



Agenda

Council Meeting

7.00pm, Tuesday 5 October 2021

MS Teams

Council Meetings

Council Meetings are public forums where Councillors come together to meet as a Council and make decisions about important, strategic and other matters. The Mayor presides over all Council Meetings, and they are conducted in accordance with the City of Yarra Governance Rules 2020 and the Council Meetings Operations Policy.

Council meetings are decision-making forums and only Councillors have a formal role. However, Council is committed to transparent governance and to ensuring that any person whose rights will be directly affected by a decision of Council is entitled to communicate their views and have their interests considered before the decision is made.

There are two ways you can participate in the meeting.

Public Question Time

Yarra City Council welcomes questions from members of the community.

Ideally, questions should be submitted to Council in writing by midday on the day of the meeting via the form available on our website. Submitting your question in advance helps us to provide a more comprehensive answer. Questions that have been submitted in advance will be answered first.

Public question time is an opportunity to ask questions about issues for which you have not been able to gain a satisfactory response on a matter. As such, public question time is not:

- a time to make statements or engage in debate with Councillors;
- a forum to be used in relation to planning application matters which are required to be submitted and considered as part of the formal planning submission;
- a forum for initially raising operational matters, which should be directed to the administration in the first instance.

If you wish to raise matters in relation to an item on this meeting agenda, Council will consider submissions on these items in conjunction with and prior to debate on that agenda item.

When you are invited by the Mayor to ask your question, please come forward, take a seat at the microphone, state your name clearly for the record and:

- direct your question to the Mayor;
- refrain from making statements or engaging in debate
- don't raise operational matters which have not previously been raised with the Council administration;
- not ask questions about matter listed on the agenda for the current meeting.
- refrain from repeating questions that have been previously asked; and
- if asking a question on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have asked your question, please remain silent unless called upon by the Mayor to make further comment or to clarify any aspects.

Public submissions

Before each item is considered, the meeting chair will ask people in attendance if they wish to make submission. If you want to make a submission, simply raise your hand and the Mayor will invite you to come forward, take a seat at the microphone, state your name clearly for the record and:

- Speak for a maximum of five minutes;
- direct your submission to the Mayor;
- confine your submission to the subject under consideration;
- avoid repetition and restating previous submitters;
- refrain from asking questions or seeking comments from the Councillors or other submitters;
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have made your submission, please remain silent unless called upon by the Mayor to make further comment or to clarify any aspects.

Once all submissions have been received, the formal debate may commence. Once the debate has commenced, no further submissions, questions or comments from submitters can be received.

Arrangements to ensure our meetings are accessible to the public

Council meetings are held at either the Richmond Town Hall or the Fitzroy Town Hall. The following arrangements are in place to ensure they are accessible to the public:

- Entrance ramps and lifts (off Moor Street at Fitzroy, entry foyer at Richmond).
- Interpreting assistance is available by arrangement (tel. 9205 5110).
- Auslan interpreting is available by arrangement (tel. 9205 5110).
- A hearing loop is available at Richmond only and the receiver accessory is available by arrangement (tel. 9205 5110).
- Proposed resolutions are displayed on large screen.
- An electronic sound system amplifies Councillors' debate.
- Disability accessible toilet facilities are available at each venue.

Recording and Publication of Meetings

An audio recording is made of all public Council Meetings and then published on Council's website. By participating in proceedings (including during Public Question Time or in making a submission regarding an item before Council), you agree to this publication. You should be aware that any private information volunteered by you during your participation in a meeting is subject to recording and publication.

Order of business

1. **Acknowledgement of Country**
2. **Attendance, apologies and requests for leave of absence**
3. **Announcements**
4. **Declarations of conflict of interest**
5. **Confidential business reports**
6. **Confirmation of minutes**
7. **Public question time**
8. **Council business reports**
9. **Notices of motion**
10. **Petitions and joint letters**
11. **Questions without notice**
12. **Delegates' reports**
13. **General business**
14. **Urgent business**

1. Acknowledgment of Country

“Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra.

We acknowledge their creator spirit Bunjil, their ancestors and their Elders.

We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have never ceded sovereignty and retain their strong connections to family, clan and country despite the impacts of European invasion.

We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra.

We pay our respects to Elders from all nations here today—and to their Elders past, present and future.”

2. Attendance, apologies and requests for leave of absence

Attendance

Councillors

•	Cr Gabrielle de Vietri	Mayor
•	Cr Claudia Nguyen	Deputy Mayor
•	Cr Edward Crossland	Councillor
•	Cr Stephen Jolly	Councillor
•	Cr Herschel Landes	Councillor
•	Cr Bridgid O’Brien	Councillor
•	Cr Amanda Stone	Councillor
•	Cr Sophie Wade	Councillor

Council officers

•	Vijaya Vaidyanath	Chief Executive Officer
•	Brooke Colbert	Group Manager Advocacy and Engagement
•	Ivan Gilbert	Group Manager Chief Executive’s Office
•	Lucas Gosling	Director Community Wellbeing
•	Gracie Karabinis	Group Manager People and Culture
•	Chris Leivers	Director City Works and Assets
•	Diarmuid McAlary	Director Corporate, Business and Finance
•	Bruce Phillips	Director Planning and Place Making
•	Rhys Thomas	Senior Governance Advisor
•	Mel Nikou	Governance Officer

Leave of absence

•	Cr Anab Mohamud	Councillor
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3. Announcements

An opportunity is provided for the Mayor to make any necessary announcements.

4. Declarations of conflict of interest (Councillors and staff)

Any Councillor who has a conflict of interest in a matter being considered at this meeting is required to disclose that interest either by explaining the nature of the conflict of interest to those present or advising that they have disclosed the nature of the interest in writing to the Chief Executive Officer before the meeting commenced.

5. Confidential business reports

Nil

6. Confirmation of minutes

RECOMMENDATION

That the minutes of the Council Meeting held on Tuesday 7 September 2021 be confirmed.

7. Public question time

An opportunity is provided for questions from members of the public.

8. Council business reports

Item		Page	Rec. Page	Report Presenter
8.1	Adoption of Proposed Amendment to the General Local Law Related to the Consumption of Liquor in Yarra's Public Places – LATE REPORT	-	-	Malcolm McCall – Manager Social Strategy and Community Development
8.2	Road Safety Study Policy	8	17	Peter Moran – Manager Infrastructure, Traffic and Civil Engineering
8.3	Place Making Framework	66	71	Althena Davidson – Manager City Strategy
8.4	Parklet Policy and Design Guidelines	93	104	Bruce Phillips – Director Planning and Place Making
8.5	Old Heidelberg Road, Alphington	152	158	Ivan Gilbert – Group Manager Chief Executive's Office
8.6	Active Transport Advisory Committee Membership	254	256	Rhys Thomas - Senior Governance Advisor

9. Notices of motion

Nil

10. Petitions and joint letters

An opportunity exists for any Councillor to table a petition or joint letter for Council's consideration.

11. Questions without notice

An opportunity is provided for Councillors to ask questions of the Mayor or Chief Executive Officer.

12. Delegate's reports

An opportunity is provided for Councillors to table or present a Delegate's Report.

13. General business

An opportunity is provided for Councillors to raise items of General Business for Council's consideration.

14. Urgent business

An opportunity is provided for the Chief Executive Officer to introduce items of Urgent Business.

8.2 Road Safety Study Policy

Executive Summary

Purpose

To present the outcome of the LAPM Policy review, and to seek endorsement of the Road Safety Study Policy.

To advise that, subject to Council approval of the Road Safety Study Policy, officers will shortly be commencing a Road Safety Study for East Clifton Hill / North Abbottsford for which funding has been allocated in the 2021/22 Council budget.

Key Issues

A review of the Local Area Place Making (LAPM) Policy has been undertaken to determine whether the approach was meeting the intended purpose and the best way for Council to improve road safety. Following internal consultation and a review of the core objectives, a Road Safety Study (RSS) Policy is proposed. Subject to Council approval, this approach would inform proposed studies in the 2021/22 financial year and beyond.

While Yarra is committed to good urban design and place making outcomes, the LAPM (or proposed RSS) process is not considered by officers to be the appropriate process to consider these. As such, the Road Safety Study approach is named and designed to better meet the intent and capacity of the Traffic Unit to address road safety issues, albeit delivering on other Council objectives where possible – such as increased greening, tree planting, passive irrigation, etc where suitable and when it forms part of a functional road safety treatment.

Broader place making is more appropriately dealt with independent of the RSS, according to the principles of the *Place Making Framework* (also being presented for Council consideration at this meeting) and draft *Liveable Local Streets Framework* (in development) and can inform a range of projects and applications across the municipality.

The primary objective of the Road Safety Study Policy is to focus on improving road safety and will be coordinated by the Traffic Unit. This approach is proposed to focus on road safety issues through evidence-based road safety data (e.g. crash statistics / traffic surveys) and community road safety concerns. This approach will enable more responsive and agile study areas that respond to a known or reported safety concern. This targeted study will involve investigation, consultation, design, and implementation of treatments that respond to identified road safety needs. Refining this scope to focus on improving road safety and accessibility will also seek to create inviting and activated local streets.

The RSS will allow for funding applications to be submitted for the majority of road safety treatments via external channels from likely road safety avenues such as Black Spot, State Government and TAC funding. There is likely to be some cost to Council to implement such treatments, however the safety elements can commonly be funded in part or in whole by accessing external grant funding for this purpose.

The prioritisation process for area/s to be studied will be predominantly informed by road safety data. It will also respond to strategic priorities (that could be identified through the proposed Place Making Framework, Transport Action Plan, major growth/development areas) and community complaints will be considered and inform the prioritisation, where these relate to safety and correlate with road safety data.

Wider input and collaboration opportunities will continue to be sought as part of the proposed RSS approach, from internal stakeholders such as Urban Design, Strategic Transport, Infrastructure, City Works, Open Space, Arts and Culture, Economic Development, Strategic and Statutory Planning, Sustainability, Parking, Asset Management and Urban Agriculture. This is proposed to help align Road Safety Studies with other Council priorities, objectives and current or future projects.

The approach to community consultation for individual studies has been formulated in conjunction with the Communication and Engagement Unit and accords with Yarra's Community Engagement Policy 2020. The purpose of the community engagement will be to identify and understand local road safety issues and needs, from the perspective of the community and represents no material change to the intended focus of consultation under the past LATM and LAPM studies and policy.

Financial Implications

Funding has been allocated to deliver two Road Safety Studies during the 2021/22 financial year. This includes one study in East Clifton Hill / North Abbotsford and one study in Richmond.

Funding to undertake any future Road Safety Studies and implement road safety treatments would be subject to discretionary funding bids each financial year. Subject to Councils discretion, there may be some value in an annual allocation to enable confirmed funding to support annual and ongoing Road Safety studies, but with any proposed treatments to be processed through the discretionary budget process.

Previously LAPMs (both studies and project delivery), have been funded via discretionary budget allocations. Officers advice is that these safety-focussed studies should not be considered discretionary and should be funded in a regular and recurring way as part of the operational budget. This would enable studies to occur as a regular part of Council business, without being subject to annual budget bids, which compete with other discretionary projects. An annual allocation of in the order of \$100k is expected to be sufficient to enable an ongoing program of Road Safety Studies. This matter can be considered as part of the budget development process for 2022/23.

Opportunities to fund road safety treatments through other mechanisms will be considered including:

- (a) Future capital road works such as road reconstruction;
- (b) Future utility service road works;
- (c) Future private development contributions or public realm improvements;
- (d) Federal Black Spot Program; and
- (e) Other Council or State Government projects.

PROPOSAL

That Council:

- (a) note the outcome of the LAPM Policy review; and
- (b) endorse the Road Safety Study Policy 2021.

8.2 Road Safety Study Policy

Reference	D21/131584
Author	Peter Moran - Manager Infrastructure, Traffic and Civil Engineering
Authoriser	Director City Works and Assets

Purpose

1. To present the outcome of the LAPM Policy review, and to seek endorsement of the Road Safety Study Policy.
2. To advise that, subject to Council approval of the Road Safety Study Policy, officers will shortly be commencing a Road Safety Study for East Clifton Hill / North Abbottsford for which funding has been allocated in the 2021/22 Council budget.

Critical analysis

History and background

3. The Traffic Unit has undertaken a review of the Local Area Place Making (LAPM) Policy has been undertaken to determine whether the approach was meeting the intended purpose and the best way for Council to improve road safety. Following internal consultation and a review of the core objectives, a Road Safety Study (RSS) Policy is proposed (see Attachment 1). This would inform the approach to proposed studies in the 2021/22 financial year and beyond.
4. The *Local Area Place Making (LAPM) Policy 2017*, can be found as Attachment 2. The *Local Area Place Making Policy Review – Discussion Paper* at Attachment 3 provides further details of the review.
5. The Road Safety Study Policy has been developed to inform the approach to improving road safety in Yarra. The RSS Policy:
 - (a) Aims to ensure a consistent, fair and comprehensive approach to the investigation, consultation, design, implementation and monitoring of road safety treatments;
 - (b) Establishes clearly defined road safety objectives to allow for a robust, focussed approach to addressing these issues within a study;
 - (c) Ensures the Council's responsibility as road manager focuses on road safety and the provision of safe and accessible streets, particularly for more vulnerable road users; and
 - (d) Recognises the contribution that Yarra has and continues to make towards road safety including the willingness to take the lead and the implementation of new and innovative ideas to address road safety challenges.
6. The Local Area Traffic Management (LATM) Policy was renamed Local Area Place Making (LAPM) Policy in 2017. Although the intent of the Policy included elements of place making through such things as tree planting, water sensitive urban design (WSUD) treatments, localised street activation and speed reduction measures, and these elements were able to be delivered as part of some LAPM projects, this change failed to meet the expectations of some members of the community in terms of the place making outcomes sought in local streets.
7. The definition of place making is broad and open to interpretation, therefore it is difficult to achieve community agreement on what a good outcome is regarding place making.

8. Council has a range of ways to deliver on place making, and this can be better achieved outside the consideration of specific road safety treatments; noting that it is the practice and intent for good amenity and place making to be delivered as part of all Council projects where it is possible.
9. Current funding streams (Federal Black Spot, Victorian State Government, Department of Transport, Transport Accident Commission (TAC)) to deliver LAPMs that focus on road safety, limits the extent of place making outcomes that can be delivered without significant additional Council funding.
10. This avenue of external funding is envisaged to continue given the draft National Road Safety Strategy (2021-30) outlines investment must be linked to road safety outcomes.
11. Yarra is committed to good urban design and place making outcomes, however the LAPMs (or proposed RSS) process is not considered by officers to be the most appropriate process to consider these. As such, the Road Safety Study approach is named and designed to better meet the intent and capacity of the Traffic Unit to address road safety issues, albeit delivering on other Council objectives where possible – such as increased greening, tree planting, passive irrigation, etc where suitable and when it forms part of a functional road safety treatment. Broader place making is more appropriately dealt with independent of the RSS, according to the principles of the *Place Making Framework* and the draft *Liveable Local Streets Framework* and can inform a range of projects and applications across the municipality.

