriculture (DELWP). Metropolitan Melbourne is growing, with a population expected to exceed 8 million by 2051. The largescale expansion and intensification of urban development to accommodate the future population is driving the loss of trees, shrubs, and grasses (collectively, the urban forest). As the urban forest declines, the critical habitat for native fauna and the myriad of other benefits the urban forest provides are lost. (Living Melbourne) Climate change is predicted to increase extinction rates by several orders of magnitude. (The conversation At 3°C) 25-30% of street trees across Greater Melbourne are considered vulnerable to climate change (City of Melbourne).



Land Use

We are surrounded by concrete and asphalt making our streets hotter and more susceptible to the urban heat island effect (Sweltering Cities). Sea levels are rising and coastal flooding is threatening the living conditions of many Melbourne streets and suburbs (DEECA). Port Phillip Bay could see a 50% increase in the frequency of extreme sea level events by 2050 (CSIRO).



Health

The health and social impacts from floods, bushfires and extreme heat are felt by all, particularly those in vulnerable communities (ACOSS). Worsening air quality changes the spread of infectious diseases and threatens food and water supply and effects on mental health (Better Health).



Waste

The sheer volume and lack of management of waste means our streets are littered with nowhere else to send our discarded resources. Our streets are smelly, resources are disposed of as useless and emissions continue to increase as a result (Ellen MacArthur Foundation).



Energy

Extreme heat, bushfires and storms put strain on power stations and infrastructure. At the same time, more energy is needed for increased air conditioning use (IEA). As a nation, we will triple the power consumption and the pressure on the National Energy Market by 2050 (Melbourne energy institute).



Water

Future water resource availability would be affected by the combined changes in rainfall and global surface temperature increases. As climate change increases to 2°C above the pre-industrial period, many communities in eastern and south-western Australian regions will need to consider alternative water supply options if declining rainfall trends continue (the Australian Academy of Science). Drinking water for 4.5 million people in Melbourne comes from catchments dominated by Mountain Ash forests that are the most carbon-dense forests on Earth, but are threatened by bushfires (the Australian Academy of Science). Intensity of extreme rainfall events are projected to increase by 10-25% by 2050, with higher risks in low-lying areas and along waterways (Melbourne Water).



Mobility

Our car centric society means billions of dollars wasted in lost productivity due to traffic congestion, road related deaths continue to increase year on year and noxious emissions from cars contribute to air pollution and health problems (Climate Council).



Cost of living

Estimated AUD \$2.5-3 billion in damage to urban infrastructure across Greater Melbourne due to climate change effects by 2050 (SGS Economics and Planning). Additional costs expected from lost productivity due to transport disruptions and health impacts (Deloitte).



To explore these findings further, see the reference list at the end of this report.

WHAT DOES THIS LOOK LIKE WHEN WE APPLY IT TO THE STREET?



Biodiversity

- Fewer trees meaning less shade and habitat
- Less birds, mammals and insects in our cities
- A less stable ecosystem
- Street trees are vulnerable due to heat and water scarcity



Heat

- Urban heat islands – 10°C hotter without shade
- Longer summer heatwaves
- More extreme fire days



Mobility

- More traffic jams
- Toxic fumes from cars
- Car accidents
- An increase in heat related train cancellations



Energy

- Higher power consumption for air con/heating
- Regular blackouts
- High energy prices



Waste

- Waste streams are stressed, people use streets for their rubbish
- Waste enters stormwater from our streets, flowing to our waterways



Land use

- Hot concrete lines our streets
- Streets near the coast under threat



Water

- Town water under threat
- Declining rain fall
- When it rains, it is intense



Cost of living

- Damaged infrastructure requires public investment
- Transport interruptions stop us getting to work



Health

- Vulnerable communities impacted by heat
- Poor air quality
- Greater spread of disease
- Food supply to cities under threat

It is clear that what we are doing now is not working. The statistics are not moving in the right direction and time is getting away from us. Other cities are seeing their statistics turn around so we know that it is possible. We also know that we have the solutions, expertise and skills to get moving quickly. So let's go.

2 OPPORTUNITIES FOR OUR STREETS

"The better world you dream of starts in your street"
—Hugh Mackay,
Australia Reimagined



INTRODUCING REGEN STREETS

"What would it take to catalyse a wave of regenerative streets across Greater Melbourne?"

The energy to regenerate the streets is out there. It is now time to give substance to the waves; to give them shape, help them travel and make them as useful as possible.

Regen Streets has progressed through a six-month **sensemaking phase** which has explored the current state of the streets of Melbourne, alongside the ambition to regenerate the streets of the city by connecting with actors from all sectors making up the tapestry of the system. We have explored global, inspirational models of success and local emerging demonstrations and pilots and see good work underway, alongside many barriers that impede progress.

This report is designed to capture the findings of the early sensemaking phase and the essence of the design forum to establish a shared pathway ahead. It sets us on the path to building the bridge between the current state and the vision we seek.

During the sensemaking phase and design forum we invited people from all pockets of society to share their vision for Regen Streets. We received a variety of responses, but one thing was very clear: there is a desire for change and a shared desire to regenerate the streets of Greater Melbourne.

places of exchanging,
inclusive, welcoming
spaces that are full
of life.

