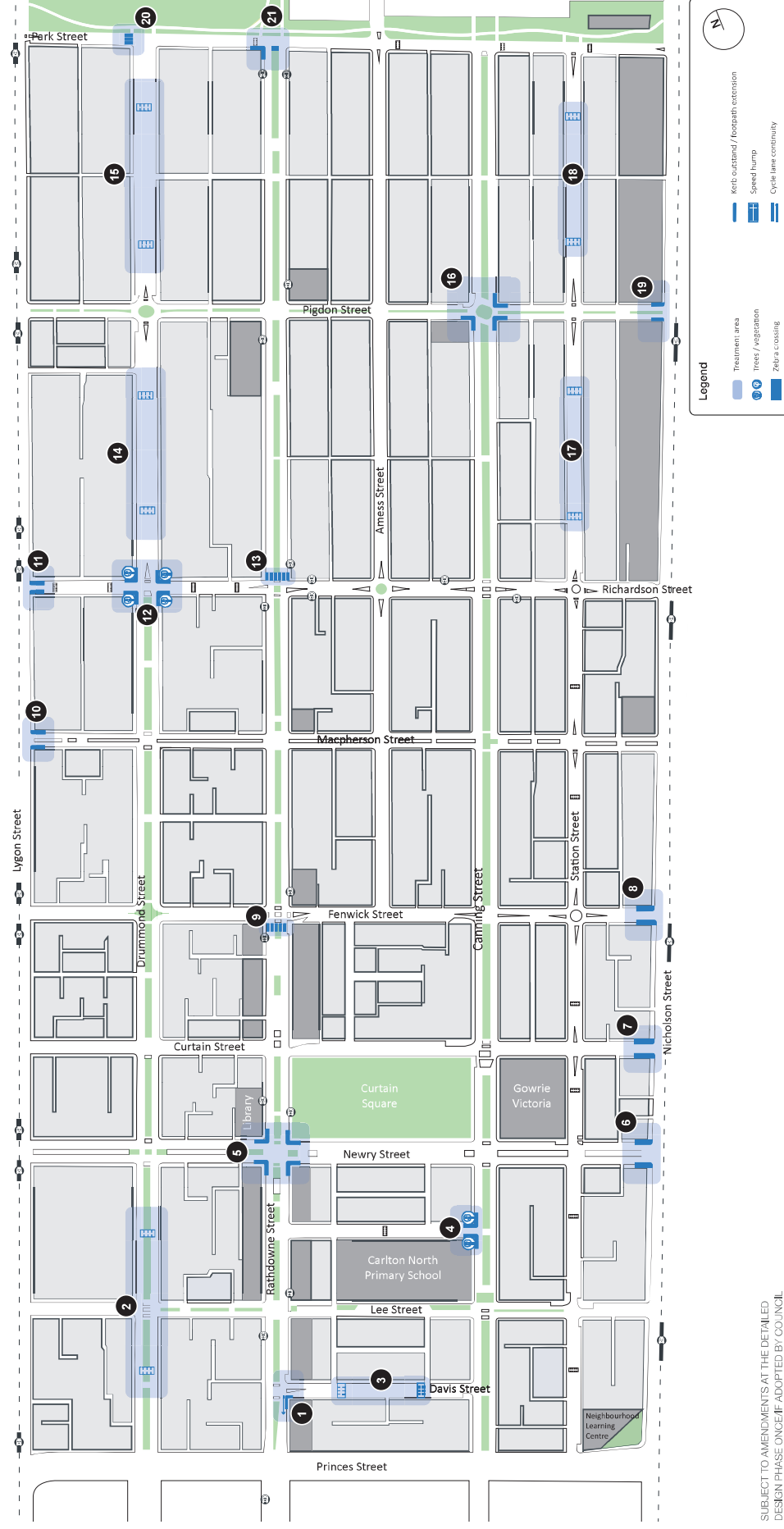


6.3 Treatment Recommendations Map

This section captures projects that sit within the LAPM scope. The projects have been refined based on community feedback to ensure the intent of projects selection is suitable for the local community. The projects identified are based on:

- Traffic analysis – understanding how the road network is used and by whom, including pedestrian and bike riders, rat-running, and local trips.
- Road safety investigation – improving infrastructure to uplift road safety for the whole community.
- Land use and built form – to support the way people interact with the road space, for example around schools and shops.
- Site inspections – to ensure that treatments identified are appropriate for the nominated sites and fit in with the existing street conditions.
- Support existing works programs – to ensure the treatments align with projects identified through other project teams within City of Yarra.