Discussion

Road Safety Study Approach

12. The primary objective of this study approach is to focus on improving road safety and will be coordinated by the Traffic Unit. This approach is proposed to focus on road safety issues through evidence-based road safety data (e.g. crash statistics / traffic surveys) and community road safety concerns. This will enable more responsive and agile study areas that respond to a known or reported safety concern. This targeted study will involve investigation, consultation, design, and implementation of treatments that respond to identified road safety needs. Refining this scope to focus on improving road safety and accessibility will also seek to create inviting and activated local streets.
13. The focus on road safety allows Yarra to continue to be at the forefront of road safety and build upon current and past achievements.
14. Key to this has been the focus on creative solutions to common road safety issues and a willingness to take the lead – which can be resource intensive. Key road safety initiatives delivered directly from (or as an outcome of) previous LATM/LAPM studies include:
 - (a) The first municipality wide 40km/hr speed limit (on local roads) in Victoria;
 - (b) The first trial of a 30km/hr speed limit precinct in Australia;
 - (c) The first painted streets in Victoria; and
 - (d) Various trials (such as LED lights at pedestrian crossings and painted symbols) which have been nationally recognised through a Local Government Award for Road Safety in 2018.
15. A focus on road safety does not change or impact on the creation and development of internal and external partnerships.
16. Many notable road safety initiatives delivered have utilised the support and ideas of others (i.e. the community and specialist internal teams) to get the best overall outcomes. Some examples include:
 - (a) Walnut Street (Cremorne), Stewart Street (Richmond) and Rose Street (Fitzroy) painted streets have been jointly delivered with Council's Infrastructure, Arts and Urban Design teams with external engagement of local artists and consultants that specialise in public realm improvements;

- (b) Gateway treatments on Brunswick Street, Fitzroy (to improve pedestrian and cyclist safety) were individually designed with the local community to make the most of opportunities for street trading / activation and increased bicycle parking;
 - (c) The LED lights at pedestrian crossings and painted symbols trials have included delivery partners who specialise in new lighting and painting technologies;
 - (d) The 30km/hr speed trial was delivered with specialists at Monash University and the Transport Accident Commission to provide the trial credibility and external approvals; and
 - (e) Treatments that use stormwater for passive irrigation of vegetation actively involves many internal partners including capital works delivery teams and landscaping and sustainability specialists.
17. Place making outcomes will still be delivered where possible under the proposed RSS approach, through incorporating trees, vegetation, permeable surfaces, passive irrigation (WSUD) and street furniture where suitable and integrated into functional road safety traffic treatments; this might include things like kerb extensions and shared zones, which complement road safety outcomes and improve the amenity of these road safety treatments.
18. The focus of the RSS is to address road safety and accessibility issues as priorities, rather than traffic volume per se. It is understood that the volume of vehicles using local streets is an issue for some members of the community, however restrictive measures to address vehicle volumes such as road closures have not been supported by the community (as a whole) particularly where this results in restricted access to local facilities or neighbouring suburbs, increased travel times and a potential redistribution of traffic onto another street in the neighbourhood (i.e. transferring the problem elsewhere). It has also generally been found that less restrictive measures such as turning bans have proved to be ineffective as it requires policing and impacts on residents (there is no option to apply restrictions to non-residents only).
19. The RSS will allow for funding applications to be submitted for the majority of road safety treatments via external channels from likely road safety avenues such as Black Spot, State Government and TAC funding, reducing the financial burden on Council/rate payers. There is likely to be some cost to Council to implement such treatments, however the safety elements can commonly be funded in part or in whole by accessing external grant funding for this purpose.

Prioritisation

20. The prioritisation process for area/s to be studied will be predominantly informed by road safety data. It will also respond to strategic priorities (that could be identified through the proposed Place Making Framework, Transport Action Plan, major growth/development areas) and community complaints will be considered and inform the prioritisation, where these relate to safety and correlate with road safety data.
21. Strategic priority areas will be determined by stakeholders within the organisation. Road Safety Studies would form part of Councils approach to effectively managing these priority areas. The new policy has been designed to provide agility to be able to respond to strategic priorities, such as new/upgraded schools, transport action plans, structure plans or major redevelopment/change areas like Cremorne, the former Amcor or C.U.B. site (in future), and be part of a whole of council approach in these areas.

Study boundaries

22. The intent of the RSS is to provide more flexibility and allow a responsive approach to addressing road safety. The study approach departs from the requirement of solely studying predefined precincts, allowing the flexibility to address strategic precincts, corridors or sites, depending on the area of influence required to effectively address the road safety needs. This will be informed by road safety data and strategic priorities.

23. An example of a precinct could be Cremorne (addressing strategic need - Place Implementation Plan), a corridor - Park Street, Carlton North (potential cycling corridor) or a site, the intersection of Rathdowne Street/Richardson Street (cross traffic crashes).
24. One of the limitations of the previous LAPM approach, which was based on 21 LAPM precincts, was that the LAPM study area boundaries were somewhat artificial and made a holistic analysis of the area affected by the traffic/safety issues difficult to analyse and address within a single LAPM study. Council arterial roads and neighbourhood activity centres (such as Lygon Street and Smith Street) are bisected by precinct boundaries for example, resulting in effective interventions being limited. The road safety study approach has been designed to address this by studying an area that is not limited by such artificial boundaries. An RSS could be undertaken for Smith Street activity centre or studying the Lygon Street corridor for example.

Coordination opportunities

25. Wider input and collaboration opportunities will continue to be sought as part of the proposed RSS approach, from internal stakeholders such as Urban Design, Strategic Transport, Infrastructure, City Works, Open Space, Arts and Culture, Economic Development, Strategic and Statutory Planning, Sustainability, Parking, Asset Management and Urban Agriculture. This is proposed to help align Road Safety Studies with other Council priorities, objectives and current or future projects.

Community consultation

26. The approach to community consultation for individual studies has been formulated in conjunction with the Communication and Engagement Unit and accords with Yarra's Community Engagement Policy 2020.
27. The purpose of the community engagement will be to identify and understand local road safety issues and needs, from the perspective of the community.
28. The community will also be consulted on the treatments proposed to address the road safety issues prior to the recommendation of a final road safety treatment plan.
29. The proposed overall approach to community engagement is well established and represents no material change to the intended focus of consultation under the past LATM and LAPM studies and policy.

Yarra Place Making Framework (PMF) and Road Safety Studies (RSS)

30. Councils Planning and Placemaking Division are leading the development of a Place Making Framework (PMF) which will provide a collaborative approach to creating public realm spaces where people want to live, work, play and learn. The PMF is proposed to be presented to Council at the same meeting as this report. The Traffic Unit will work in conjunction with the Urban Design Unit to implement road safety outcomes that align with the PMF. The PMF aims to focus Council's place making activities in priority areas, with significant input from the Urban Design Unit.
31. The PMF establishes clear definitions of what place making is and imparts a long-term vision for the delivery of Council's public realm improvements and priorities. This framework considers many Council objectives and provides a framework to promote internal coordination, which fosters a culture of collaboration around place and the delivery of projects and public realm outcomes.
32. Early in 2019 an internal Collaborative Working Group was established, drawing from the leadership across the main divisions involved in strategic planning and capital works; this group meets regularly to ensure a One Yarra approach to planning, design and implementation of projects.
33. This group will perform a cross-divisional leadership role with a key purpose of coordinating design and civil work programs and priorities across teams. The priority locations will be consistent with those in the PMF.

34. The RSS will correspondingly be undertaken in these priority areas when required and address road safety outcomes that align with the PMF for integrated design outcomes. RSS can be considered as one project stream amongst several that sits under the umbrella of public realm place making.
35. A *Liveable Local Streets Framework* is also being developed that will seek to address requests by the community for streetscape improvements in local streets. Examples could include tree planting, landscaping, street furniture, WSUD etc. Requests would likely be assessed by an internal Council Working Group against Council Plan objectives and adopted Policies and Strategies, with a formal process to receive community requests.

Yarra Transport Action Plan (TAP) and Road Safety Studies (RSS)

36. Councils Strategic Transport Unit are leading the development of a Transport Action Plan (TAP) which will provide strategic direction on Council's transport objectives as well as actions and projects to deliver the TAP vision.
37. The RSS approach generally aligns with Council's key transport objectives such as:
 - (a) Allocating more road space and improving safety for non-car transport modes;
 - (b) Reducing barriers to people movement; and
 - (c) Reducing vehicle speeds on local roads.
38. Given the road safety focus, project timescales and likely funding opportunities, the RSS approach would be geared towards the investigation and possible resolution of isolated (or a combination of isolated) safety or accessibility issues along a strategic walking or cycling corridor i.e. improving key intersections where there are safety or accessibility issues for vulnerable road users – rather than delivery strategic infrastructure such as separated bicycle lanes; this would be done in line with the strategic vision so not to preclude any future infrastructure upgrades.
39. Officers from the Strategic Transport Unit will be actively involved in the RSS process and will be a key member of the internal working group.

East Clifton Hill / North Abbotsford and Richmond RSS

40. Funding has been allocated in the 2021/22 Council budget to undertake the following studies this financial year:
 - (a) Areas within Clifton Hill / North Abbotsford; and
 - (b) In Richmond with the study type (precinct, corridor or site) and location to be determined prior to commencement of the study.
41. Officers plan to commence public consultation for the East Clifton Hill / North Abbotsford Road Safety Study as soon as possible following the adoption of the Policy, so that officers can meet Council's commitment to deliver two Road Safety Studies during the 2021/22 financial year.
42. The study would follow the direction of the RSS Policy. The project scope, processes and consultation requirements would be clearly communicated at the outset of the study.
43. The study would be viewed and promoted as a pilot study for the RSS Policy.

Options

44. Options regarding the relationship between road safety and place making have been considered in relation to this report. The *Local Area Place Making Policy Review – Discussion Paper* at Attachment 3 provides further details.
45. Attachment 4 outlines the inter-relationship between the RSS Policy and the PMF while also considering other community touchpoints in relation to Council's plans, strategies and policies.

46. As noted previously, broader place making is addressed by the proposed Place Making Framework and can inform a range of projects. The proposed *Liveable Local Streets Framework* is also intended to allow for consideration of treatments proposed by community member.
47. It is proposed that Council formally adopt the RSS Policy without the need for community consultation. In making this recommendation it is noted that Council did not consult the community to incorporate place making when the LATM policy was renamed as the LAPM policy.
48. Under the proposed approach, consultation would be undertaken with the local community as part of any specific Road Safety Study.
49. The RSS approach to process, prioritisation of studies, community engagement and evidenced based resolution of safety issues is well established and represents no material change from past LATM studies and policy.
50. The key change is the renewed focus on road safety given the issues (primarily relating to expectations) of including the wider concept of place making within recent studies.
51. The wider concept of place making is still a focus of Council, although it is more appropriately delivered according to a specific place making framework and incorporated into road safety studies where appropriate, rather than via a study that focusses primarily on the safe movement of people to allow Council to fulfil its road management duties.

Community and stakeholder engagement

52. External consultation has been undertaken with Darebin City Council and internal consultation with: Advocacy and Engagement; Strategic Transport; Urban Design; Parking; Sustainability; and Infrastructure. The *Local Area Place Making Policy Review – Discussion Paper* at Attachment 3 provides further details.
53. It is proposed that Council formally adopt the RSS Policy without any dedicated community consultation in advance; noting, as with all public reports, there is an opportunity for community members to make public submissions in relation to the report and the proposed Policy when it is presented to Council.

Policy analysis

Alignment to Council Plan

54. Objective Six of the Council Plan 2021-2025 refers to *A Connected Yarra, a place where connectivity and travel options are environmentally sustainable, integrated and well-designed*. Strategy 6.1 Manage traffic movement and promote road safety within local roads specifically identifies the Local Area Place Making program (Initiative 6.1.1).
55. The strategic context is guided by the City of Yarra's; Council Plan 2021-2025, Bicycle Strategy 2016, Encouraging and Increasing Walking Strategy 2005, Safe Travel Strategy 2016 – 2026, the Strategic Transport Statement (Actions updated 2012), Transport Action Plan 2021, Streetscape Master Plans and the Yarra Climate Emergency Plan 2020 – 2024.
56. There is alignment with other Council strategies and policies such as the proposed Yarra Place Making Framework 2021, Integrated Water Management Plan 2020, Urban Forestry Strategy 2017 and Parking Management Strategy 2015, where practical will add value or support any targets and initiatives.
57. The road materials used will be in line with Council's Infrastructure - Road Materials Policy 2015.
58. Individual studies and proposed treatments will be guided by Council's Embedding Green Infrastructure framework.
59. Council's Strategic Transport Statement 2012 actions 1.2, 1.5, 1.8 and 1.21 commit to improving pedestrian crossings, facilities and priority projects.

60. Introducing new permeable surfaces and greening improves liveability and helps mitigate the impacts of the Urban Heat Island effect as per Council's *Green Infrastructure Guidelines and Urban Forest Strategy 2017*.

Climate emergency and sustainability implications

61. Priorities of the Climate Emergency Plan will be actioned when possible and within scope, with regard to creating natural and built environments that are healthy and resilient in a climate impacted world. In creating safer streets for Yarra there is the opportunity to mitigate climate change and help people cope with the impacts of a changing climate, by considering the potential for blue/green infrastructure such as increased permeability, passive irrigation (WSUD) and additional street tree planting and vegetation for increased canopy cover.
62. The Yarra Climate Adaptation Guidance Tool has been applied to this review to guide sustainability and climate emergency actions. The events of heatwave, intense rainfall and drought/decreased rainfall have been considered within the Road Safety Study Policy scope. Actions to mitigate the impacts of these events such as road hardening and deterioration, localised flooding, vegetation stress and death, and the heat island effect have been considered with the following adaptation actions of importance:
- (a) Allowing for passive watering of plants in the design of treatments;
 - (b) Planting street trees and plants that can tolerate heat stress conditions with low water requirements;
 - (c) Planting trees along median strips, particularly at rest points/intersections; and
 - (d) Constructing road (particularly surface) with materials designed for higher temperatures (e.g. bitumen and line-markings with high durability).
63. Improvements in cycling and pedestrian connectivity and safety, support the usage of sustainable transport options.
64. Individual studies and proposed treatments will be guided by Council's Embedding Green Infrastructure framework.

Community and social implications

65. It is considered that there will be positive community and social implications through improved road safety and accessibility.

Economic development implications

66. There are no identified economic development implications.

Human rights and gender equity implications

67. There are no known human rights and gender equity implications.

Operational analysis

Financial and resource impacts

68. Funding has been allocated to deliver two Road Safety Studies during the 2021/22 financial year. This includes one study in East Clifton Hill / North Abbotsford and one study in Richmond.
69. Funding to undertake any future Road Safety Studies and implement road safety treatments would be subject to discretionary funding bids each financial year. Subject to Councils discretion, there may be some value in an annual allocation to enable confirmed funding to support annual and ongoing Road Safety studies, but with any proposed treatments to be processed through the discretionary budget process. Previously LAPMs (both studies and project delivery), have been funded via discretionary budget allocations. Officers advice is that these safety-focussed studies should not be considered discretionary and should be funded in a regular and recurring way as part of the operational budget. This would enable studies to occur as a regular part of Council business, without being subject to annual budget bids, which compete with other discretionary projects. An annual allocation of in the order of

\$100k is expected to be sufficient to enable an ongoing program of Road Safety Studies. This matter can be considered as part of the budget development process for 2022/23.

70. Opportunities to fund road safety treatments through other mechanisms will be considered including:
- (a) Future capital road works such as road reconstruction;
 - (b) Future utility service road works;
 - (c) Future private development contributions or public realm improvements;
 - (d) Federal Black Spot Program; and
 - (e) Other Council or State Government projects.
71. Historically the costs for delivering LATM/LAPM studies and implementing treatments was approximately \$300k per precinct, however in recent years this has been in excess of \$1M, with the delivery of the plans being carried out over multiple years through a staged funding approach. This model of funding has not been guaranteed which has led to delays with the delivery of LAPM plans, as well as resourcing issues as projects accumulate. Some LAPMs have taken more than 5 years to deliver, and this has been a source of criticism from some members of the community.
72. The issues described above, in relation to the time it has taken to implement LAPM treatments by way of Council discretionary funding bids and external funding, would be less likely due to fewer treatments in each Road Safety Study because of the targeted, data led road safety approach.