Streets that represent
their unique culture
and community

Sharing things
across the
street

Empowered local
decision making

Spaces of movement
and life for people of
all ages and abilities

green, leafy cool spaces
that are adaptable

The ultimate third
place

Places for people

Accessible centre of the
community

Somewhere pleasant to
hang out

Adaptable, iterative,
responsive, evolving

Streets full of
laughter

Streets reeming
with ecological and
community life

Places people like to
go

Kids can play in the
street and safely
ride bikes

Living in harmony and
connected with nature

A place that fosters
sustained health and
happiness

BARRIERS

During the sensemaking and design forum we interrogated the barriers to the work already underway. We asked our network what was getting in the way for them? There were many responses, in fact answers to this question flowed through at a rate.

We consolidated what we heard into these key insights that show us what is blocking the wave and where to channel our efforts to bring about change. We are stuck in the status quo and it is these barriers that keep us there.

We have a crisis of leadership



Currently, we see traditional leadership and power grounded in short term thinking, focus on profit, competition and a resistance to change. Institutional and representational power is not always fit for purpose for the scale of decision making required for street level activity, this reduces proximity between communities and their places. Collective community voice is undervalued or overlooked in decision making because of conflicting priorities within local and state government agendas.

There is a desire for new forms of governance and leadership, yet a consistent blame-game is happening across communities, business and government which disempowers everyone from stepping into a shared sense of responsibility.

We have an imagination deficit



Due to the compounding crises and consistent siloed ways of operating our individual and collective ability to imagine other ways of living, playing and working on our streets is hampered. This results in following an out-dated status-quo way of operating and making decisions about our streets. Thinking is designed to develop specific, linear and easily replicable functions which do not serve creating new futures that could address complex challenges. Contextless, mass information and disinformation is picking up on people's insecurity and mistrust inhibiting our ability to think creatively.

We are hampered by silos



Single issues and individual actor focus is limiting collaboration and hampers creativity. Well-meaning community initiatives that are set out to tackle biodiversity, waste or energy often create impasses by not being able to find points of connection in place. This wastes energy, momentum and impact by not finding aggregated opportunities. Across institutions and governments there is a limited ability to look outside units, departments and single focused strategies. Restricted views also show up in what we measure in terms of value within a society, resulting in predominantly financial value driving decision making around community benefit.

What we value and invest in does not serve the needs of future generations



Our resource flows do not serve the needs of long term thinking and tackling systemic level challenges. A new form of value and valuing is emerging - yet we don't have the practices, mechanisms and 'proof points' in order to double down on it. This looks like spending decisions made on behalf of the broader community without consultation. Communities have access to tiny grants that cannot support transformation.

Our infrastructure is not resilient or adaptive



Our physical environments and streets have left us vulnerable to the threats of climate change. This looks like car-centricity, concrete laden streets with limited shade that are used to move from A to B rather than as places to come together. The physical and social infrastructure we rely on is no longer fit for purpose now and or into the future and limits our ability to respond to a rapidly changing context.

“Our ways of working within departments don’t allow for full picture decision-making across multiple layers, only for single issues at a time”



IMAGINE IF...

What if things changed?



Imagine if our streets were designed to meet the needs of pedestrians, bikes, cars and public transport all at once.



Imagine if our streets were full of all forms of life and through the abundant green spaces, gave refuge and habitat to all species.



Imagine if the street gave space to come together with our neighbours for parties, discussions and connection.



Imagine if our waste was put to use time and time again and deemed a valuable resource, and water considered so precious that we savour every drop.

