

LAPM 2 North Carlton



Prepared by: Streets Alive Yarra

www.streets-alive-yarra.org

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Foreword

Streets Alive Yarra is a non-profit, volunteer, resident and ratepayer action group with a [vision](#) for more trees, wider footpaths and vibrant businesses in thriving [neighbourhoods](#). We see our streets being used by people from [8 to 80 years old](#), irrespective of whether they choose to walk, cycle, use public transport or drive. Residents and shoppers are able to move safely, comfortably, and conveniently around Yarra; and can easily find a park near shops.



Image credit: OCULUS Landscape Architecture and Urban Design

Streets Alive Yarra was founded in 2017 and now has over 2,000 likes on Facebook, increasing by 10-20 per week. A network of local champions develops concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also Yarra's Walkability Action Group (WAG) representative for Victoria Walks.

**Let's make Yarra a
beautiful city to live in**

Further information is available at: www.streets-alive-yarra.org

Overview

Streets Alive Yarra welcomes the opportunity to offer feedback on how the City of Yarra can improve Local Area Place Making in North Carlton.

Our feedback consists of the following topics, detailed in further pages:

- Context - the arrogance of space
- 30 km/h superblock
- Shopping areas
- Crossing distances
- Sight lines when crossing
- Budget
- Revenue opportunities
- Offer ratepayers a choice

Context

North Carlton is one of the nicer areas of Yarra. Even so, too much of our public land is allocated to motor vehicles. The Council Plan, including Objective 6, would be best served by decreasing the area of land allocated to vehicles and directing it toward Local Area Place Making and active transport.

Streets Alive Yarra recommends that Council conduct an ‘[arrogance of space](#)’ analysis of the land in North Carlton and publish the results as a map to assist community consultation.



Example ‘Arrogance of space’ map for LAPM 20. Image credit: Streets Alive Yarra.

30 km/h superblock

One of the simplest and most cost effective ways to improve liveability and encourage walking and cycling is to convert the whole LAPM area into a [30 km/h superblock](#). This would bring more people out into the streets and further strengthen the case for increased investment in place making.



Image credit: [City of Yarra](#)

Shopping areas

Shopping areas, such as strips of shops on Rathdowne Street, are already great places. They can be even better if Council removes on-street parking from directly in front of the shops and uses the space for wider footpaths, trees and other place making initiatives. An added bonus is that removing or relocating on-street parking would decrease the dooring risk for people cycling.



Rathdowne Street facing north. Image credit: Google Streetview.

The key point is to understand is that on-street parking directly in front of a shop is not that important because people will always find a way to get to attractive places.

Crossing distances

Many streets in North Carlton are wide, and thus require a longer crossing time than a narrow street. Council can reduce the “level of transport stress” experienced by people walking by reducing crossing distances by building bump-outs or kerb extensions.

Sight lines when crossing

North Carlton can be even better for walking if Council assessed the sight lines at popular street crossing points, such as at the Capital City Trail, and removed 2-3 car parks from each location, replacing them with kerb extensions.



*Example of poor sight lines when moving from the Capital City Trail to Drummond Street.
Image credit: Streets Alive Yarra.*

Budget

Investing in infrastructure for Local Area Place Making has a [positive business case](#) - the key is to allocate enough funds. Streets Alive Yarra recommends that Council allocates a budget of \$2m for each LAPM, including for this one in North Carlton.

Revenue opportunities

Clearly, in order to invest \$2m in a LAPM, Council needs to have funds available. Streets Alive Yarra recommends that the LAPM study include an assessment of the on-street revenue opportunities, including:

- How many on-street parking bays are in LAPM 2 North Carlton? How many are free and how many are metered?
- How many on-street parking permits are sold to residents and ratepayers in LAPM 2 North Carlton?
- What is the existing revenue from parking permits, meters and fines from LAPM 2 North Carlton?
- What is the market rate for parking in LAPM 2 North Carlton?
- What is the revenue opportunity for increasing the price of on-street parking permits in LAPM 2 North Carlton?
- What is the revenue opportunity for parking meters in LAPM 2 North Carlton?

Offer ratepayers a choice

Council could even offer ratepayers a choice to pay a bit more for on-street parking in return for a greater investment in place making. Council could invite ratepayers to choose between:

- a smaller (\$200-\$400k) investment in place making, with no change to parking fees in the LAPM area, or
- a larger (\$400k-\$2m) investment in place making, with extra funds generated by the installation of parking meters and/or increases in fees for parking permits in the LAPM area.

Concluding remarks

Streets Alive Yarra applauds the City of Yarra's focus on Local Area Place Making in North Carlton. We would be delighted to provide further detail or explanation of the themes raised in this document.

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