Legal Implications

73. Council has an overall obligation under the Road Management Act 2004 to manage the local road network in a manner that gives due consideration to community safety.

Conclusion

74. A proposed Road Safety Study Policy 2021 has been developed following internal Council consultation.
75. Whilst Road Safety Studies are proposed to focus primarily on road safety, treatments would be designed to deliver on broader Council objectives and introduce greening and WSUD where possible. Broader Place Making would be delivered according to the *Place Making Framework* and the draft *Liveable Local Streets Framework*, independent of the Road Safety Study process.
76. Funding has been allocated to deliver two Road Safety Studies during the 2021/22 financial year.
77. Subject to Council approval, Officers plan to commence the Road Safety Study for East Clifton Hill / North Abbotsford shortly.
78. A second Road Safety Study is planned to be undertaken in Richmond later this financial year.
79. These studies are proposed to be viewed and promoted as pilot studies for the RSS Policy.

RECOMMENDATION

1. That Council:
- (a) note the outcome of the LAPM Policy review; and
 - (b) endorse the Road Safety Study Policy 2021.

Attachments

- 1 [↓](#) Draft Road Safety Study Policy 2021
- 2 [↓](#) Local Area Place Making (LAPM) Policy 2017
- 3 [↓](#) LAPM Policy Review - Discussion Paper
- 4 [↓](#) Inter-relationship between RSS PMF and Community Touchpoints Sept 2021

Road Safety Study Policy 2021

Approval Date: XX/XX/2017 Next Review Date: XX/XX/XXXX

1. Introduction

This policy will inform:

- Road Safety Studies that analyse identified road safety issues in the City of Yarra and propose treatments that aim to address these in Road Safety Plans, referred to as a road safety study or RSS throughout this document; and
- Road safety plans are the output of a RSS and include road safety treatments, referred to as "road safety plan" or "the plan" throughout this document.

This policy:

- Aims to ensure a consistent, fair and comprehensive approach to the investigation, consultation, design, implementation and monitoring of road safety treatments;
- Establishes clearly defined road safety objectives to allow for a robust, focussed approach to addressing these issues within a study;
- Ensures Yarra Council's responsibility as road manager focuses on the provision of safe and accessible streets, particularly for more vulnerable road users;
- Recognises the contribution that Yarra has and continues to make towards road safety including the willingness to take the lead and the implementation of new and creative ideas to address road safety challenges; and
- Delivers on broader Council objectives where possible (such as increasing vegetation and permeable surfaces), while recognising that there are a range of other strategies that also address these objectives.

The primary objective of a RSS is to improve road safety and will be managed by the Traffic Unit within Yarra's Infrastructure, Traffic and Civil Engineering Branch. Contributing to the success of these road safety studies will be the input of the community and other relevant parts of Council.

The output of the study will be a road safety plan with treatments that respond to identified actual and perceived road safety needs, with particular regard to improving and prioritising conditions for vulnerable road users, and improving streets for people. *See Figure 1.*



Fig 1: Safe Travel Vulnerability Scale

Attachment 1 - Draft Road Safety Study Policy 2021

2. Background

The Road Safety Study Policy 2020, referred to as the “policy” throughout this document, supersedes the Local Area Place Making Policy 2017.

The Local Area Traffic Management (LATM) Policy was renamed Local Area Place Making (LAPM) Policy in 2017 with the intent to attempt to deliver on place making outcomes within a traffic management study.

LATM/LAPMs were implemented to manage traffic and ensure safe local environments for all road users, including pedestrians. Previous LAPM studies have engaged with communities through an effective consultation process and although numerous road safety treatments with place making elements have been delivered, some sections of the community have been critical that LAPMs have not focussed more on place making (urban design) outcomes. The perceived scope of the study raised community expectations that more place making outcomes would be delivered than was possible.

The study process outlined in the LAPM Policy 2017 and organisational structure are not geared to delivering the holistic place making outcomes suggested by the name, and that some community members have expected. Most external funding streams available, which enable timely delivery, primarily relate to the delivery of road safety outcomes.

This has emphasised the need for clarifying the scope of the study, to achieving road safety outcomes through an evidence-based approach. Road safety data and community feedback would inform proposed treatments, which should improve road safety and contribute to the liveability of Yarra’s streets by incorporating place making elements where possible.

Councils Urban Design Unit are developing a Place Making Framework which will provide a collaborative approach to creating public realm where people want to live, work, play and learn. The Traffic Unit will work in conjunction with the Urban Design Unit to implement safety outcomes that align with the Place Making Framework. The Place Making Framework will focus Council’s place making activities in priority areas, with the Urban Design Unit leading this process.

3. Definitions

Road Safety: creating a safe environment for road users within the road reserve, which includes the footpath.

Road user: Anyone who uses a street or footpath such as a pedestrian, cyclist or motorist.

Community consultation: A participatory process that enables community members to articulate concerns and provide feedback, by which Council gathers information.

Road Safety Study: analysis of identified road safety issues and treatments that aim to address these.

Road Safety Plan: suite of road safety treatments identified in road safety study.

Road Safety Treatment: road safety improvement projects in road safety plan.

4. Policy Context

Safe System Approach

The Safe System approach has been the cornerstone of national and state level road safety policy for the past decade.

The key underlying principle of the Safe System approach is the recognition that road users can make mistakes that can lead to death or serious injury. From a road and transport manager perspective, the Safe System principles centre around the management of vehicle speeds, a reduction in potential conflicts between road users and the provision of a ‘forgiving’ road environment for errant vehicles – with the view to minimising the impact of mistakes by road users.

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The Safe System principles continue to feature heavily in the draft National Road Safety Strategy 2021-30 and have been incorporated within a Movement and Place planning approach (i.e. Motorways with no place value should accommodate fast movement whereas with local streets the emphasis is on slow movement).

The National Road Safety Strategy provides direction for all levels of government including priority areas, actions and implementation strategies. This includes:

- The provision of safe access for all road users, with vulnerable road users being a key priority;
- The need for evidence-based policy and programs;
- Investment tied to improved road safety outcomes; and
- Future focused research and development

The principles, scope and actions of this Policy have been developed to be consistent with the national direction to road safety and the expected role that local government will play in delivering road safety outcomes at the local level.

Local Context

The strategic direction of this policy is guided by the following Yarra City Council documents:

- City of Yarra Safe Travel Strategy 2016 – 2026;
- The City of Yarra Strategic Transport Statement (Actions updated 2012);
- City of Yarra Bicycle Strategy 2016;
- Encouraging and Increasing Walking Strategy 2005;
- Council Plan 2017/21;
- Yarra Climate Emergency Plan 2020 – 2024 and;
- Community Engagement Policy 2020
- Yarra Place Making Framework 2021
- Transport Action Plan 2021

It also has alignment with other Council policies and strategies, and where practical will add value or support relevant targets and initiatives. This includes the Urban Forestry Strategy 2017 and Parking Management Strategy 2015, as well as any streetscape masterplans for Yarra precincts. Place making and urban design considerations will be addressed separately, in accordance with Yarra's Place Making Framework.

5. Scope

The RSS Policy will focus on road safety issues identified through data analysis and engaging the local community, within either a prioritised precinct, corridor or site approach.

This approach allows for the majority of treatments to qualify for external funding from key partners in the delivery of road safety such as the Victorian State Government, Transport Accident Commission (TAC) and the Federal Government.

It will also look to gain a strategic understanding of community road safety needs (i.e. schools, libraries, cafes, parks, shopping strips etc.) and seek opportunities to provide safe and accessible connections, and/or improved infrastructure to these places for all road users to create inviting local streets.

Within scope:

Road safety treatments

- Physical and streetscape treatments;
- Improved pedestrian and cycling facilities; and
- Signs, line marking and other road safety treatments.
- Area wide or localised reduced speed limits (subject to State Government direction and acceptance)

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Parking

- Parking removal will be considered to accommodate treatments to address identified road safety concerns. Parking occupancy and management (i.e. review of parking restrictions) is not within the scope of the study.

Lighting

- Will be considered in scope when this is integral to road safety treatments (e.g. appropriate lighting for a pedestrian crossing).

Trees/vegetation

- Planting will be within scope when addressing a road safety issue (e.g. reducing vehicle speeds through road narrowing) or as a complementary element to a road safety treatment.

Urban Design

- The RSS would aim to respond to strategic priorities such as post-development or major redevelopment change areas, Streetscape Masterplans, Structure Plans, Urban Design Frameworks, policies, new/upgraded transport infrastructure and schools.
- Where possible, incorporating urban design elements into road safety treatments such as increased vegetation, street furniture, and permeable surfaces, to improve the utility and amenity of treatments.

Local streets

- Yarra City Council has responsibility for local streets, which the road safety plan will identify treatments to be implemented by Council on (subject to funding).

Arterial roads

- DoT has responsibility for Victoria's arterial road network, referred to as declared roads. It is within the scope that Council advocate to the State Government to implement safety treatments, which are identified during the RSS for state arterial roads.
- The RSS may recommend that Council undertakes further or more detailed investigative work (subject to funding) to further explore issues on Arterial Roads that are important to the community and formulate proposals for consideration by the State Government.

Climate Emergency Plan

- Priorities of the Climate Emergency Plan will be addressed when within scope in regard to creating natural and built environments that are healthy and resilient in a climate impacted world. In creating safer streets for Yarra there is the opportunity to help people cope with the impacts of a changing climate by increasing permeable surfaces and vegetation.

Out of scope

Additional priority for vehicles or significant restrictions to vehicle access (unless there is a significant safety or an agreed community wide benefit)

- While some local streets in Yarra experience higher traffic volumes and congestion usually during peak periods, it is Council policy not to increase vehicle capacity or allocate more space for vehicle movements unless this best addresses an identified road safety issue (i.e. the introduction of a roundabout or traffic signals to address conflicts between vehicles and vulnerable road users).
- Increasing vehicle capacity within Yarra's constrained road network has the potential to encourage more through or non-local traffic using Yarra's local streets and restricts the space available to safely cater for other modes of transport.
- It is understood that the volume of vehicles using local streets is an issue for some members of the community. However, restrictive measures to address vehicle volumes such as road closures have not been supported by the community (as a whole) particularly where this results in restricted access to local facilities or neighbouring suburbs; increased travel times and a potential redistribution of traffic onto another street in the neighbourhood (i.e. transferring the problem elsewhere).
- It has also generally been found that less restrictive measures such as turning bans have proved to be ineffective as it requires policing and impacts on residents (there is no option to apply restrictions to non-residents only).

Attachment 1 - Draft Road Safety Study Policy 2021

- There may be opportunities in areas with a high number of vulnerable road users (i.e. outside schools or near train stations) or on streets with low traffic volumes where restricted vehicle access could result in a significant safety improvement or overall community benefit. In such situations, localised restrictions on vehicle access will be investigated with the community as part of the RSS.
- Outside of this, the focus of the RSS will be addressing road safety and accessibility issues rather than traffic volume.

6. Process

The Traffic Unit will undertake road safety studies according to the allowable budget and staff resourcing for each financial year, with studies expected to be conducted over a 6 to 12 month timeframe and to be determined by the extent of the study scope.

This process takes an integrated problem-solving approach which includes engaging the community at a level appropriate to the stage of the process and road safety issues under consideration. Community engagement will be sought to identify road safety needs and assist in the development of appropriate treatments to inform the road safety plan.

Internal collaboration with other parts of Council will be sought through formation of a working group, who will be consulted throughout the process to inform the overall plan. This will also enable consideration of broader issues and ensure Council priorities are addressed wherever practical.

Subject to funding, treatments in the Council endorsed RSS plan will typically be designed in the following financial year and implemented in subsequent years. Internal and external funding will be sought to enable this. Some treatments will require approval from external stakeholders such as DoT (Major Traffic Control Devices) and/or further feasibility studies to ascertain funding and site constraints.

Coordination for implementation will be required with other Council projects from Infrastructure, Strategic Transport, Urban Design and also external projects, including State Government and utility companies.

Construction will typically be undertaken over 2-5 years, with the timeframe dependent on the number of treatments proposed and funding availability. Treatments can be delivered more quickly, should extra funding become available.

The implementation of road safety plans is subject to Council's annual budget process and also external road safety funding sources.

7. Prioritisation Process

The prioritisation process for road safety studies to be undertaken the following year will be carried out by the Traffic Unit, with input from other parts of Council including Infrastructure, Strategic Transport, Urban Design and Strategic Planning. The priority ranking list will propose what combination of precincts, corridors or sites are to be studied (subject to funding) the next financial year, with Councillors to be advised accordingly.

The prioritisation process for the area/s to be studied will be predominately informed by road safety data and other empirical data (as outlined below) and if required/possible will respond to strategic spatial priorities. Direction from other parts of Council will be required regarding strategic priorities to enable studies to be responsive to Council needs and enable coordination. The ability to respond to strategic priorities at the appropriate time should ensure that community needs, Council objectives and a coordinated organisational response are achieved.

Input will also be sought through internal consultation regarding capital and maintenance projects, for improved alignment of priorities, coordination and delivery across Council.

Criteria:

- Crash Statistics – any reported fatalities, serious injuries and other injuries in the last five years on local streets or intersections;

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- Traffic speed – any local street with an 85th percentile speed generally greater than 10% above the posted speed limit;
- Activity land use generators (e.g. hospitals and schools) – considered in terms of likely pedestrian and bicycle generation, especially by vulnerable street users such as walkers and cyclists;
- Strategic priorities determined annually through internal consultation with other parts of Council, including Infrastructure, Strategic Transport, Urban Design and Strategic Planning; and
- Community feedback to Council regarding road safety and accessibility improvements, which will be cross-referenced with empirical data detailed above.

Other considerations will include road hierarchy, land use and public transport as some local streets serve as higher-order collector roads and therefore carry higher traffic volumes and cater for trams and buses, while other local streets service commercial and industrial areas which therefore experience higher proportions of heavy vehicles.

There will be the ability to address localised road safety issues independently of the RSS process to allow reactive response to these where required. This would occur by way of the recurring Spot Safety Budget.

8. Community engagement

Community engagement, undertaken with each study, will be guided by Yarra's Community Engagement Policy 2020.

The purpose of the community engagement will be to identify and understand local road safety issues and needs, from the perspective of the community.

Community input will be considered in conjunction with evidence-based assessments. Both will inform the RSS plan.

The community may be engaged further, after a draft plan has been developed, to consider options and priorities.

Engagement approach and process




Yarra's Community Engagement Policy is guided by the best-practice spectrum framework developed by the International Association for Public Participation (IAP2).

The Advocacy and Engagement Unit will oversee the engagement process, promotion and timeframe.




The community engagement process for the RSS will typically have three stages.

Selecting the appropriate approach

The approach to the engagement and the level of community influence will be determined by the complexity of road safety issues that are under consideration, and the stage of the engagement process.