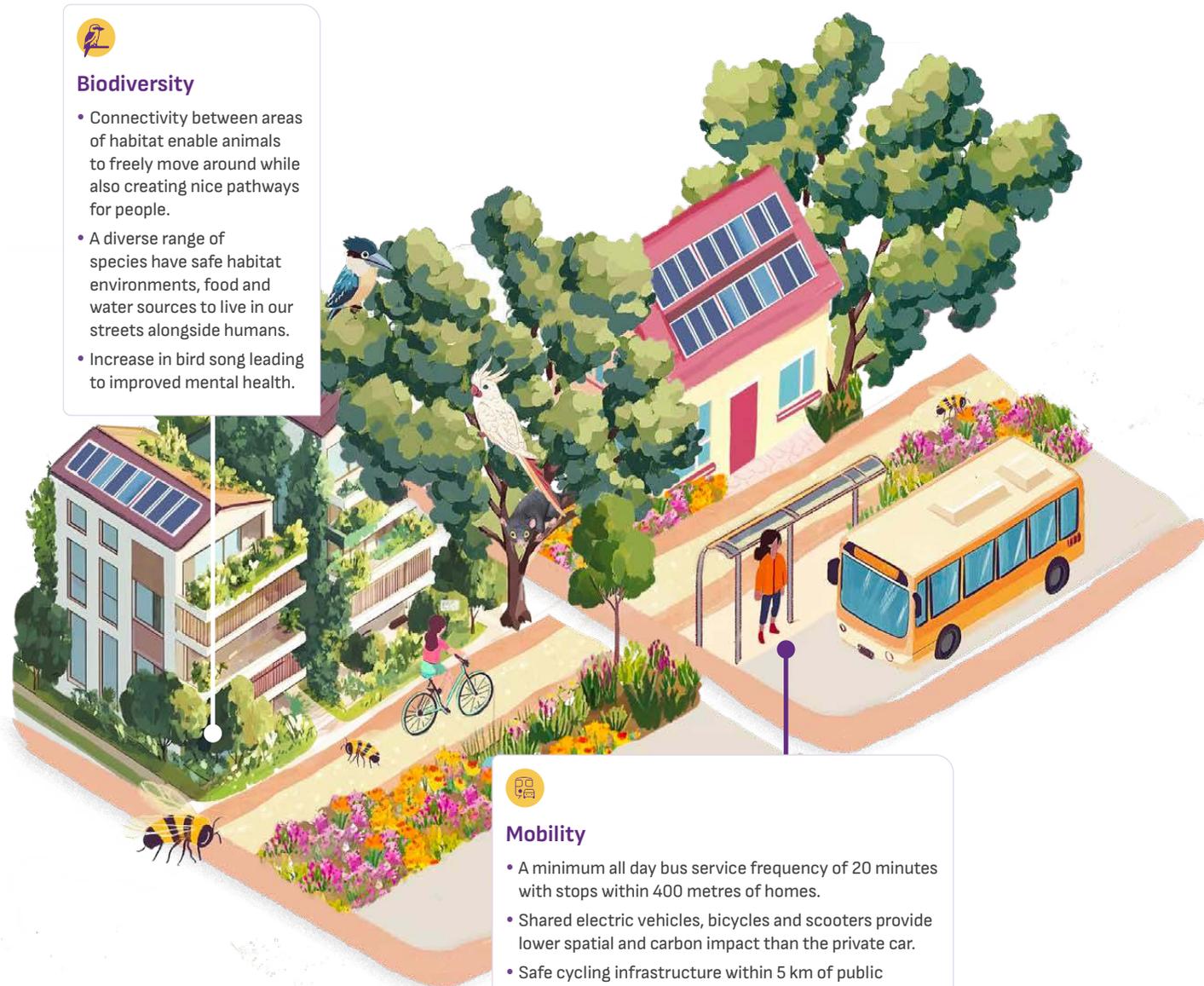


Imagine if we felt confident that the actions that we take in our own streets and neighbourhoods together as thriving citizens were helping to build the future we need to overcome the climate crisis and lead healthy lives.



Biodiversity

- Connectivity between areas of habitat enable animals to freely move around while also creating nice pathways for people.
- A diverse range of species have safe habitat environments, food and water sources to live in our streets alongside humans.
- Increase in bird song leading to improved mental health.



Mobility

- A minimum all day bus service frequency of 20 minutes with stops within 400 metres of homes.
- Shared electric vehicles, bicycles and scooters provide lower spatial and carbon impact than the private car.
- Safe cycling infrastructure within 5 km of public transport hubs and train stations and activity centres increase the prominence of riding which reduces congestion on the streets and improves our health.

IMAGINE IF...



Water

- Good design has reduced both water consumption and vulnerability to extreme weather events
- Sponge cities are abundant landscapes. Stormwater is retained as a landscaping feature, slowing the flow into water bodies and recharging groundwater resources
- Greater rainwater and stormwater harvesting, and recycling of wastewater has resulted in better security of water and less demand on town supply.



Land use

- Street and building materials can adapt to changes as required and have an end of life plan – long term and short term needs considered
- Participative planning and capability building of the community in partnership with all levels of government



Energy

- Locally produced, stored and used energy powers our streets and homes resulting in drastic reductions in carbon.
- Our streets adopt energy efficiency strategies such as smart street lighting sensors, solar installs and using more efficient bulbs.



Health

- A reduction in pollution from cars and energy sources has improved air quality, and in turn, human health and the liveability of our streets.
- Increased exposure to nature in our streets has resulted in improvements to the general and mental health of communities.
- Children play in the street improving sociability and health
- More time together in the street and shared decision making leads to better sense of community