SUBJECT TO AMENDMENTS AT THE DETAILED DESIGN PHASE ONCE IF ADOPTED BY COUNCIL

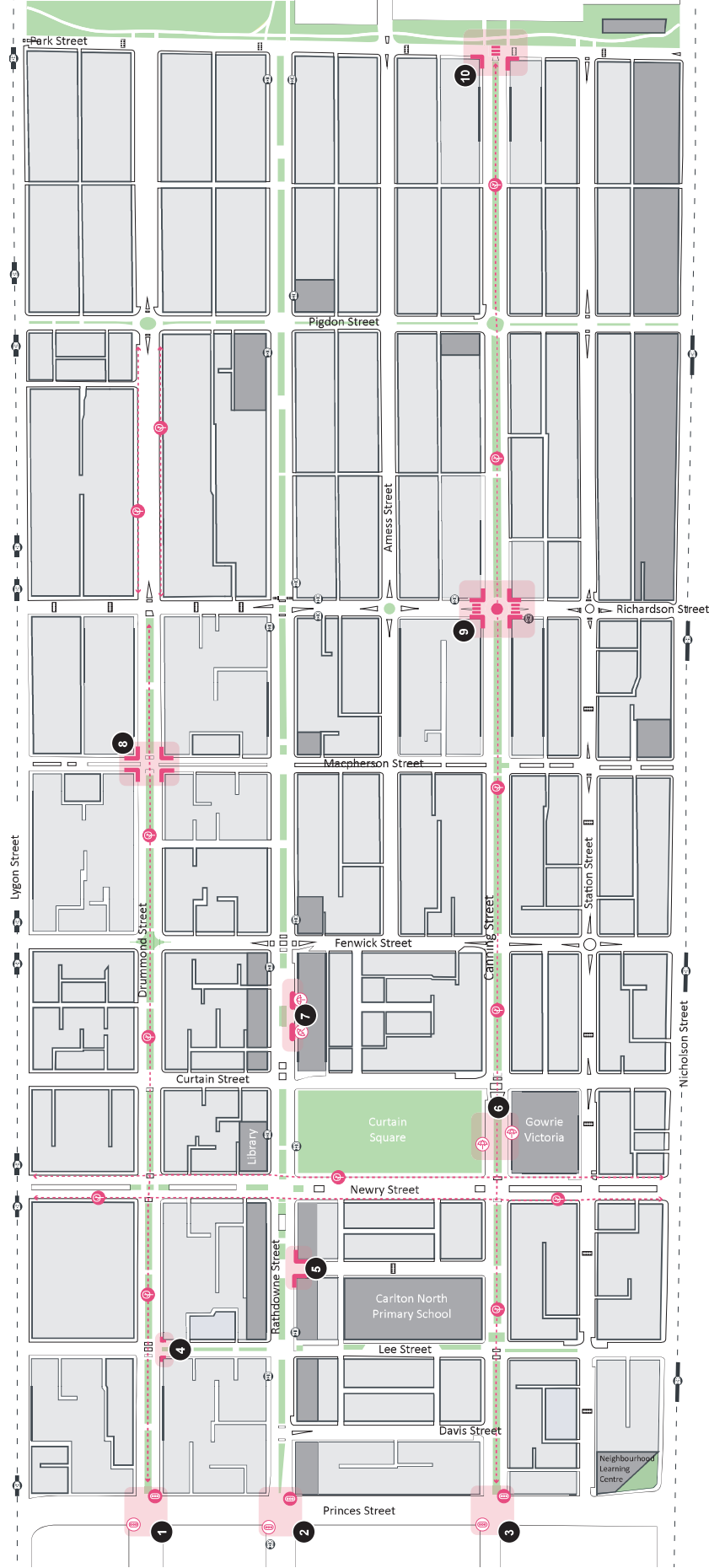
Legend	
	Driving treatments
	Greening treatments
	Walking treatments
	Place making treatments
	Cycling treatments