Inform the community 	Consult with the community 	Involve the community 
<p>At any stage of the consultation process, we may need to tell the community what we are doing, so they stay informed of changes in their neighbourhood, if:</p> <ul style="list-style-type: none"> • there are evidenced-based safety risks requiring action, or 	<p>During Stage 1, we will:</p> <ul style="list-style-type: none"> • Seek input from a broad range of community members. • Closely analyse the range of input and perspectives we hear. 	<p>During Stage 2 we will:</p> <ul style="list-style-type: none"> • Share what we have heard from the community. • Provide draft recommendations for the community to consider • Where there are options available, provide the details

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Inform the community 	Consult with the community 	Involve the community 
<ul style="list-style-type: none"> urgent work is required. 		<p>to help guide deeper thinking.</p> <ul style="list-style-type: none"> Test these recommendations or options with a focus group.

Engagement process

	Stage 1: Investigation	Stage 2: Analysis	Stage 3: Review
Purpose	Identify and gain an understanding of the safety issues within the study area scope through crash statistics, traffic data and community input.	Analyse the feedback with the support of independent consultants (as required) to generate the draft RSS plan. Promote the opportunity for the community to have their say on the draft plan.	Consider the community's feedback from Stage 2. This will inform the final plan. Council will consider the recommendations, and potentially endorse the final plan with or without changes.
Output	A map of road safety issues identified and detailed within the study area.	Draft RSS plan.	Final RSS plan
Approach	<p>Consult:</p> <p>Gather input from a broad range of community stakeholders.</p> <p>Promote the opportunity for the community to have their say on road safety issues in the precinct.</p>	<p>Involve the community in a discussion on:</p> <ul style="list-style-type: none"> priority areas identified in Stage 1 Potential treatments subsequently identified to address those priorities. <p>Community feedback at this stage will help us understand further the suitability of the proposed treatments.</p>	<p>Consult:</p> <p>Final plan is released.</p> <p>Council governance procedure allows community submissions to be heard at the Council meeting.</p>
Methods	<ul style="list-style-type: none"> Surveys Social research, such as in-person focus group Written and verbal feedback (from emails, phone calls, and direct conversations) 	<ul style="list-style-type: none"> Surveys Social research, such as in-person focus group Written and verbal feedback (from emails, phone calls, and direct conversations) 	The community will be notified when it is due to be considered by Council for formal endorsement.

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Outreach and promotion

The first two stages of the engagement process will include proactive outreach to a diverse range of community members and other stakeholders with a special interest, in order to get their feedback and input.

All participants will be asked to provide their demographic details, to ensure as many perspectives as possible are heard.

Community stakeholders

This will include:

- local residents – both owners and renters
- people who walk, drive, cycle, or otherwise travel through the area.

Depending on the location, it may also include:

- schools and childcare centres
- businesses, including owners, employees and traders groups
- other local organisations and services.

Advisory group stakeholders

During the first two stages, input may also be sought from Yarra's established advisory committees and groups. This may include:

- Internal Council Working Group
- Bicycle Advisory Committee
- Disability Advisory Committee
- Active Ageing Advisory Group
- Yarra Environment Advisory Committee

Internal Council Working Group

Input will be sought from relevant areas of Council. This group will include representation from (but not limited to) Infrastructure, Strategic Transport, Open Space and Urban Design. This will also enable consideration of broader issues and ensure Council priorities are addressed wherever practical.

Road safety treatments must be functional with careful consideration for aesthetics. Design must reflect and enhance the character and values of the local neighbourhood, making our streets more safe and liveable by focusing on:

- Fit for purpose design that responds to the safety issue
- An acknowledgement of a hierarchy of movement including but not limited to pedestrians, cyclists, vehicles
- Simple and refined design detail that is appropriate for civic public realm spaces
- Materiality appropriate to the site
- Maximise opportunities for street tree planting and greening where possible

Outreach and promotion methods

At stage 1 and stage 2, the community consultation process will be promoted through:

- Direct letterboxing
- Direct emails to existing mailing lists
- Personal emails to local organisations, service providers and traders
- Yarra Council's social media and other relevant digital channels, including the dedicated Your Say Yarra web page
- Other methods may be considered, as appropriate.

At stage 3, before the final draft plan is due to be considered by Council for formal endorsement, the community will be notified through:

- Updates to the Your Say Yarra page

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- Direct emails to existing mailing lists, including all participants and stakeholders identified during stage 1 and 2
- Direct letterboxing
- Other methods as appropriate.

Engagement methods

Your Say Yarra web page

Each individual RSS will have a dedicated Your Say Yarra web page. This will be updated regularly and include:

- Information and updates about the project, including the current status, answers to frequently asked questions, and any relevant background
- A digital survey, during stage 1 and 2 (when the consultations are open)
- Interactive maps, which provide opportunity for feedback and ideas during stage 1 and 2
- Opportunity to subscribe to a mailing list
- Contact information
- Dates for upcoming pop-up sessions
- Any draft and final plans, once developed.

Surveys

Surveys will ask the community for input on their experience or understanding of road safety issues in the area. The community will have the opportunity to provide feedback online or in person via:

- Digital survey forms
- Interactive maps
- Hard-copy survey forms (either at pop-up engagement sessions or via direct mail).

Interactive map

The Your Say Yarra page will include a map of the precinct. During each stage, it will perform different functions.

Stage 1

- Community has opportunity to place markers on the map to identify and describe locations with road safety issues.
- The map will show all comments and markers from participating community members, to support transparency about the range of needs and perspectives within the community.

Stage 2

- The map will show the initial draft plan's proposed treatment options. This will include further information and images as appropriate.
- Community will have an opportunity to give public feedback and add comments directly on the map.

Stage 3

- The map shows the final draft plan. This will include further information and images as appropriate.

Pop-up engagement sessions

During stage 1 and 2 the community will have the opportunity to meet with the project team to find out more about the project and have their say. They can provide feedback through:

- Hard-copy surveys
- Conversations with Yarra Council officers
- Other methods as appropriate, including providing feedback on a map.

These sessions will be promoted before each of the first two stages begin.

Social research

Social research methodology will be used to get a representative sample of data on community perceptions. This would be independently facilitated to ensure a fully transparent and accountable process.

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This may be a focus group that will comprise a representative sample of community members, using social research methodology. It may also be household surveying.

Focus groups

Focus groups would be independently recruited and facilitated.

Stage 1

The purpose of the focus group will be to support a deeper investigation of the issues we hear from the broader community.

During Stage 1, focus group members would be interviewed about their experience of the area's road safety issues.

Stage 2

The focus group will be reconvened and independently facilitated to ensure a fully transparent and accountable process.

During Stage 2, the focus group will support a deeper investigation of the proposed treatments/options and ensure any challenges these options may present are well understood by the group.

Other engagement opportunities

The community can also provide feedback or ask for more information through emails, phone calls, written correspondence, and direct conversations.

9. Guide to Selection of Treatments and Examples

Table 1 provides a description of treatments that have been applied within Yarra to address road safety issues.

The treatments provide a benchmark of what can typically be delivered within the timescales, consultation processes and funding opportunities associated with the RSS.

Strategic infrastructure such as separated bicycle corridors or road safety infrastructure delivery on arterial roads is not included within the benchmark treatments as these would most likely require standalone project investigation, consultation, approval and delivery considerations and processes.

Table 1 has been adapted from Austroads Guide to Traffic Management: Local Area Traffic Management with the effectiveness of treatments refined to align with Yarra's inner-city transport and movement context, where this has been found (via Council officer research and knowledge) to differ from national guidelines.

The road safety treatments delivered via the RSS closely align with Safe Systems principles and best practice in road safety – including Yarra's own innovations and contributions to best practice.

Table 1 also includes a measurement of cyclist comfort as this is a consideration for selecting treatments – noting that there is a fine balance in addressing the needs and differing priorities of various stakeholders in Yarra (such as residents, businesses, visitors, pedestrians, cyclists, car owners etc.) and delivering safe local roads that encourage the harmonious interaction of all road users.

Treatments are selected to best address identified safety issues within the common range of constraints within Yarra such as existing lighting, demand for parking, underground services and storm water drainage.

Opportunities to incorporate wider Council objectives around landscaping/permeable surfaces/tree planting, water sensitive design, supporting the local economy and street activation (as appropriate) are important considerations when selecting treatments.

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Table 1 - Benchmarking treatments suitable for RSS

Treatments		Reduce vehicle speeds	Reduce traffic volume	Reduced crash risk ^A	Increase pedestrian safety	Increase bicycle safety	Cyclist comfort ^B	Loss of parking	Other considerations
Vertical Deflection Treatments	1) Road cushions	Good	Poor	Yes	Indirectly ³	Indirectly ³	OK	No	Lower cost, community typically supportive
	2) Road humps	Good	Poor	Yes	Indirectly ³	Indirectly ³	Poor	No	Lower cost, community typically supportive
	3) Wombat crossings	Good	Poor	Yes	Directly ⁴	Indirectly ³	Poor	Yes	Higher cost, community typically supportive, planting opportunities
	4) Raised intersections	Good	Poor	Yes	Indirectly ³	Indirectly ³	OK	No	Higher cost, community typically supportive
	5) Gateway treatments	Good	Poor	Yes	Directly ⁴	Directly ⁴	Poor	No	Higher cost, community typically supportive
Horizontal Deflection Treatments	6) One lane slow point	Good	OK ⁵	Yes	Indirectly ³	Indirectly ³	Poor	Yes	Higher cost, community support difficult, planting opportunities
	7) Two lane slow point	Good	OK ⁵	Yes	Indirectly ³	Indirectly ³	Poor	Yes	Higher cost, community support difficult, planting and activation opportunities
	8) Kerb build outs	Good	Poor	Yes	Directly ⁴	Indirectly ³	Poor	Yes	Community typically supportive, planting and activation opportunities
	9) Lane narrowing	Good	Poor	Yes	Indirectly ³	Directly ⁴	Good	No	Lower cost, community typically supportive
	10) Parking reconfiguration ⁶	OK	Poor	Yes	Indirectly ³	Indirectly ³	OK	No	Lower cost, community typically supportive, planting opportunities

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Treatments		Reduce vehicle speeds	Reduce traffic volume	Reduced crash risk ^A	Increase pedestrian safety	Increase bicycle safety	Cyclist comfort ^B	Loss of parking	Other considerations
	11) Painted median islands	OK	Poor	Yes	Directly ⁴	Indirectly ³	OK	No	Lower cost, community typically supportive, planting opportunities
	12) Raised median islands ⁷	OK	Poor	Yes	Directly ⁴	Indirectly ³	Poor	No	Higher cost, community typically supportive, planting opportunities
Volume Reduction Treatments	13) Full road closure ⁸	OK	Good	Yes	Indirectly ³	Indirectly ³	Good	Yes	Higher cost, community support difficult, planting and activation opportunities
	14) Partial road closure	OK	Good	Yes	Indirectly ³	Indirectly ³	Good	Yes	Higher cost, community support difficult, planting and activation opportunities
	15) Modified intersection	OK	Good	Yes	Directly ⁴	Directly ⁴	OK	Yes	Higher cost, community support difficult
	16) Left-in/Left-out islands	OK	OK	Yes	Directly ⁴	Directly ⁴	Poor	No	Lower cost, community typically supportive
Roundabouts	17) Vehicle orientated roundabout ⁹	Poor ⁹	Poor	Yes ⁹	No	No ⁹	Poor	No	Very high cost, planting opportunities
	18) Modified roundabout ¹⁰	OK	Poor	Yes	Directly ⁴	Directly ⁴	OK	No	Very high cost, planting opportunities
Psychological Calming Treatments	19) On-road landscaping	Good	Poor	Yes	Indirectly ³	Indirectly ³	Poor	No	Lower cost, community typically supportive, planting opportunities
	20) Shared zones	Good	OK	Yes	Directly ⁴	Directly ⁴	Good	No	Very high cost, landscaping and activation opportunities
	21) Painted symbols	Good	Poor	Yes	Directly ⁴	Directly ⁴	Good	No	Lower cost, community typically supportive

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Treatments		Reduce vehicle speeds	Reduce traffic volume	Reduced crash risk ^A	Increase pedestrian safety	Increase bicycle safety	Cyclist comfort ^B	Loss of parking	Other considerations
Regulatory treatments	22) Turn bans ¹¹	OK ¹¹	Poor ¹¹	Yes	Indirectly ³	Indirectly ³	OK	No	Lower cost, community typically supportive, difficult to enforce
	23) One-way street	Good	Good	Yes	Indirectly ³	Directly ⁴	Good	No	Lower cost, community typically supportive, minor compliance issues
	Speed limits	Good	OK	Yes	Indirectly ³	Directly ⁴	Good	No	Lower cost, community typically supportive, external approval required
	STOP and Give Way	N/A	N/A	Yes	N/A	N/A	N/A	No	Lower cost, community typically supportive, external approval required
Other Treatments	24) Signed pedestrian crossing	Good	Poor	Yes	Directly ⁴	Indirectly ³	OK ¹²	Yes	Higher cost, community typically supportive, planting opportunities
	25) Signalised pedestrian crossing	Good	Poor	Yes	Directly ⁴	Indirectly ³	OK	Yes	Very high cost, external approval required
	26) Bicycle Facilities ¹³	N/A	N/A	Yes	N/A	Directly ⁴	Good	No	Lower cost, community typically supportive
	27) Removing redundant infrastructure/barriers	N/A	N/A	N/A	Directly ⁴	Directly ⁴	OK	No	Lower cost, community typically supportive
	28) Branded and strategic routes ¹⁵	Good	Poor ¹⁶	N/A	Directly ⁴	Directly ⁴	OK	Yes	Higher cost, community typically supportive, planting opportunities

OK

Attachment 1 - Draft Road Safety Study Policy 2021

Table 1 – Supporting commentary relating to effectiveness of specific treatments (refer to cross reference number in Table 1 shown in superscript *):

- 1 Reduced crash risk as per Austroads research.
- 2 Cyclist comfort reflects a) separation of cyclists from vehicles through treatments and b) changes to path of travel or abruptness of changes to road surface, noting that cyclist comfort would increase if a treatment bypass (often at expense of on-street parking) is provided.
- 3 Treatment results in a reduced speed or other safety outcome which provides an overall benefit for pedestrians and cyclists.
- 4 Treatment directly (as well as indirectly) provides a road safety or priority outcome such as a safe crossing facility or waiting area; a resolution of conflict(s) between vulnerable road users and vehicles or results in road space reallocation for vulnerable road user group.
- 5 Slow points, like any treatment that does not physically prevent vehicle movements, tend not to reduce vehicle volumes on local connector roads or streets that provide direct access to destinations i.e. schools.
- 6 Street design that uses various alternating parking arrangements (i.e. a mix of parallel and angled parking) to deflect the path of a vehicle travel on a street.
- 7 New large-scale medians (such as those in Carlton North) are generally outside the scope of the RSS typically due to cost and ability to attribute costs to safety related funding opportunities.
- 8 Due to a lack of community support (due to restricted access, increased travel times and possible transference of problems onto neighbouring streets), road closures that result in significant restrictions to vehicle access will generally not be considered as part of the RSS.
- 9 Some roundabouts in Yarra have been historically installed/modified primarily to facilitate vehicle movements (by providing a larger entry path radius) – the design of which has contributed to crashes due to faster entry speeds into the roundabout.
- 10 Yarra has actively sought to upgrade/introduce modified roundabouts to address safety issues primarily relating to conflicts between vehicles and vulnerable road users (see upgraded roundabouts at Canning Street / Scotchmer Street, Carlton North and the introduction of better / more direct pedestrian crossing facilities – see Falconer Street / Michael Street, Fitzroy North).
- 11 Turn bans (peak period or permanent) are not self-policing and in many cases have been less effective in reducing traffic volumes / road user conflicts in Yarra context.
- 12 Cycling comfort will be lower if the pedestrian crossing is a wombat crossing (without bypass).
- 13 Bicycle facilities delivered as part of an RSS typically include painted bicycle lanes or priority areas, signage (exempting from certain restriction i.e. one-way) or cut through/bypass facilities.
- 14 Delivery of a range of safety treatments to facilitate/contribute towards a strategic route connecting places and key destinations (refer to example treatments).
- 15 Unless the strategic routes include localised full or partial road closures.