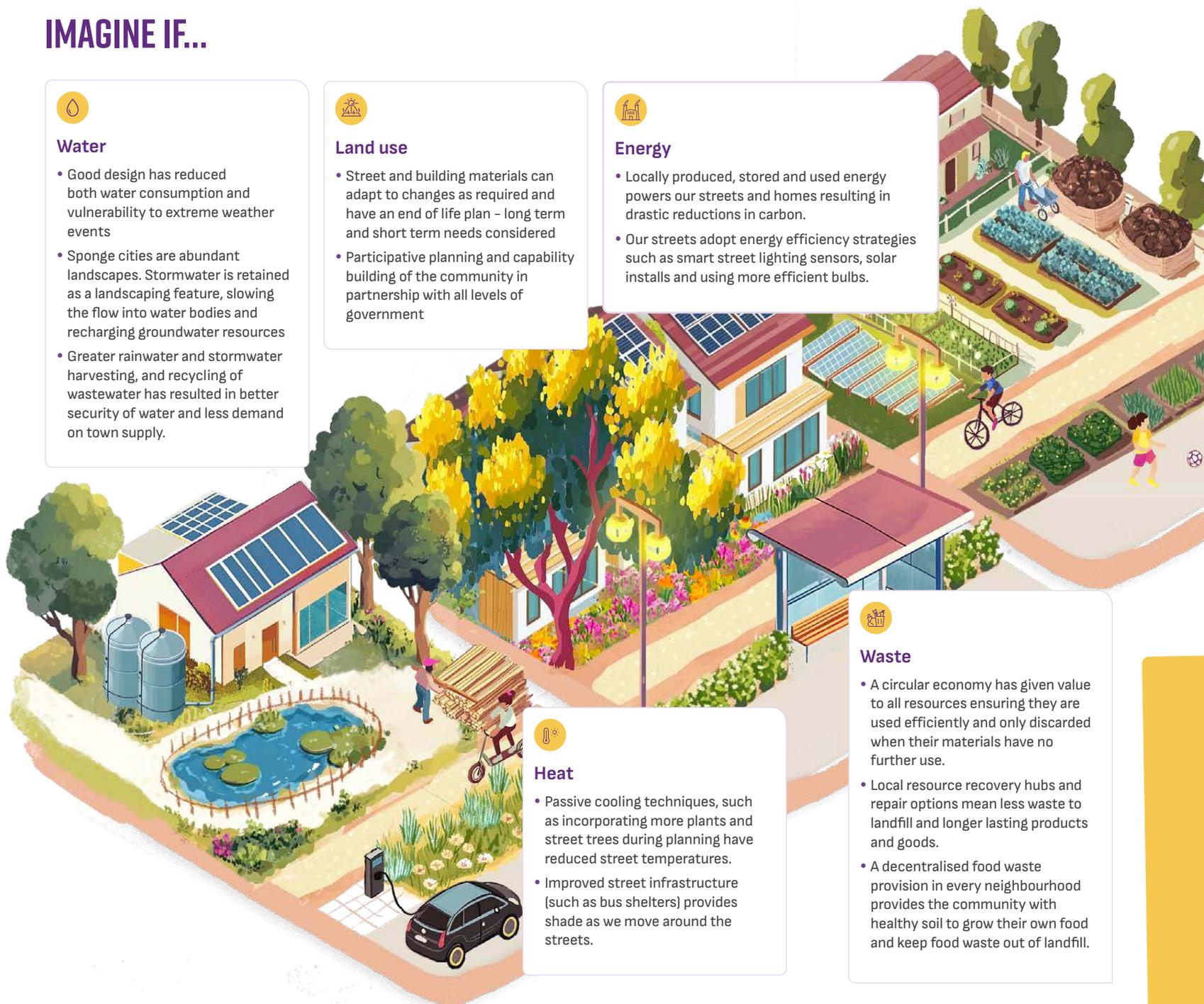
Waste

- A circular economy has given value to all resources ensuring they are used efficiently and only discarded when their materials have no further use.
- Local resource recovery hubs and repair options mean less waste to landfill and longer lasting products and goods.
- A decentralised food waste provision in every neighbourhood provides the community with healthy soil to grow their own food and keep food waste out of landfill.



Heat

- Passive cooling techniques, such as incorporating more plants and street trees during planning have reduced street temperatures.
- Improved street infrastructure (such as bus shelters) provides shade as we move around the streets.



Nothing exists in isolation. Taking a systemic view acknowledges that the challenges we are facing are interdependent and interconnected. No single perspective or solution is adequate for addressing complex systems. We can learn from other countries and regions to explore catalysts and processes that lead to change and to help open our minds and challenge our assumptions.

3 WHERE TO FROM HERE

“The number one problem facing humanity today is not climate change or inequality or war. It is not the proliferation of artificial intelligence (AI). Rather, it is our sense that we are powerless to change any of it. The old ways of knowing and acting in our world are no longer sufficient. Our systems are collapsing. If we are going to serve societal transformation in the face of this collapse, as we believe is fully possible, we need to draw on a new form of knowing.”

—Otto Sharrow



REGEN STREETS: A FRAMEWORK FOR ACTION

To create the wave of regenerative streets across Greater Melbourne we must organise ourselves differently and create systemic responses to what are systemic barriers. There will not be an immediate, single solution. Instead we must continue to learn about what types of activities and relationships need to shift in order to lead to more transformative impact.

The next phase of work structures how we are going to go about making this shift.



The next steps:

1. Adopting **fields of action** to create new pathways in order to understand the challenges under the surface.
2. To view the efforts underway to regenerate the streets of Melbourne as a **connected portfolio** in order to learn about what is working, what gets in the way and how we can share, aggregate and be more efficient with resources of all kinds.
3. **Shape 3-4 major initiatives** that respond to intractable challenges in order to ignite a longer-term transformation of the city's streets.



FIELDS OF ACTION **CREATING NEW FRAMES OF COHERENCE**

These fields of action are our orientation towards the vision.

By convening organisations and creating opportunities for knowledge and value to flow across these fields of actions, the underlying patterns we need to shift will emerge.



Measuring What Matters

How can we shift what we value on our streets based on a goal that prioritises social and ecological well-being?

We know that what we value and invest in does not address the needs of future generations. Let's shift how we demonstrate what we value in our streets and resource them accordingly.

What this could look like on the street:

- Community scale Doughnut Economics application
- Measuring the social connection of neighbours
- Baseline biodiversity assessments mapped to citizen science events
- Place-based evaluation



Adaptive streets for the Future

How can our streets be built to adapt to the complex challenges we face and help us connect and positively transform?

