



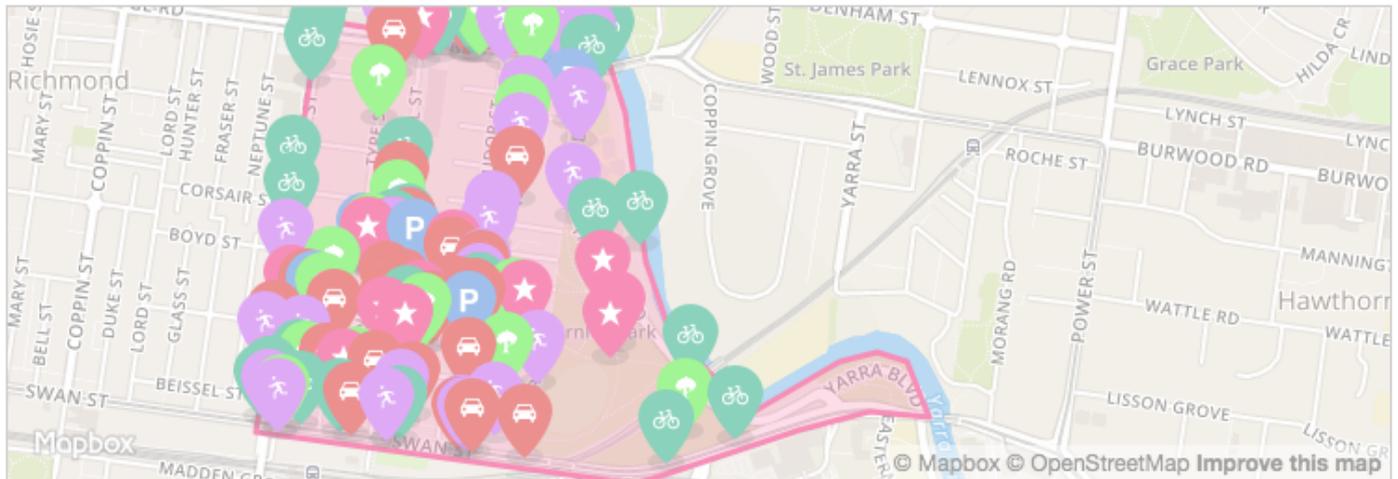
Streets Alive Yarra

www.streets-alive-yarra.org

Dr Jeremy Lawrence, B.Eng. (Mech.), Ph.D. (Mech. Eng.)

21 November 2017

Feedback on LAPM 19 Richmond



Streets Alive Yarra advocates for safer streets that enable active transport (thus reducing congestion) and build wealth for local traders. The LAPM process should comply with Yarra's adopted *Safe Travel Strategy*, with the policy of *Towards Zero*, or zero deaths or serious injuries on our streets.

- www.streets-alive-yarra.org/government-policies
- www.streets-alive-yarra.org/safety

Key actions for Council include:

- Identifying hazards and quantifying the risks that people are exposed to, highlighting the areas where risks are high enough to cause death or serious injury
- Nominating a street hierarchy, including a principle bicycle network consisting of protected bicycle lanes on nominated arterials and key access streets (speed limit of 40 km/h or above), as well as quieter residential streets limited to 20-30 km/h:
 - www.streets-alive-yarra.org/street-hierarchy
- Ensuring the LAPM does not result in trees being planted in locations that will block future protected bicycle lanes
- Installing a large number of permanent bicycle traffic counters to build the evidence base for the principle bicycle network:
 - data.aurin.org.au/dataset/vic-govt-vicroads-vicroads-bicyclesites-na
 - www.vicroads.vic.gov.au/~media/~/media/.../bicycleloopcountersapril2014.pdf
- Overhauling the on-street parking management strategy to support the removal of on-street parking from the principle bicycle network (if the space is required for the bicycle network), and to increase parking charges to bring demand in balance with supply:
 - www.yarracity.vic.gov.au/services/parking

- www.streets-alive-yarra.org/time-of-use-parking-charges
- Building footpaths that continue at grade across streets
 - www.streets-alive-yarra.org/protected-footpaths
- Supporting congestion charges as the only realistic method to manage the number of cars on our limited public street area:
 - www.streets-alive-yarra.org/time-of-use-driving-charges
- Publishing the evidence that safe travel infrastructure will bring more patrons to shops than existing car-dominated street designs:
 - www.streets-alive-yarra.org/better-for-business
- Publishing high-quality renderings showing how good our streets could be, to help ordinary rate payers become comfortable with the future:
 - participate.melbourne.vic.gov.au/city-road (has an example)
- Quantifying what annual expenditure is required to be able to implement adopted policies such as the Yarra Safe Travel Strategy, Yarra Sustainable Transport Strategy and Encouraging and Increasing Walking Strategy. I expect that at least \$10 million per year is required over 10 years, and Council needs to know and accept this before it can begin to plan, budget and implement it:
 - www.yarracity.vic.gov.au/the-area/getting-around

For LAPM 19, protected bicycle lanes should be built on Swan, Burnley, Bridge, Yarra Boulevard and Park Grove. These streets should also have footpaths continuing at-grade across other streets. These other “internal” streets should be calmed and filtered.