Example treatments (refer to cross reference number in Table 1 for each treatment):



1) Road cushions



2) Road hump

Attachment 1 - Draft Road Safety Study Policy 2021



3) Wombat crossing



4) Raised intersection



5) Gateway treatment



6) One lane slow point



7) Two lane slow point



8) Kerb build out



9) Lane narrowing



10) Parking configuration

Attachment 1 - Draft Road Safety Study Policy 2021



11) Painted median



12) Raised median



13) Localised road closure



14) Localised partial road closure



15) Modified intersection



16) Left-in Left-out treatment



17) Vehicle orientated roundabout



18) Modified roundabout

Attachment 1 - Draft Road Safety Study Policy 2021



19) On road landscaping



20) Shared Zone



21) Painted symbols (example 1)



21) Painted symbols (example 2)



22) Turn ban



23) One-way street



24) Signed pedestrian crossing



25) Signalised pedestrian crossing

Attachment 1 - Draft Road Safety Study Policy 2021



26) Bicycle facilities (example 1)



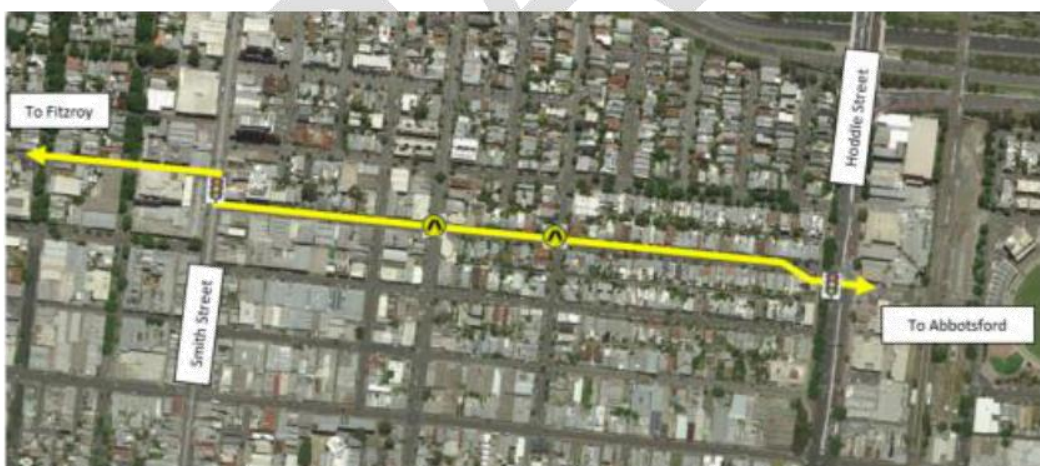
26) Bicycle facilities (example 2)



26) Bicycle facilities (example 3)



27) Removal of redundant infrastructure/barriers



28) Delivery of a range of safety treatments to facilitate/contribute towards a strategic route connecting places and key destinations

Attachment 2 - Local Area Place Making (LAPM) Policy 2017**Local Area Place Making Policy 2017**

Approval Date: XX/XX/2017

Next Review Date: XX/XX/XXXX

1. Introduction

Council's Local Area Place Making (LAPM) Policy 2017 supersedes the Local Area Traffic Management (LATM) Policy first adopted on 20 May 2014.

The change from Traffic Management to Place Making reflects the broader place making approach when undertaking traffic studies in the City of Yarra.

This policy:

- Aims to ensure a consistent, fair and comprehensive approach to the investigation, consultation, designs, implementation and monitoring of Local Area Place Making (LAPM) schemes.
- Establishes a framework to ensure the best use of Council's limited funding and resources.
- Ensures effective collaboration with the community and within Council.
- Demonstrates a commitment to reduce the adverse impact of motor vehicles in the local street network and to improve road safety and community amenity.

2. Background

Place making is a collaborative approach to creating public spaces that best meets the needs and aspirations of the community.

Engagement with the community forms the most important part of place making. The community are best placed to identify the issues and needs in their neighbourhood, and are vital in shaping the final outcome.

Place making also encourages greater collaboration between all areas of Council to ensure the best outcome is achieved.

Council's previous LATM Policy achieved the place making aspirations through its community engagement and collaboration within Council. The previous LATM schemes delivered benefits beyond road safety including, but not limited to, improvements to walking and cycling, landscaping and streetscapes, parking management, and water sensitive urban design.

The LAPM Policy will continue to be administered by Council's Traffic and Special Projects team. Consequently there remains a strong emphasis on traffic calming and improving streetscapes for pedestrians, cyclists and vulnerable road users.

3. Policy Context

The strategic context for decision making on LAPM is provided by the City of Yarra's Safe Travel Strategy 2016, Council Plan 2013-17, the Strategic Transport Strategy (Actions updated 2012), Encouraging and Increasing Walking Strategy, the Parking Strategy, and the Bicycle Strategy.

Attachment 2 - Local Area Place Making (LAPM) Policy 2017



Local Area Place Making Policy 2017

Approval Date: XX/XX/2017

Next Review Date: XX/XX/XXXX

4. Scope and Process of Local Area Place Making

The City of Yarra has been divided into 21 local precincts, which are bounded by arterial roads or other physical barriers such as creeks or rivers. (Figure 1)

LAPM is primarily focussed on the planning and management of Council roads within these local precincts. Rather than dealing with specific sites or isolated streets LAPM considers neighbourhood traffic related issues and any proposed solutions in the context of the local precinct.

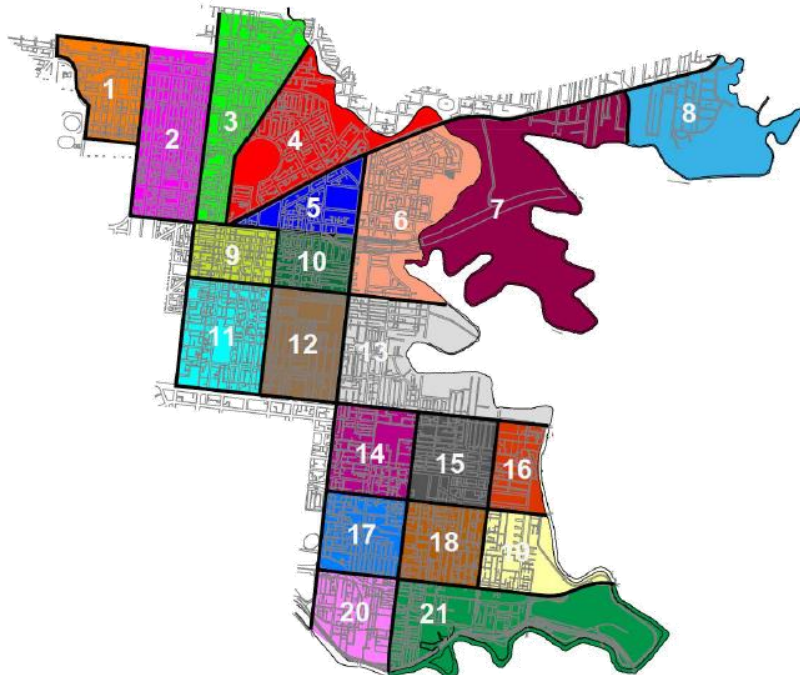
The LAPM process aims to improve places for people by managing vehicle traffic and improving conditions for pedestrians and cyclists. Methods to achieve this include:

- Reducing the speed of motor vehicles through physical and streetscape treatments
- Diversion treatments – such as entry and turn bans, partial and full road closures
- New pedestrian and cycling facilities
- Signs, line marking and other treatments

Key to the success of LAPM is strong collaboration between the community and all parts of Council.

Figure 1 – Layout of LAPM P

No.	Precinct
1	Princes Hill
2	North Carlton
3	Scotchmer (North Fitzroy)
4	North Fitzroy
5	West Clifton Hill
6	East Clifton Hill
7	Coate
8	Alphington
9	Rose
10	Gold
11	Fitzroy
12	Collingwood
13	Abbotsford
14	North Richmond
15	Highett
16	Victoria
17	Richmond
18	Coppin
19	Bendigo
20	Balmain
21	Barkly



Attachment 2 - Local Area Place Making (LAPM) Policy 2017



Local Area Place Making Policy 2017

Approval Date: XX/XX/2017

Next Review Date: XX/XX/XXXX

5. LAPM Prioritisation Process

LAPM typically begins as a result of community requests to reduce traffic volume and speeds in local streets and to improve safety and access for all road users.

In response, an evidence based assessment is made by Council officers that may include:

- Site inspections
- Field tests from the perspective of all road users
- Review of available traffic data and past feedback to Council
- Crash history assessment.

Officers will then refer the request or complaint to the LAPM priority ranking list. However if an immediate safety issue is identified, officers may decide to bypass the LAPM process and consider another appropriate course of action.

A warrant system is used to determine the priorities and rank the 21 local precincts in Yarra. The following criteria are assessed:

- Casualty crashes – any reported fatalities, serious injuries and other injuries in the last five years on local streets or intersections
- Traffic speed – any local street with an 85th percentile speed generally greater than 44 km/h
- Traffic volume – any local street with an average weekday traffic volume generally greater than 1,000 vehicles
- Through traffic – any local street with a peak hour to 24 hour volume ratio generally in excess of 14 per cent
- Heavy vehicles – any local street with a proportion of commercial vehicles to all traffic generally in excess of five per cent
- Activity land use generators (e.g. hospitals and schools) – considered in terms of likely pedestrian and bicycle generation, especially by vulnerable road users
- Complaints – expressed by the number of received emails, letters, petitions received by Council.

Other considerations include road hierarchy, land use and public transport. Some local streets serve as higher-order collector roads and therefore carry higher traffic volumes. Some local streets service commercial and industrial areas which therefore experience higher proportions of heavy vehicles. Some local streets cater for trams and buses.

In November officers will review the LAPM priority ranking list to allocate budget for LAPM schemes for the next financial year. Councillors are advised accordingly.

Officers will undertake studies on two LAPM precincts each financial year. This process takes an integrated approach which includes engagement and active participation by the community, resolution of broad traffic issues and development of appropriate treatments. The recommended treatments proposed by a LAPM study, known as a LAPM scheme, will generally be constructed in the following financial year subject to Council adoption and funding availability.

Attachment 2 - Local Area Place Making (LAPM) Policy 2017**Local Area Place Making Policy 2017**

Approval Date: XX/XX/2017

Next Review Date: XX/XX/XXXX

6. Community Engagement

The LAPM study involves extensive engagement with the local community to identify local traffic and parking issues, a review of complaints, and evidence-based assessments undertaken by Council officers and independent traffic consultants.

Parking issues in relation to safety and traffic flow, parking restrictions, parking supply and parking enforcement are considered with any LAPM study.

Council's Community Engagement Policy 2014 oversees the engagement process.

Local residents and businesses are involved with identifying issues and needs for their precinct, and help to shape the final LAPM scheme. This fosters a greater acceptance and approval for a LAPM scheme.

The typical LAPM community engagement process is summarised below and is shown as a flow chart in Figure 2.

Initial Community Circular

A community circular is distributed to all owners and occupiers in the precinct. Community members are invited to complete a survey on traffic, parking and travel in their area and to seek opinion on a speed restraining device, such as a road hump, being located next to their properties. The survey will also invite community volunteers to be involved in the Local Area Study Group (LASG). Input is also sought within Council and its committees such as the Bicycle Advisory Committee, Disability Advisory Committee, Business Advisory Group, Strategic Transport team and Open Space team.

Community Meeting

A forum to outline the LAPM process and to identify and discuss local traffic, parking, travel and streetscape issues. A charter will be made available which outlines the tasks and responsibilities of the community volunteers on the LASG.

Local Area Study Group Meetings

Three LASG meetings are held. These meetings will be attended by Ward Councillors, one of which shall chair the meeting, around 12 community volunteers, Council officers and an independent traffic consultant.

Local Area Study Group Meeting #1

The LASG to identify and prioritise key local area issues based on the initial community survey, review of Council files, data collection and evidence-based assessments.

Local Area Study Group Meeting #2

Traffic consultant presents LAPM treatments to the LASG for consideration. This may include a range of options to address specific issues. The advantages and disadvantages of various treatments will be discussed in accordance with the selection criteria as outlined in the Policy. The objective of this meeting is to gain committee support for a proposed LAPM scheme which is distributed to the community for public comment. This scheme is also distributed throughout Council for comment.

Community Circular #2

A community circular, which details the objectives and specific treatment locations of the proposed LAPM scheme is sent to all owners and occupiers. Community members are invited to complete a survey on LAPM treatments in their area. Input is also sought within Council and its committees.

Attachment 2 - Local Area Place Making (LAPM) Policy 2017



Local Area Place Making Policy 2017

Approval Date: XX/XX/2017

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Local Area Study Group Meeting #3

Traffic Consultant outlines the received community responses to the LASG and final recommendations of the LASG will be sought. In its assessment, the LASG will review the three different levels of support for each proposed treatment. This includes:

Overall Support – the percentage support from all responses to the survey for each individual treatment. If a majority of overall support for an individual treatment is received, the LASG will then refer to the ‘street’ level support.

Street Level Support – the percentage support from the survey response from the street with the proposed treatment. If a majority of street level support for an individual treatment is received, the LASG will then refer to the ‘adjacent properties’ level support.

Adjacent Properties – the number of properties directly adjacent to the proposed treatment who ‘support’ and ‘do not support’ the proposed treatment. If no objections are received by any adjacent property to each proposed treatment, the LASG will include this into the final LAPM scheme. If an objection is received from any adjacent properties, the LASG may consider an alternative proposal in consultation with affected property owner(s) and consideration of the wider support from the street level and/or overall.

Recommended LAPM scheme

Advise all owners and occupiers of the recommended final LAPM scheme and Council Meeting date where LAPM scheme will be considered by Council.

Council Meeting

Council to consider recommendations, make amendments if necessary and endorse the LAPM scheme.

Monitoring and Review

Each LAPM scheme will be reviewed 12 months after implementation to monitor effectiveness.

When finalised, the community will be advised that the results of the review are on Council’s website.

Councillors and the LASG will also be advised of the results.