We know that the street-level infrastructure that exists today leaves us vulnerable to predicted, altered conditions and weather patterns. We must reimagine what healthy streets that support thriving communities and generations to come look like.

What this could look like on the street:

- Retrofitting streets
- Rewilding streets
- Multi-modal transport solutions
- Water sensitive urban design
- Pollinator corridors



New Urban Governance

How can streets become spaces for robust democracies and participatory action?

Current leadership structures serve top-down approaches. We must shift to more distributed leadership that captures the voice and essence of streets and communities to better serve decision-making. To emerge from silos and shift to radical collaboration.

What this could look like on the street:

- Participatory design process for the future of streets
- Street parties
- Citizens assemblies
- Nature on boards
- Citizen science



Investing in street-level Transformation

What suite of mechanisms are required to transition capital towards thriving streets?

We must move resource to help our streets transform and to allow what we value (social connection, green spaces etc) to be abundant. To move from short term, small community grants to significant resource flow.

What this could look like on the street:

- Participatory budgeting tools
- Local giving and community led funds
- Paid community-climate convenor roles
- Investment in systemic work
- Aggregated systemic investments and outcomes
- Long term grant funding



Story of place

How can old and new stories of our streets help us reimagine what is possible?

We need to listen less to disinformation and status quo and instead share stories of hope and change, using imagination and vision to design better streets and illustrate the abundance of life and love within them.

What this could look like on the street:

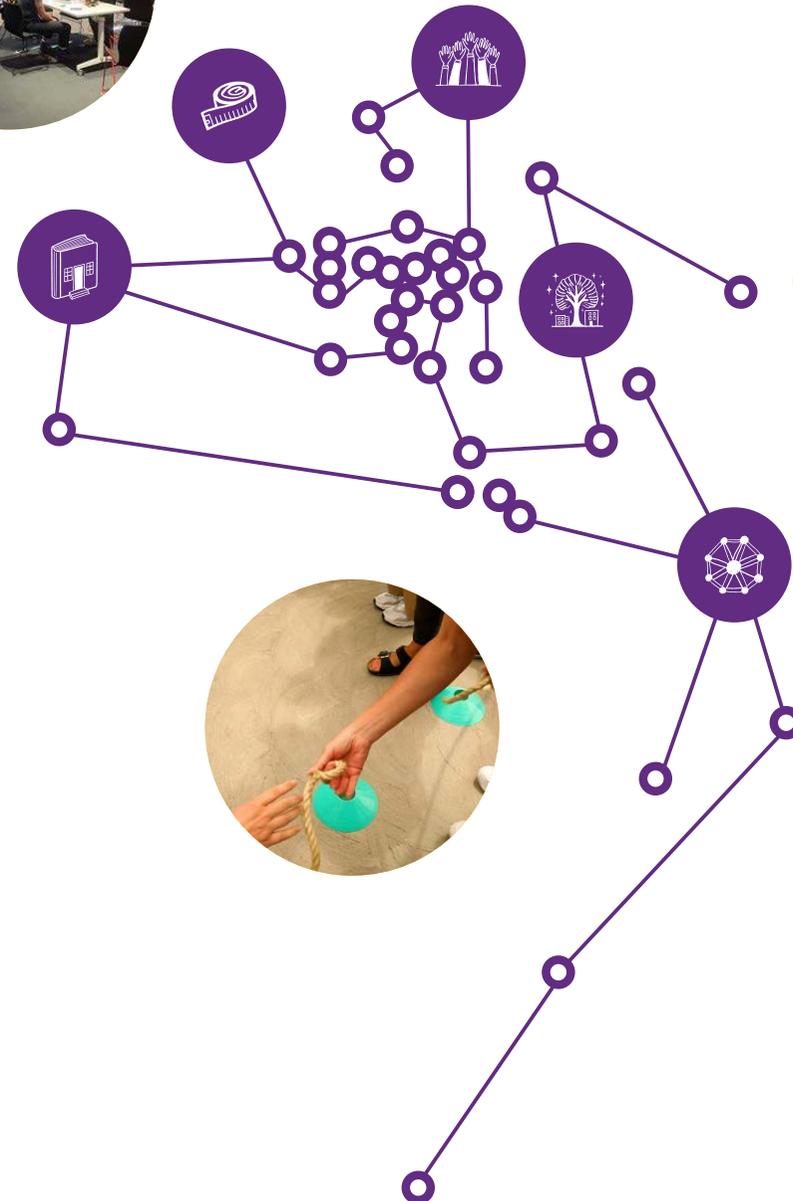
- Deep storytelling - digging into the past, capturing the small things that tell us so much about the bigger picture. Bringing spaces to life through story.
- History walks
- Community conversations
- Working out loud as we navigate change

A PORTFOLIO VIEW SEEING A WEB OF INTERCONNECTED STREETS

Over the next six months our work will focus on bringing to life a view of interconnected activities that are working in service to regenerating streets across Greater Melbourne. Taken as a portfolio, we will be able to identify collective learning across initiatives underway and use this to spot opportunities for resources to be deployed or shared more efficiently.

The meta-level view of these efforts give us hints on how to unlock the next systems we need, show the changes that lead to improved outcomes and reveal gaps to galvanise further action.

Through sharing stories of incremental change and connecting to a bigger ambition across Greater Melbourne, we can create a space for a wide network of players to find a shared language.