1 Kerb extension to aligns with the existing kerb extension on the North side and realignment of the bike lane to suit. Rathdowne Street and Davis Street (south-eastern side)	 
2 Speed humps located adjacent to trees (or trees planted where needed) to minimise loss of parking. Subject to Australian Standard spacing requirements. Drummond Street between Princes and Newry Street	 
3 Speed humps located adjacent to trees (or trees planted where needed) to minimise loss of parking. Subject to Australian Standard spacing requirements. Davis Street	 
4 Kerb extensions to reduce size of intersection and provide space for pedestrians and opportunity to introduce greenery, tree planting and passive irrigation. O'Grady Street and Canning Street	 
5 Kerb extensions to reduce size of intersection and opportunity to introduce greenery, tree planting and passive irrigation. Include kerb extension and raise median strip to improve pedestrian safety. Rathdowne Street and Newry Street	 
6 Kerb extensions on minor road (Newry Street) to decrease pedestrian crossing distance. Enhance with greenery, seating, bike parking and discuss with other Council department the possibility of integrating artwork. Nicholson Street at Newry Street	  
7 Kerb extensions on minor road (Curtain Street) to decrease pedestrian crossing distance. Enhance with greenery, seating, bike parking and discuss with other Council department the possibility of integrating artwork. Nicholson Street at Curtain Street	  
8 Kerb extensions on minor road to reduce size of intersection and opportunity to introduce greenery, tree planting and passive irrigation. Incorporate bike parking. Nicholson Street at Fenwick Street	  
9 New raised zebra crossing to promote pedestrian prioritisation. Include flashing warning lights it meets the warrants (addressed as part of design process). Rathdowne Street at Fenwick Street	  
10 Kerb extensions on minor road to reduce size of intersection and opportunity to introduce greenery, tree planting and passive irrigation. Macpherson Street and Lygon Street	 
11 Kerb extensions on minor road to reduce size of intersection and opportunity to introduce greenery, tree planting and passive irrigation. Richardson Street and Lygon Street	 
12 Kerb extensions to reduce size of intersection and provide space for pedestrians and opportunity to introduce greenery, tree planting and passive irrigation. Drummond Street and Richardson Street	 
13 Raise existing zebra crossing to promote pedestrian prioritisation. Include flashing warning lights it meets the warrants (addressed as part of design process). Rathdowne Street at Richardson Street	  
14 Speed humps located adjacent to trees (or trees planted where needed) to minimise loss of parking. Subject to Australian Standard spacing requirements. Drummond Street between Richardson and Pigdon Street	 
15 Speed humps located adjacent to trees (or trees planted where needed) to minimise loss of parking. Subject to Australian Standard spacing requirements. Drummond Street between Pigdon and Park Street	 
16 Kerb extensions to reduce size of intersection and provide space for pedestrians with opportunity to introduce greenery and passive irrigation. Canning Street and Pigdon Street	 
17 Speed humps located adjacent to trees (or trees planted where needed) to minimise loss of parking. Subject to Australian Standard spacing requirements. Station Street between Richardson and Pigdon Street	 
18 Speed humps located adjacent to trees (or trees planted where needed) to minimise loss of parking. Subject to Australian Standard spacing requirements. Station Street between Pigdon and Park Street	 
19 Kerb extensions on minor road to decrease pedestrian crossing distance. Enhance with greenery, seating, and bike parking. Treatment may take up one parking bay width only in Pigdon and will not encroach on bike or traffic lane. Nicholson Street at Pigdon Street	  
20 New raised zebra crossing integrated with speed hump (west side only) to promote pedestrian and cyclist prioritisation, widened to provide separation of use. Include flashing warning lights it meets the warrants (addressed as part of design process). Park Street at Drummond Street	  
21 Kerb extension on west side of intersection and raised centre median on Rathdowne Street to reduce crossing widths, improve pedestrian visibility, and opportunity to introduce greenery, tree planting and passive irrigation. Kerb extension on east side not possible due to requirements of bus turning circle. Park Street and Rathdowne Street	  

6.4 Planned or Potential Projects Map

This section captures projects that sit out of the scope of this LAPM. They include both planned and potential projects. Many of these projects draw on the analysis of traffic data and concerns and opportunities raised during community engagement.

Planned projects refer to Council or State Government capital works projects with existing approval and funding to proceed. A number of these projects are being funded through the Blackspot Program. Potential projects reference treatments that require further advocacy as they sit within Department of Transport jurisdiction, sit within the responsibility of an alternate Council department, or require further detailed engagement and design considerations.



SUBJECT TO AMENDMENTS AT THE DETAILED DESIGN PHASE ONCE IF ADOPTED BY COUNCIL

Legend	
	Driving treatments
	Walking treatments
	Cycling treatments
	Greening treatments
	Place making treatments

1	Potential Project: Advocate to Department of Transport (DoT) to create a safe crossing for cyclists and pedestrians. Princes Street and Drummond Street	 
2	Potential Project: Advocate to Department of Transport (DoT) to improve signal timing to be calibrated to suit slower pedestrians and provide a head start for cyclists. Princes Street and Rathdowne Street	 
3	Potential Project: Advocate to Department of Transport (DoT) to improve signal timing to be calibrated to suit slower pedestrians and provide a head start for cyclists. Princes Street and Canning Street	 
4	Potential Project: Reinstate raised kerbs to protect pedestrians from vehicle movements. Lee Street at Drummond Street	 
5	Blackspot project: Kerb extensions to reduce size of intersection and provide space for pedestrians to cross safely. O'Grady Street and Rathdowne Street	 
6	Funded project (City West Water reinstatement): Amenity projects including water fountain, seating and cycle parking. Canning Street between Gowrie Centre and Curtain Square	  
7	Potential project: Footpath extended to increase space for alfresco dining, bike parking or greenery. Location and specific use will be developed in project-specific consultation with traders and community to understand specific treatment and any loss of carparking. Rathdowne Street between Curtain and Fenwick Street	  

8	Blackspot project: Kerb extensions to reduce size of intersection and provide space for pedestrians and opportunity to introduce greenery, tree planting and passive irrigation. Drummond Street and Macpherson Street	  
9	Blackspot project: Roundabout treatment with kerb extensions and zebra crossings to improve pedestrian safety. Canning Street and Richardson Street	  
10	Potential project: Council exploring safe crossing points across Park Street from the Capital City trail for pedestrians and cyclists. Further detailed considerations to improving Canning Street crossing through kerb extensions and raised zebra. Park Street and Canning Street	  
N/A	Funded project (Council and City West Water): Tree planting along central median from Princes Street to Park Street. Canning Street	
N/A	Funded project (Council): Tree planting along central median and footpaths along full length of Newry Street. Newry Street	
N/A	Funded project (Council): Tree planting along central median and footpaths between Princes Street and Pigdon Street. Drummond Street	