Attachment 2 - Local Area Place Making (LAPM) Policy 2017



Local Area Place Making Policy 2017

Approval Date: XX/XX/2017

Next Review Date: XX/XX/XXXX

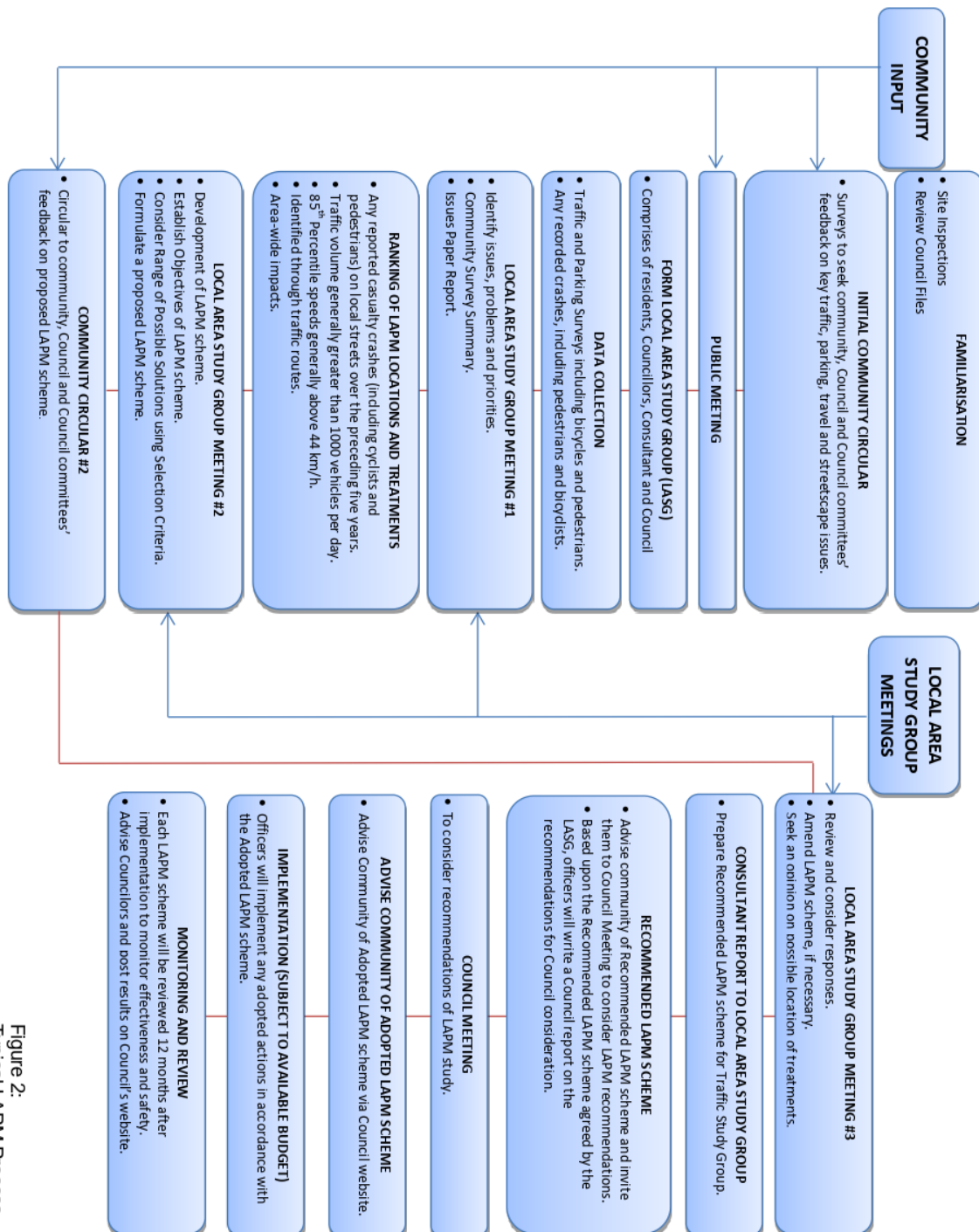


Figure 2:
Typical LAPM Process

Attachment 2 - Local Area Place Making (LAPM) Policy 2017



Local Area Place Making Policy 2017

7. Criteria for Selection of Treatments and Examples

Tables 1 to 4 provide a description of accepted treatments and their effectiveness, as summarised from AustRoads Guide to Traffic Management Part 8: Local Area Traffic Management (2008). This information assists the LASG to determine the appropriate treatments based on various criteria.

Table 1: Criteria for the selection and use of vertical deflection treatments

Treatments		Reduce speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety	Loss of parking
Vertical deflection treatments	1) Road Cushions (bus routes)	Yes	Yes	Yes	Yes	Yes	No
	2) Road Humps	Yes	Yes	Yes	Yes	Yes	No
	3) Wombat Crossings	Yes	Yes	Yes	Yes	Yes	Yes
	4) Raised Intersections	Yes	Yes	Yes	Yes	Yes	No



Attachment 2 - Local Area Place Making (LAPM) Policy 2017



Local Area Place Making Policy 2017

Approval Date: XX/XX/2017

Next Review Date: XX/XX/XXXX

Table 2: Criteria for the selection and use of horizontal deflection treatments

	Treatments	Reduce speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety	Loss of parking
Horizontal deflection treatments	1) Lane Narrowing/Kerb Extensions	Yes	No	Yes	Yes	Yes	Yes
	2) Slow Points	Yes	Yes	Yes	Yes	No	Yes
	3) Mid-block median treatments	Yes	No	Yes	Yes	Yes	No
	4) Roundabouts	Yes	Yes	Yes	Yes	No	Yes
	5) On-road landscaping	Yes	No	Yes	Yes	Yes	Yes



Attachment 2 - Local Area Place Making (LAPM) Policy 2017



Local Area Place Making Policy 2017

Approval Date: XX/XX/2017

Next Review Date: XX/XX/XXXX

Table 3: Criteria for the selection and use of diversion treatments

Treatments		Reduce speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety	Loss of parking
Diversion treatments	1) Full Road Closure	No	Yes	Yes	Yes	Yes	Yes
	2) Half Road Closure	No	Yes	Yes	Yes	Yes	Yes
	3) Modified 'T' Intersection	Yes	No	Yes	Yes	No	Yes
	4) Left-in/Left-out Islands	No	Yes	Yes	Yes	Yes	Yes



Attachment 2 - Local Area Place Making (LAPM) Policy 2017



Local Area Place Making Policy 2017

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Table 4: Criteria for the selection and use of signs, line marking and other treatments

Treatments		Reduce speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety	Loss of parking
Signs, line marking and other treatments	1) Speed Limit Signs and Markings	Yes	No	Yes	Yes	Yes	No
	2) Prohibited Traffic Movement Signs	No	Yes	Yes	Yes	Yes	No
	3) One-Way (Street) Signs	No	Yes	Yes	Yes	Yes	No
	4) Give Way Signs	Yes	Yes	Yes	Yes	Yes	No
	5) Stop Signs	Yes	Yes	Yes	Yes	Yes	No
	6) Marked Pedestrian Crossings	Yes	No	Yes	Yes	Yes	Yes
	7) Shared Zones	Yes	Yes	Yes	Yes	Yes	Yes
	8) Threshold Treatments	Yes	Yes	Yes	Yes	No	No
	9) Bicycle Facilities	No	No	Yes	No	Yes	Yes



Attachment 3 - LAPM Policy Review - Discussion Paper

Local Area Place Making Policy Review – Discussion Paper

Introduction

The Traffic Engineering Unit has undertaken a review of the Local Area Place Making (LAPM) Policy to redefine the scope and improve the LAPM study process. Following consultation with internal stakeholders and guidance from the Executive team on two potential options outlined in this paper, a Road Safety Study approach is proposed to supersede the 2017 Local Area Place Making Policy. This is proposed to inform precinct, corridor and site studies in the 2021/22 financial year and beyond.

Background

History of Local Area Traffic Management studies in Yarra

1. For approximately 20 years Local Area Traffic Management (LATM) studies have sought to improve the road safety, amenity and liveability of local areas and streets in the City of Yarra.
2. Previous LATM studies delivered a number of projects which aligned with key principles of managing traffic, safer streets, facilitating sustainable transport modes and more attractive neighbourhoods.
3. This precinct study approach has been refined over the years to diversify community engagement with the addition of online avenues for contribution and the formation of community reference groups (Local Area Study Groups) as part of the consultation process to enable a deeper understanding of community wants, needs and perspectives.
4. The LATM process was renamed in 2017 to Local Area Place Making (LAPM) to try and reflect a more progressive and holistic evolution to the discipline of precinct study, however apart from the name change and a general intent to attempt to deliver on place making outcomes, the investment and approach to LAPMs remained largely the same. Council has increasingly sought to embrace and embed place making as a principle into its programs and processes where possible.
5. The previous LATM and current LAPM policies provide a platform that enables a road safety data-led approach to delivering treatments that address these issues. This gives ample support to the study team to be able to justify road safety/traffic management treatments, whereas due to a lack of policy backing to implement solely place making treatments, these must gain broad community support to proceed. This is often not forthcoming due to the divergent views of the community regarding road space allocation.
6. Place making is open to interpretation and means different things to different people. As there is a lack of policy and an onus on universal consensus by decision-makers, LAPM studies are reliant on the community uniformly agreeing on what a good outcome is regarding place making. Place making can be viewed as an approach rather than an outcome, focused around how Council branches collaborate both internally and with the local community to get better outcomes for the community.
7. Staff tasked with delivering the LAPMs process and programs are generally trained and experienced primarily in traffic engineering and transport planning, rather than urban design or place making. As a result, they are well placed to identify treatments that

Attachment 3 - LAPM Policy Review - Discussion Paper

address traffic and safety issues, and can at times include elements that contribute to place making where these relate to traffic treatments. They are not well placed to plan, design or deliver standalone place making initiatives. These are delivered as part of streetscape master plans, or structure plans which are separate processes when considering broader urban design and public realm questions.

8. The currently available external funding streams to deliver LAPMs (primarily from Department of Transport (DoT) and TAC) limits the extent of place making features that can be delivered as this funding is required to deliver road safety outcomes.
9. If the expectation is for the LAPM process to genuinely address place making, beyond the limited scope that is included within the current approach, the existing structure and processes that guide the study, and the investment in the implementation of LAPMs will fundamentally need to change.
10. It is important that future studies retain and build upon good outcomes that have been well received by the community.
11. The treatments below provide examples of some of the improvements implemented in LATM and LAPM studies. Many of these treatments aim to improve safety and accessibility for pedestrians and cyclists.



Figure 1: Shared Zone

Attachment 3 - LAPM Policy Review - Discussion Paper



Figure 2: Kerb extension



Figure 3: Wombat crossing

Transition from LATM to LAPM

12. The designation change from LATM to LAPM has generated challenges and criticisms from the community and other stakeholders. This has been particularly apparent in recent LAPM studies, including the Abbotsford (LAPM 13), Scotchmer (North Fitzroy

Attachment 3 - LAPM Policy Review - Discussion Paper

LAPM 3) and Bendigo (Burnley LAPM 19) studies completed in 2018/19 and the Carlton North (LAPM 2) study undertaken in 2019/20. The purpose and scope of the LAPM study needs to be clarified and clearly communicated to manage expectations and as previously discussed, cannot adequately deliver on place making outcomes according to the expectations of some stakeholders.

13. It is apparent that there is a lack of consensus and widespread confusion both internal to Council and for the general public, about what place making means contextually and in application, and how place making should influence the LAPM process and outcomes. This leaves the process open to interpretation and ambiguity.
14. There are assumptions from some community members that place making pertains to a lot more than physical traffic treatments (which is correct) which has resulted in high expectations of what the LAPM process should deliver, particularly with regard to increasing tree canopy coverage, expanding open spaces, improving cycling infrastructure and implementing more greenery.
15. In reality, community raise all manner of issues through the LAPM community consultation process, many of which do not relate to road safety or traffic management, and at times only have a loose relationship to place making.
16. Recent LAPM studies have tried to expand the focus of the study, to include place making outcomes, however due to the current process the outcome of the LAPM studies have been similar to a LATM study (road safety and accessibility treatments), albeit with a focus on how the design of road safety treatments can contribute towards other Council goals. Generally this is through vegetation, increasing permeable surfaces of treatments where possible and providing space for the local economy such as outdoor seating and provision of bicycle parking in kerb extensions. To date there has been limited opportunity to pursue substantive place making beyond this.
17. Many elements widely understood by the public to be place making outcomes are considered out of scope currently for LAPM studies, which has resulted in confusion and negative sentiment from the community during the recent Carlton North LAPM 2 study.
18. The current study name, which includes place making can be misleading in intent. It raises community expectations and results in negative feedback when only very limited place making opportunities can be considered. This has been experienced in recent LAPM studies and evidenced by a backlog of complaints from the wider public regarding this incongruence.
19. There is a need to review the name of this process to better reflect the scope of the process and intended outcomes. If this study is refocused from place making to road safety and traffic management, this needs to be an intuitive and easily accessible description that the public can understand. The name can be determined once the scope and approach is agreed upon.
20. LAPM infrastructure delivery has received external funding for the last three financial years (2017/18 - 2019/20) under a 50/50 arrangement with DoT (formerly VicRoads) under its Safer Local Streets Program. This funding stream ceases this financial year, however DoT officers have indicated that a similar program is likely to begin in 2020/21. This external funding from DoT is only approved for projects that pertain to road safety outcomes and does not consider solely place making treatments. Any place making elements that do not meet the approval criteria require full funding by Council to proceed.

Attachment 3 - LAPM Policy Review - Discussion Paper

21. Council Officers have successfully negotiated and received funding to include place making elements within delivered traffic treatments, on the basis that increased street activity or alternatives to car travel can be attributed to road safety outcomes. Examples of approved place making treatments include painted streets and landscaping within traffic treatments such as kerb extensions.
22. Recent LAPMs have resulted in significant financial commitments to primarily traffic related works over future years. The combined total of these works is significant. There is a risk that such commitments will take an unreasonably high proportion of the capital works budget, at the expense of other priorities, including place making initiatives. Recent LAPMs for example have been approved at a cost in excess of \$1.3M for a single precinct.
23. Another criticism that is regularly heard from stakeholders regarding the previous LATM and now LAPM study approaches, is that it is a very cumbersome mechanism due to each precinct likely only being able to be studied approximately every 10-15 years. Further to this, following the study implementation of treatments on average takes three years. This is due to the number of precincts (21) and that on average 2 precincts are able to be studied each year. Funding for studies and implementation of treatments are also subject to Council's budget process each year.

Community consultation challenges due to undefined scope

24. The current external LAPM funding stream is focused on treatments that pertain to road safety outcomes as a priority, rather than place making. As many elements of place making can only be loosely attributed to a road safety outcome, many community desired place making elements cannot be considered within the scope of our current LAPM study. This incongruence has resulted in substantial negative feedback from the community who deem our current LAPM process as misleading.
25. Based on the Carlton North LAPM 2 study, community perception is that these studies should address climate change, road and personal safety issues, noise pollution, urban design and other strategic transport aims. This places Council officers from the Traffic Unit in a difficult position when consulting with the community and acting as representatives for many different parts of Council. The community perception is that Council officers should represent Council as a whole rather than being just responsible for traffic engineering considerations. In principle, officers seek to do so, but do not always have the expertise or capacity to respond or follow up with every issue raised.
26. Recent challenges encountered indicate that many community members feel that the overall consultation process is not undertaken with sufficient depth, does not reach the wider community and is not advertised extensively, despite significant investment of time and resources to promote the opportunity and engage with the community. These views often contrast with Council Officers opinions who find that the consultation is already labour intensive and that the Communication and Engagement Unit advises throughout the process on best practice community engagement approaches to ensure broad community reach.
27. Community consultation for recent LAPM studies initially approached community members with open-ended questions such as 'what do you want to see from your streets' - typical for place making projects. This approach generates input that is inconsistent with current LAPM Policy objectives and misleads the community with outcomes that are not deliverable.