TRANSFORMATIVE INITIATIVES

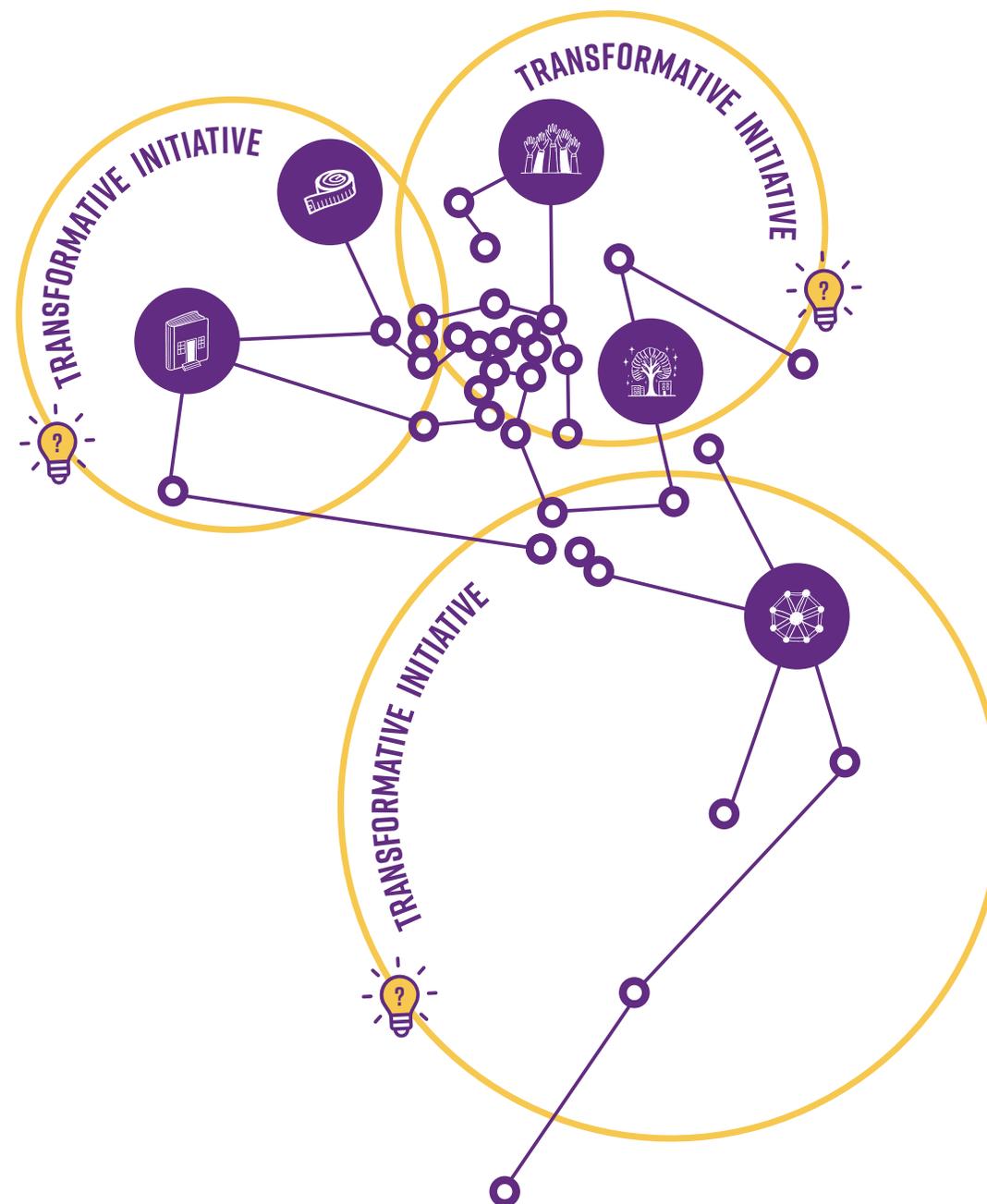
CREATING SYSTEMIC RESPONSES TO SYSTEMIC BARRIERS

By using the portfolio as a collective learning vehicle, we will be in a position to shift towards transformative initiatives.

Shaping a series of interventions will ignite longer-term transformation of the city. These transformative projects will bring diverse sets of stakeholders together, seed momentum and resources towards the ambition to catalyse a wave of regenerative streets across Greater Melbourne and aim to surface new systems to service the shared goal. This will require new ways of thinking, working, organising and collaborating to redesign our streets for the future.

“Think like a gardener, not an architect: design beginnings, not endings.”

—Dan Hill and Brian Eno





“Yes of course we are running out of time and I still have hope because there is so much that is necessary to do and still possible to achieve. So let’s make it irresistible, and get to work.”

—Kate Raworth, DEAL

AN INVITATION

It is time for bold leadership, new ways of working, dauntless investing, brave decision-making and for us to realise the potential of what we already hold in our city to design a flourishing future.

We are inspired by the energy of the people of Melbourne and look forward to accelerating our efforts in 2024 and beyond. Get in touch with Nina Sharpe if you see yourself or your organisation playing a role in this mission please reach out at nina@regen.melbourne

APPENDIX



GUIDING LIGHTS

Nothing exists in isolation. Taking a systemic view acknowledges that the challenges we are facing are interdependent and interconnected. No single perspective or solution is adequate for addressing complex systems. We can learn from other countries and regions to explore catalysts and processes that lead to change and to help open our minds and challenge our assumptions.



