

# North Carlton Draft LAPM Scheme

DRAFT

## Carlton North Local Area Place Making Scheme Draft Report

November 2019



Prepared by: Streets Alive Yarra

[www.streets-alive-yarra.org](http://www.streets-alive-yarra.org)

[facebook.com/streetsaliveyarra/](https://facebook.com/streetsaliveyarra/)

## 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.

Further information is available at: [www.streets-alive-yarra.org](http://www.streets-alive-yarra.org)

## We appreciate the little things

We appreciate and support the little things that the LAPM Scheme proposes for North Carlton, including:

- Kerb outstands
- Cut throughs for cyclists
- Parklets for cycle parking
- Cycle lane continuations
- Road narrowings

In other words, we support the scheme's recommendations.

We also appreciate and support the 'consider' treatments, including:

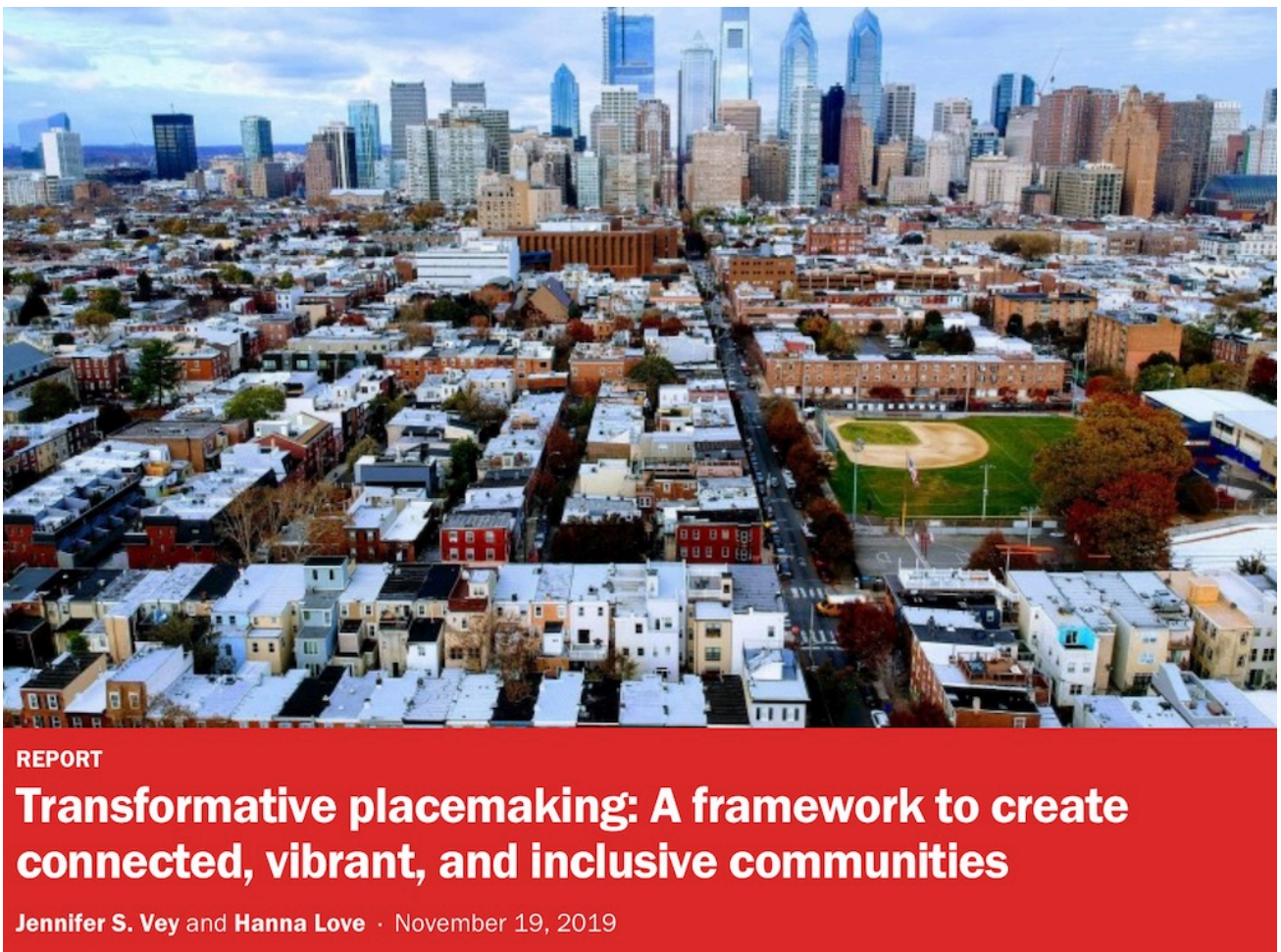
- Revised locations of school crossings
- Integration of cycling infrastructure
- A gateway landmark

These items of infrastructure would indeed help make North Carlton a more attractive place, and improve transport options.



## We are disappointed in the missed opportunity for transformational place making

Unfortunately, the draft scheme is a missed opportunity for transformational place making. LAPMs only come around once every 10-15 years, and are Councils core method for improving health, happiness and liveability in each neighbourhood, as well as decreasing carbon emissions from the transport sector.



REPORT

### Transformative placemaking: A framework to create connected, vibrant, and inclusive communities

Jennifer S. Vey and Hanna Love · November 19, 2019

Source: [Brookings Institute](#)

The draft scheme could have recommended much more, including:

- 30 km/h superblock, with street filtering to prevent rat running, diverting through traffic to VicRoads arterials.
- Reallocate significant street space away from traffic and parking toward wider footpaths, protected bicycle lanes, an urban forest and pocket parks where people can rest, meet and socialise. Shopping areas could be revitalised with on-street parking relocated to side streets and the space used for wider footpaths, footpath seating, and trees.
- Quantify revenue opportunities.

## 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](#)*

We're disappointed that the draft scheme does not recommend this, including adding filtering to many more streets.



## Reallocate street space

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.

Throughout the LAPM area, there was a missed opportunity to reallocate significant street space away from traffic and parking toward wider footpaths, protected bicycle lanes, an urban forest and pocket parks where people can rest, meet and socialise.

## Quantify revenue opportunities

Clearly, in order to invest in transformational place making, Council needs to have funds available. We're disappointed that the draft scheme did not 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?

## 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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