Attachment 3 - LAPM Policy Review - Discussion Paper

28. While there are benefits in conducting interactive drop-in sessions in seeking views from the community, when the community expects a lot more than the study can deliver, negative behavior is often experienced by the study team. This has been experienced during the Carlton North LAPM 2 study, is counter-productive and has led to inappropriate behavior, including abuse and intimidation of staff. Such scenarios can feed negative perceptions of Council more broadly. This aspect of community consultation should be reviewed as a process input, as Councils health and safety obligations to staff means that such behavior cannot be tolerated and alternatives that address this risk must be considered.
29. It is apparent from the interactive drop-in sessions that the community by and large have greater expectations than the LAPM study scope can deliver. These expectations cover the remit of many Council Units and include parking management, urban forestry and agriculture, community assets, urban design, waste management, graffiti removal and amenity improvements, general street cleaning and maintenance issues, and improvements to the accessibility of sustainable transport infrastructure.
30. Feedback from the community has also raised concerns around how effective the Local Area Study Group (community reference group) is in reflecting the sentiments of the wider community, rather than being individually focused. Council officers are also concerned that study group members can at times be acting in self-interest rather than from a holistic, community-wide perspective. Many residents feel that this aspect of the LAPM process is not broadly advertised and is too exclusive. There is also a concern with the lack of representation from different demographics, particularly as the aim of the Local Area Study Group is to acquire more intimate information regarding the lived experience of the precinct.
31. During the recent Carlton North LAPM 2 study, new street tree planting opportunities were identified during the consultation process and planned for delivery outside of the LAPM process. Other potential place making projects with no road safety or accessibility outcomes were also identified and discussed with the community but due to scope limitations were not considered for the final plan.
32. It is important that community expectations are managed during a process such as a LAPM study, regarding what can or cannot be considered due to the Policy, the often expertise and capacity of staff leading the process, and the funding source and focus (limitations).

Options

Road Safety Study

33. This option is to refocus primarily on road safety issues through a process similar to a LATM approach that proposes treatments that respond to these identified issues. This approach focuses on improving road safety and accessibility with treatments that should also create inviting and activated local streets.
34. The study scope promoted for this option, being to improve road safety, would reflect what will be delivered. This study can be led and implemented with the existing expertise of the Traffic Unit.
35. A clearly defined road safety direction for the study is to be widely communicated both internally and for all community engagement. Refining the scope to predominantly address road safety concerns will allow for more transparency with this process so Council Officers, Ward Councillors and the Community are in agreement and understanding of what the study can achieve.

Attachment 3 - LAPM Policy Review - Discussion Paper

36. Based on Council's responsibility as the road manager, the primary objective of the project is road safety and the provision of safe and accessible streets, particularly for pedestrians and cyclists.
37. The study will focus on road safety issues identified through data analysis and engaging the local community, within either a prioritised precinct, corridor or site approach.
38. The prioritisation process for the area/s to be studied will be predominately informed by road safety data and if required/possible will respond to strategic spatial priorities. Direction from other parts of Council will be required regarding strategic priorities, to enable studies to be responsive to Council needs and enable coordination. The ability to respond to strategic priorities at the appropriate time should ensure that community needs, Council objectives and a coordinated organisational response are achieved.
39. As is done currently with LAPM studies, where feasible place making opportunities could still be incorporated into traffic treatments to improve amenity and street activation, and would likely seek to deliver elements including the following:
 - a. Pedestrian and cyclist priority infrastructure linking destinations in the neighbourhood;
 - b. Landscaping and trees integrated within or acting solely as road safety treatments;
 - c. Road safety treatments that incorporate water sensitive urban design (WSUD);
 - d. Additional space for street activation as part of proposals that address road safety or accessibility (i.e. activated or landscaped kerb extensions); and
 - e. Street activation as part of an overall safety treatment such as Shared Zones.
40. This approach will also look to gain an understanding of the current places of value to the community (i.e. schools, libraries, cafes, parks etc.) and look at opportunities to provide safe and accessible connections to these places.
41. Community consultation would be guided by the Communications and Engagement Unit. This engagement would ask the community to identify road safety issues they have in the study area.
42. Subsequent community engagement would be in relation to road safety treatments that are addressing identified road safety issues.
43. This option will still involve relevant Council units being consulted during the Road Safety Study as internal stakeholders and also to notify the community of what projects they are undertaking within the precinct. They would provide representatives to be part of the internal project team.
44. Involvement would be anticipated from the Urban Design, Strategic Transport and Capital Works branches to notify and where possible align current and future projects for the study area. As is done currently, outcomes that address other Council objectives such as tree planting will be incorporated into road safety treatments where possible.
45. It is considered that there would be enhanced collaboration opportunities beyond the current LAPM approach.
46. This option allows for the majority of treatments to be funded via external channels from likely road safety avenues such as DoT and TAC.
47. Using Carlton North LAPM 2 as an example, the following outcomes would likely result from the Road Safety Study approach:

Attachment 3 - LAPM Policy Review - Discussion Paper



Figure 4: Speed hump



Figure 5: Kerb extension

Attachment 3 - LAPM Policy Review - Discussion Paper



Figure 6: Pedestrian infrastructure

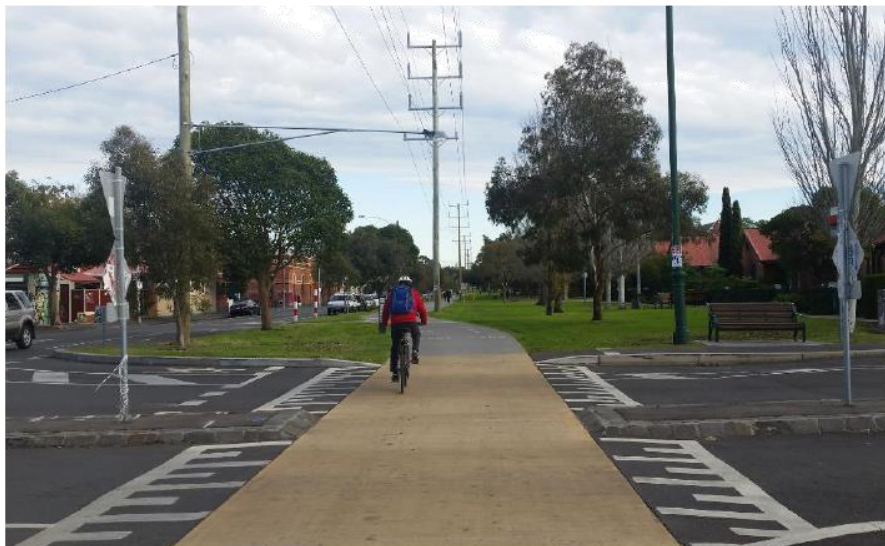


Figure 7: Cyclist infrastructure

Attachment 3 - LAPM Policy Review - Discussion Paper



Figure 8: Shared Zones

Place Making Study

48. This option would involve a whole-of-council collaborative place making approach (including road safety/traffic management) with all relevant Council Units to be directly involved and provide representatives to be part of the internal project team. The relevant Council unit representatives would be the subject matter experts for public consultations and for community reference groups.
49. Precincts that enable effective delivery of the place making approach would need to be formulated or adopted. These should focus on activity centres and/or nodes so that a master planning approach can be followed to enhance the place-value of these precincts.
50. The prioritisation process to rank and therefore guide what precinct/s are studied each year should be informed by relevant Council documents such as Structure Plans, Local Area Plans, Streetscape Master Plans and specific strategies such as the *Urban Forest Strategy (2017)*, draft *Climate Emergency Plan (2020)*, *Yarra Housing Strategy (2018)*, *Spatial Economic and Employment Strategy (2018)*, *Yarra Bike Strategy Refresh (2016)* and *Yarra Walking Strategy (2005)*. A document such as an Integrated Transport Plan would also be a useful input. It should also consider areas that have recently undergone disruption or change so that precinct studies can respond and potentially leverage off these opportunities.
51. It is considered that initial community consultation should be a widely advertised event in the precinct, led by the Communications and Engagement Unit. All relevant Council Units should participate in showcasing to the community projects that are either in progress, or under future consideration for the particular precinct to be studied, as well as offering subject matter advice.
52. If this consultation approach was adopted for the Carlton North LAPM 2 study, projects such as those in the Council's capital works renewal program, the City West Water M205 project (managed by Council's Civil Engineering Unit), Nicholson Street Village improvements (Council's Urban Design and Economic Development Units), tree planting

Attachment 3 - LAPM Policy Review - Discussion Paper

projects (Arboriculture and Streetscapes), Council's Draft Open Space Strategy projects (Open Space Planning and Design) and route 96 tram stop upgrades (Strategic Transport) and possibly other projects/initiatives could have been taken into account and collaboration opportunities explored, along with the proposed traffic treatments. The public could also have been provided the opportunity to be kept better informed of concurrent Council works and planning/initiatives in their precinct.

53. Key involvement for this event would be anticipated particularly from the Urban Design, Open Space, Strategic Transport and Traffic Units.
54. Other Council Units that would likely be involved would include:
 - a. Economic Development;
 - b. Sustainability;
 - c. Strategic Planning;
 - d. Compliance and Parking Services;
 - e. Asset Management;
 - f. Urban Agriculture;
 - g. Social Planning;
 - h. Waste Management;
 - i. Statutory Planning;
 - j. City Works;
 - k. Construction Management;
 - l. Events;
 - m. Arts and Culture;
 - n. Building Projects; and
 - o. Community Partnerships.
55. All relevant units would need to be involved in generating a Precinct Place Making Policy, with a large component of this relating to internal and external processes and consultation.
56. This approach offers opportunities in relation to safer road infrastructure, public transport and parking, enhanced open space and community facilities, improved pedestrian and cyclist connections and infrastructure for festivals, markets and events.
57. The internal 'Place' team could also work with business and the community to generate pilot place making projects that are responsive to local need and existing street environment or character of the neighbourhood. Examples could include art installations, markets, seating and lighting to create more vibrant, connected and safer places.
58. There are many proven benefits of place making, with successful projects having taken place locally and all around the world. Place making can:
 - a. create empowered and engaged communities;
 - b. stimulate economic growth;
 - c. enhance social interaction; and
 - d. improve environmental sustainability.
59. Using Carlton North LAPM 2 as an example, as well as the examples shown in the Road Safety Study approach, the following outcomes would likely result from the Precinct Place Making approach:

Attachment 3 - LAPM Policy Review - Discussion Paper



Figure 9: Parklets



Figure 10: Temporary events such as pop up cinema

Attachment 3 - LAPM Policy Review - Discussion Paper



Figure 11: Pocket parks



Figure 12: Street tree planting

Attachment 3 - LAPM Policy Review - Discussion Paper



Figure 13: Sustainability projects, e.g. LED street lighting



Figure 14: Strategic transport projects

60. To enable Council's response to road safety issues to be more agile, which is a criticism of having the majority of these resources allocated to a precinct study approach, it is considered that separate to a Place Making approach there would need to be resources to meaningfully address these road safety issues.
61. Examples of situations where this would be beneficial are the ability to be able to respond to new or upgraded schools (where development contributions are not able to be secured) such as Richmond High School and Alphington Primary School, or areas undergoing major development which do not otherwise warrant a full scale Place Making

Attachment 3 - LAPM Policy Review - Discussion Paper

process. Under the current approach, such issues are referred to the LAPM process, which can mean several years before the issues are considered or addressed.

Discussion

Road Safety Study advantages

62. Refining and clarifying the focus to be solely on road safety and traffic management allows for a robust approach to addressing these issues within a precinct, corridor or site study.
63. Place making opportunities could still be incorporated where possible to improve amenity and street activation.
64. Involvement would be anticipated from the Urban Design, Strategic Transport and Capital Works branches to give them the opportunity to align their current and future project objectives for the selected precinct, corridor or site to be studied. This involvement should also encourage collaboration and allow for cost savings through this, for example by including road safety treatments in capital works renewal projects.
65. Community engagement would be more focused on treatments that are addressing evidenced road safety issues. As this option would not require as extensive an engagement approach, the study timeframe could be reduced which therefore allows more study areas to be potentially conducted over the course of a financial year. The lengthy timeframe for conducting LAPM studies results in areas waiting for over a decade to be reviewed and is a major drawback of the current LAPM approach, which is also an issue raised by the public.
66. Refocusing the scope to predominantly address road safety issues should allow for clarity of scope of the study.

Place Making Study advantages

67. A fundamental aspect of internal collaboration is alignment with other existing and future strategies and programs within Council. Examples include the *Urban Forest Strategy* and *Street Tree Policy*, *Embedding Green Infrastructure Best Practice Toolkit*, draft *Climate Emergency Plan*, *City of Yarra Bike Strategy* etc. This internal process should be guided by a framework that enables Council Units to work more effectively together and form a 'Place' team. This approach proposes a whole-of-council collaboration to produce holistic community-led place making outcomes at a precinct level and is an opportunity to effectively address Council's strategic objectives.
68. DoT's Movement and Place frameworks could contribute to this process and it could be guided by the Project for Public Spaces principles, which have also been adopted by other councils to achieve more holistic place making outcomes.
69. This approach to place making should focus on enhancing the place values of areas of community importance, while applying integrated design to address wider Council objectives such as road safety, accessibility and climate change.
70. This option would be a whole-of-council collaborative place making approach (that includes road safety and accessibility) with relevant Council Units to be directly involved. This would align with the One Yarra approach and community expectations of 'one' Council.

Attachment 3 - LAPM Policy Review - Discussion Paper

Road Safety Study implications

71. Place making opportunities identified through the community consultation that do not have a direct link to traffic management or safety would need to be considered separately to the Road Safety Study.
72. Other issues and opportunities raised through the community consultation that could be addressed by other Council Units may not be able to be addressed due to resourcing implications, however referral would occur.
73. Traditional road safety and traffic management approaches can be prescriptive, which may limit innovative, progressive approaches.
74. Opportunities to contribute towards other Council objectives may be minimised due to a reduced scope.

Precinct Place Making Study implications

75. It is likely that funding for place making elements would have to be sourced internally, whereby it is likely that road safety treatments could continue to attract external funding.
76. Under this approach community members would better understand the investment Council is making across a range of disciplines and funding streams. This should assist in increasing community awareness of the role and value of Council, and in tempering community expectations.
77. An overhaul of precinct boundaries would be required with the focus most likely to be on activity centres.
78. Council units involved would need to allocate staff time towards this study process and it would likely require substantial Discretionary Funding Bids from Council's finite resources to fund implementation.

External Consultation

79. Darebin City Council Traffic unit were contacted and a Council officer met them to discuss their current approach to LAPM. They previously adopted Yarra's LATM approach and have recently amended their approach to transition to a LAPM study process.
80. Council endorsement was not required for Darebin's LAPM process and they do not gain endorsement for individual study proposals. They have noted, however, that Council review and endorsement will be required in future to mandate more contentious proposals put forward.
81. Prior to transitioning to a place making approach, an assessment of all existing capital works projects was conducted involving a whole of council approach. After all feedback was collated, all relevant branches identified 6 LAPM precincts to study, with these being finalised intensively in a period of two years.
82. Darebin's LAPM approach will involve all relevant Council units and adopts a multi-disciplinary approach. They identified opportunities to implement outcomes from different Council strategies to help leverage community buy-in and enable more holistic project outcomes.
83. Community consultation is conducted by extending an invitation to the wider community to join small working groups, of which many are held throughout the process with a

Attachment 3 - LAPM Policy Review - Discussion Paper

maximum of 10 people permitted to join each session. This avoids the confrontation and conflict that can be a feature of drop-in sessions and allows direct input from more community members. They also utilise a Your Say platform, which is adopted from Yarra's LAPM process.

84. Their LAPM process is guided by the principles of the Department of Transport's 'Movement and Place' approach. They noted that their transition from LATM to LAPM was made possible by the input of other Council units and that it has been enriched by this, particularly when focussing on activity precincts.

Internal Consultation (One Yarra)

85. The following Council units were consulted:

- a. Advocacy and Engagement;
- b. Strategic Transport;
- c. Urban Design;
- d. Parking;
- e. Sustainability; and
- f. Infrastructure.

86. The internal feedback has guided decision making, including the proposal to move towards a Road Safety Study approach.