Biodiversity

Oslo has 68% green spaces where each inhabitant is less than ten minutes away from green space on average, thanks to numerous policies in favour of biodiversity and tactical landscaping. One of these initiatives was introduced in 2019 when all private motorised vehicles were banned from the city centre. This led to more than 700 parking lots being substituted with pedestrian zones, cycle routes and parks.

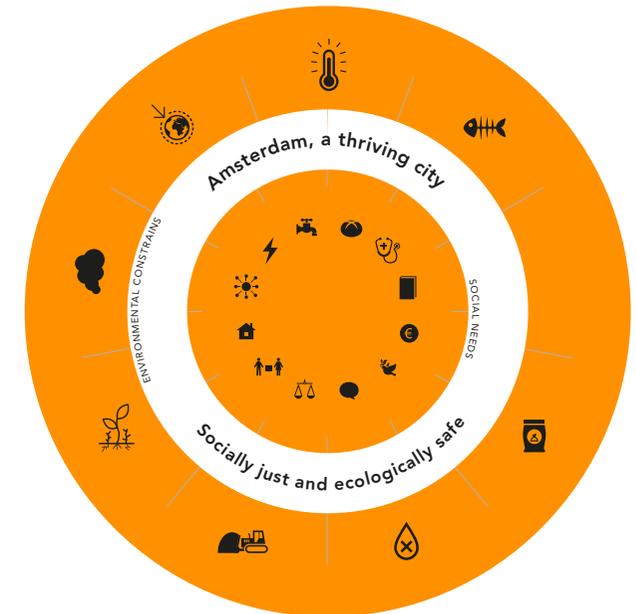


Energy

Vermont is the greenest state in US. 99.9% electricity is generated from renewable energy. Efficiency Vermont worked with thousands of homeowners and businesses to reduce energy use. Green Mountain Power pioneered a network of residential batteries. Two major retailers provide residents with 100% green power options.

Mobility

Let's look to Paris to see how they've transformed their system. A recent study by the Institut Paris Region, an urban planning agency, found that Parisians opted for bicycles for 11.2 percent of their trips within the city itself, compared to only 4.3 percent for cars. Walking was the option for most trips at 53.5 percent, followed by public transport at 30 percent. Ten years ago, no one thought this was possible but now here stands a city with a completely different way to move around.



Waste

In 2020, the City of Amsterdam became the first city in the world to commit to becoming a 100% circular economy by 2050, aiming to halve its use of virgin materials by 2030. Its five-year circular economy strategy to achieve this goal is based on the Doughnut Economics framework.

Water

Through visionary policies, innovative technologies, and strong governance, Singapore has transformed its water management landscape and secured a resilient and sustainable water supply. The city-state adopts a comprehensive "Four National Taps" approach to diversify water sources which includes rainwater collection, water imports, wastewater recycling, and seawater desalination.

CASE STUDIES

Our work is inspired by a number of global case studies as we look to learning from their work.

With support from Hatch, we have profiled a number of strong global examples of regenerative streets.

DUFRESNE STREET IN MONTREAL, CANADA

The largest edible pedestrian street in Canada. Prior to the change, pedestrian and cycling collisions were commonplace sparking the community to take action. This grassroots movement has been in partnership with the City of Montreal, Ville Marie Borough, Carrefour and the community and is supported by pedestrian-oriented policies.

DUFRESNE STREET

MONTREAL, CANADA

The largest edible pedestrian street in Canada, known as 'La Promenade des Saveurs' or 'The Promenade of Flavours'.

Street Typology: Neighbourhood
Transformation: Greening, Food Security
Project Type: Pilot Project
Length: 115 metres

PROJECT DESCRIPTION

Introduced as a summer pilot project in 2020, Dufresne Street was transformed into an urban garden, providing fresh fruits and vegetables. The purpose of the project was to improve food security within the area and reduce the effects of urban heat island.

During the growing season, 150 Smart Pots were filled with over 80 species of edible plants. 150m² of cultivable area, 500kg of vegetables and fruits are produced and distributed to the community.

75% of the vegetables are harvested by passers-by.

CATALYST OF CHANGE



SAFETY: Pedestrian collisions were extremely high within the area and food security/low socio-economic outcomes are a concern.



GRASSROOTS URBANISM: Collaboration between Ville Marie Borough and community organisation Carrefour alimentaire Centre-Sud



SUPPORTIVE POLICIES: Bolstered by pedestrian-oriented policies at the borough and city level

PROJECT OUTCOMES

- Ville Maire Borough has used 'La Promenade des Saveurs' as a catalyst for additional street transformations and closures.
- Community participation in upkeep, creating stronger social ties between residents and where they live.
- Improved physical and mental health outcomes.
- Council working towards permanent street closure to vehicles in order to help maintain the gardens.
- Contributing to Montreal's 'sponge street' initiative in an innovative way.



CASE STUDIES

SUPERKILEN PLAZA IN COPENHAGEN, DENMARK

Superkilen is a half a mile long urban space wedging through one of the most ethnically diverse and socially challenged neighborhoods in Denmark. It has one overarching idea that it is conceived as a giant exhibition of urban best practice — a sort of collection of global found objects that come from 60 different nationalities of the people inhabiting the area surrounding it. The Plaza connects into the wider traffic and transport networks and acts as an extension to the sports and cultural activities at Nørrebrohall. This change was a partnership between the Municipality of Copenhagen and a Danish private philanthropic organisation and involved extensive participatory planning processes.

SUPERKILEN PARK COPENHAGEN, DENMARK

A exhibition of urban best practice from around the world.

Street Typology: Neighbourhood Plaza
Transformation: Pedestrianisation
Project Type: Urban Renewal
Length: 750 metres

PROJECT DESCRIPTION

Opened in 2012, Superkilen is located in the most ethnically diverse and socially challenged neighborhood in Denmark.

The project vision was to create an urban space to promote integration across ethnicity, religion, culture, and languages. The park is an exhibition of international design and has a collection of global objects reflecting 60 different nationalities. Their arrangement openly displays the immigrants' conflicting backgrounds while at the same time celebrating their diversity.

Divided into three sections, the park has a diverse offering. The Red Square (activity zone), The Black Market (a meeting point), and The Green Park (leisure area). The park connects into the wider transport networks and acts as an extension to the sports and cultural activities at Nørrebrohall.



CATALYST OF CHANGE



EXTREME COMMUNITY PARTICIPATION: Public consultation was the driver of design. Diversity among participants was used in the creative process of developing the park's identity.



PUBLIC PRIVATE PARTNERSHIP: Partnership between the Municipality of Copenhagen and Realdania (a Danish private philanthropic association).



SUPPORTIVE POLICIES: the hallmark project part of a greater urban development program by the Municipality of Copenhagen.

PROJECT OUTCOMES

- 108 plants and artefacts illustrating the ethnic diversity of the local population. The objects create relationships between residents and visitors, promoting a sense of ownership and emotional connectivity.
- Successfully joined two residential areas formerly divided by a fence and reconnected the surrounding areas to the rest of the city.
- Residents feel physically, culturally and socially safer due to design and lighting.
- Internationally recognised for its social impact and use of 'Extreme Participation' as a design mechanism.

SITE PLAN



CASE STUDIES

THE UNDERLINE LINEAR PARK, MIAMI, USA

The Underline is transforming the land below Miami's Metrorail into a 10-mile linear park, urban trail, and public art destination. The footprint for the Underline includes the land beneath the Metrorail, from the Miami River to Dadeland South. This property is owned by Miami-Dade County.

In 2013, Friends of The Underline founder, Meg Daly, broke both of her arms. Since she could not drive herself to physical therapy, she decided to take the Metrorail near her home, and then walk the rest of the way to her destination underneath the train tracks. She noticed how wide the corridor was and how much space there was ... and she was the only person using the space.

THE UNDERLINE LINEAR PARK

MIAMI FLORIDA, USA

A 10-mile linear park, urban trail, and public art destination.

Street Typology: Underpass
Transformation: Greening, Recreation
Project Type: Urban Renewal
Length: 16 kilometres

PROJECT DESCRIPTION

The Underline is transforming the land below Miami's Metrorail (formally known as the M-Path) into a 10-mile (16km) linear park prioritising social connections, recreation and active transport.

The first two phases of the park are open. They feature urban biking and walking paths, flex basketball and soccer court, outdoor gym, nature and butterfly gardens, rain gardens, gathering spaces to eat, play, discover and relax. Phase 3 is now under construction.

People from all around the city come to enjoy the park, use its amenities, and participate in year-round programmed events.

CATALYST OF CHANGE



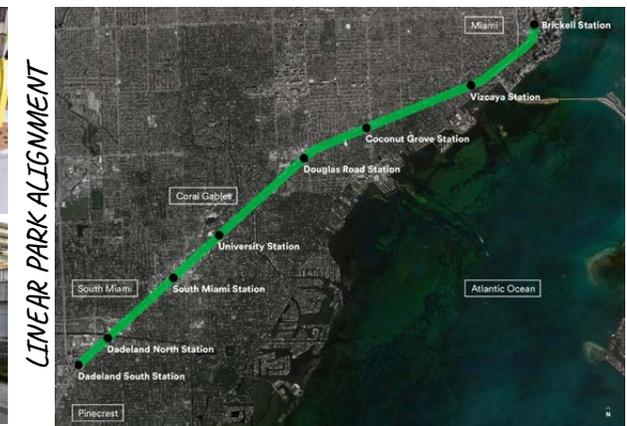
GRASSROOTS URBANISM: Agency from one individual. Led by Meg Daly in 2015, who created 'Friends of the Underline' to champion the project.



PUBLIC PRIVATE PARTNERSHIP: Partnership with county council, a vibrant and engaged board of directors, public and private donors, partnership with University of Miami and hundreds of volunteers

PROJECT OUTCOMES

- Prioritising social value from design to construction, resulting in local pride and ownership over the area.
- Areas for social interactions and community building including a games room, dining room, sound stage and plaza.
- 100,000 native plants including trees, plants and grasses that support the restoration of local ecosystems and attract butterflies, bees and birds.
- Public art and hundreds of free community programs.
- Safe biking and walking paths, lighting and improved crosswalks.





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