87. The internal feedback has also helped determine the scope and parameters of a Road Safety Study approach, and how the wider concept of place making can be facilitated via alternative frameworks to address the issues with the current approach set out above.

88. The internal direction will guide a Road Safety Study Policy to be presented to Council for consideration. This policy is proposed to supersede the 2017 Local Area Place Making Policy.

89. This will ensure that Council meets its responsibility as road manager in providing safe and accessible streets, particularly for more vulnerable road users.

Conclusion

90. Council has historically addressed road safety, amenity and liveability of local areas and streets via its Local Area Traffic Management then Local Area Place Making study processes.

91. The introduction of an increased focus on place making (through the Local Area Place Making study process) has resulted in several difficulties in project delivery including:

- a. An undefined scope and misalignment of community expectations
- b. Difficulty in funding projects as opportunities for external funding tend to be limited to road safety initiatives.

92. It is proposed that Council refines its current approach so that it has a study that focuses predominantly on road safety, noting that where feasible place making opportunities could still be incorporated into road safety treatments to improve amenity and street activation.

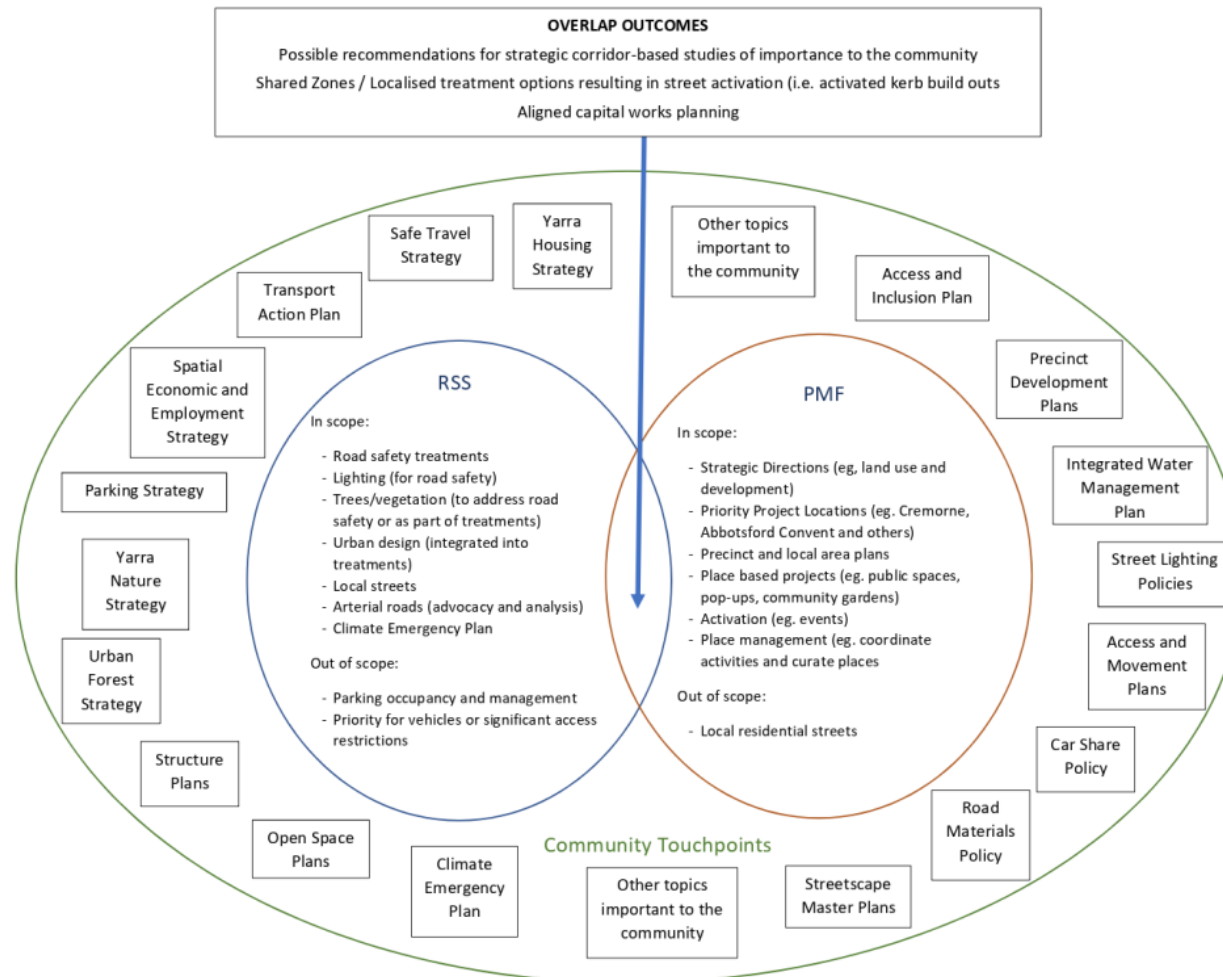
93. Officers will prepare a proposed approach and policy direction focusing on road safety for consideration by Council.

Attachment 3 - LAPM Policy Review - Discussion Paper

94. This will include direction on how the wider concept of place making can be facilitated via alternative Council frameworks.

Attachment 4 - Inter-relationship between RSS PMF and Community Touchpoints Sept 2021

Relationship between the Road Safety Study (RSS) and the Place Making Framework (PMF)



8.3 Place Making Framework

Executive Summary

Purpose

To present the Place Making Framework (PMF) for adoption.

Key Issues

The Place Making Framework has been prepared as an internal working document for the organisation, to guide the planning, design and management of place making in Yarra.

The Framework is focused on the design and creation of Yarra's public realm and place activation to shape improvements to the public realm. Approaches and requirements in order to achieve successful place making outcomes are outlined in the document.

Place making requires a coordinated approach in order to provide for improvements to the public realm that create increased vitality and the creation of places for people.

In this regard, whilst providing the overall approach for various projects, it provides a focus on key spatial areas in the municipality where the major benefit to the community can occur.

Financial Implications

There are no particular financial or resource implications resulting from adopting a Place Making Framework.

However, there are ongoing budget aspects for the successful delivery of place making projects and place management of these spaces.

PROPOSAL

To adopt the Place Making Framework as the guiding document for the organisation to plan, develop, implement and manage significant place making projects into the future.

8.3 Place Making Framework

Reference	D21/131799
Author	Susan Stanes - Senior Coordinator Design and Place Making
Authoriser	Manager City Strategy

Purpose

1. To present the Place Making Framework for adoption as the guiding document for the organisation to plan, design and manage significant place making projects into the future.

Critical analysis

History and background

2. Council is responsible for Yarra's public realm including its streets, parks and public spaces.
3. Many aspects of Council's work, across various teams, are involved with creating 'places' through various activities such as planning, designing, constructing, activating and maintaining the public realm as places for people to use and enjoy.
4. In recent times, the term '*place making*' has been broadly used to encompass all these aspects of creating places that attract people.
5. This has led to various specialist design and engagement practitioners promoting place making; and now the term is commonly used by the community when referring to the design of the public realm.
6. Place making can be described as a collaborative and integrated design approach to creating quality public places where people want to live, work, play and learn.
7. The key defining elements of place making are:
 - (a) adopting a people-based approach with a focus on providing places for people;
 - (b) understanding and thinking of places holistically and collaborating across multiple technical disciplines; and
 - (c) incorporating community engagement and involvement in place making that may include community initiated design ideas.
8. The benefits of place making include improved social, economic, sustainable and health and wellbeing outcomes of communities. Ultimately, it is about creating well designed, safe and comfortable places.
9. A way of thinking about place making is the creation of vibrant places for people comprising:
 - (a) the 'hard' physical infrastructure forming the '*stage*', and
 - (b) the 'soft' infrastructure forming the '*use and activation*' of places.

Discussion

10. While Council has expressed support for place making, and a number of projects have been either delivered or in progress, there is currently no overall organisational guide to its approach.
11. The Place Making Framework provides an approach for Yarra, and in particular, outlines the key spatial areas of the municipality that would benefit from a coordinated planning and delivery approach to enhance the public realm, due to their particular importance to the ambience and vitality of the municipality.

12. It is important to note that a dedicated place making approach cannot be provided to each and every street in the municipality, due to limited capacity and resources of the organisation to do so.
13. In this regard, the Place Making Framework needs to be targeted (in its full approach), to pursue key public realm improvements in specific areas of the municipality.
14. Improvements to various local streets in the municipality is, however, important through other programs of Council such as traffic calming and street tree planting for instance; and these improvements need to have regard to good integrated urban design outcomes, and where possible, some further greening and the like.

Place Making Framework

15. The Place Making Framework (PMF) sets out to define what 'place making' is, Council's role and identify its priorities. In this regard, the aims include:
 - (a) provide a consistent approach and application to place making strategies, projects and initiatives;
 - (b) be forward thinking and plan proactively;
 - (c) provide a shared understanding of priorities to inform budgeting, community engagement, project planning and coordinated implementation;
 - (d) provide a long term vision for the public realm;
 - (e) inform decision making in relation to priorities and resources;
 - (f) provide efficiencies and ensuring consistency by working in unison; and
 - (g) collate and coordinate existing work across multi-disciplinary Council teams.
16. An internal review identified opportunities for improving the way in which place making occurs at Yarra by building on existing practices, knowledge and processes. It identified the successful place making that has occurred and the officer capabilities and capacity to undertake this work.
17. The Place Making Framework (refer **Attachment 1**) identifies processes and opportunities to improve place making planning and outcomes.
18. A *Place Making Continuum* has been used to understand the breadth of Council's projects and activities and their relationship to place making. This shows the range of projects from strategic place-based work and local designs through to activation and place management.
19. The elements of the *place making continuum* help to understand how the various work across Council fits together and contributes to place making.
20. In response to the need for clearer priorities, the PMF sets out sixteen strategic *Priority Project Locations* based on existing projects, adopted urban design strategies and upcoming work. This demonstrates the wide distribution and extent of place making projects and activities across Yarra.

Key priorities areas for Place Making

21. The key areas for a focus on significant place making are:
 - (a) the Yarra's activity centres;
 - (b) the civic precincts;
 - (c) the areas that attract people;
 - (d) the precincts experiencing significant development and change; and
 - (e) the employment/economic precincts of Cremorne and Gipps Street.
22. In the future, as opportunities or needs are identified these precincts may alter.

23. The range of projects include precinct-wide strategic directions and also more specific localised designs. In the case of Cremorne, Victoria Street and North Richmond significant State Government projects are also underway which requires a coordinated approach.
24. As part of the *place making continuum*, there are other more operational programs, such as street tree planting, urban agriculture initiatives, playground renewals and community street parties that all contribute to Council's efforts in place making through design and activation.

Community Involvement

25. The involvement of the community is also a key element of good place making and place management practice.
26. The community's interest can often, however, be less about strategic projects and more about localised projects for improving the design of the public realm.
27. The Yarra community has shown a strong interest of place making and, increasingly, have suggested proposals for Council's consideration, and in some instances sought involvement in the design process through 'co-design' and community-led place making practices.
28. Most council projects already include some form of community engagement. The PMF proposes the use of Council's Community Engagement Policy (based on the IAP2) to guide the appropriate practices to suit individual projects.
29. The intention is to continue to support the community's involvement in projects and activities, but with an understanding that, in many situations, Council will need to lead the design process given the range of technical design issues and potential implications for future asset management and budget impacts.
30. Council often receives ideas from the community for improving the design of the public realm and, in particular, for increasing greenery and achieving more sustainable design outcomes. The community's ideas can come through representations to Councillors, petitions and submissions as well as via customer requests to the organisation.
31. Ideas can range from simple requests, such as additional tree planting, through to (at times), more complex suggestions and ideas to the design of local areas.
32. The simpler requests often can be accommodated through existing resources and programs, such as the annual tree planting program and maintenance programs, while other proposals can be complex and possibly have wider implications for Council, in particular, asset management and resourcing.
33. The assessment and delivery of the more complex community initiated ideas is a matter that requires an approach by Council where these are evaluated for their feasibility, practicality, suitability and against Council Plan objectives. Some processes in this regard are currently being developed by the Executive.

Implementing Place Making in Yarra

34. The challenge for Council is to develop a place making approach which is:
 - (a) responsive to the great diversity of places in Yarra;
 - (b) achievable within the current capacity and resources;
 - (c) can adapt to changing priorities as specified by Council;
 - (d) involves the community; and
 - (e) provides a longer term capital works program for projects.
35. A key challenge is the resourcing of public realm improvements, particularly where some projects can take a number of years to come to fruition.
36. Ongoing collaboration and coordination across Council teams is a focus – and needs to continue to enable projects to be seen through a number of perspectives that are required to deliver integrated outcomes.

37. Amongst Council officers there is a sound general awareness of the concept of place making and the range of Council work that contributes towards the design and use of public spaces in Yarra. This can be further enhanced through training and application of the principles outlined in the attachment and also be promoted across the organisation.
38. It is noted that a Collaborative Group, comprising senior officers across the Planning and Place Making and City Works and Assets Divisions, was established a few years ago to promote a “One Yarra” approach - and has proved successful in supporting greater project collaboration and more coordinated integrated outcomes.
39. The Place Making Framework also provides some key principles for the application of the proposed Road Safety Plans including particular attention to urban design aspects and including elements of greening where possible.
40. Council’s capital works program and processes will focus on a coordinated approach to implement projects within the priority precincts with this place making lens.

Community and stakeholder engagement

41. The *Place Making Framework* has been prepared as an internal working document and has not involved external community engagement. Consultation has occurred internally across an extensive range of teams including:
 - (a) Traffic Engineering;
 - (b) Sustainable Transport;
 - (c) Arts and Culture;
 - (d) Social Policy;
 - (e) Community Grants;
 - (f) Sustainability;
 - (g) Libraries;
 - (h) Urban Agriculture;
 - (i) Heritage;
 - (j) Recreation and Leisure;
 - (k) City Works;
 - (l) Open Space Planning and Design;
 - (m) Urban Design;
 - (n) Strategic Planning;
 - (o) Economic Development;
 - (p) Buildings;
 - (q) City Lab; and
 - (r) Strategic Planning.

Policy analysis

Alignment to Community Vision and Council Plan

42. A Place Making Framework would support various directions and actions within the Council Plan and help consolidate a ‘One Yarra’ approach to public realm design.
43. It is noted that at times, some matters need to be reconciled amongst various Council strategy intents. In these instances, the best fit approach amongst all strategy intents is what is required.

Climate emergency and sustainability implications

44. A coordinated approach, and integrated thinking to the design of the public realm, supports Council's response to the climate emergency through such things as green infrastructure and use of recycled and sustainable materials.

Community and social implications

45. Council's place making approaches will continue to engage the community in various ways through particular projects.
46. A holistic approach to thinking about places and clear priorities support Council's efforts to address the community needs.

Economic development implications

47. The priority locations set out in the Place Making Framework largely refers to several of Yarra's activity centres and two of the major employment and economic precincts.
48. It is noted that place making can contribute to improved economic and business activity through increased amenity and vitality of spaces and better identity of centres; and also through place activation (the place management aspect) and establishing collaborations with the business communities.

Human rights and gender equality implications

49. There are no identified human right implications from this report. The intention of place making is to provide places for people to enjoy.

Operational analysis

Financial and resource impacts

50. There are no financial or resource impacts from adopting the Place Making Framework.
51. There are, however, ongoing budget aspects for the successful delivery of place making projects and their place management.

Legal Implications

52. There are no legal implications from this report.

Conclusion

53. Addressing place making priorities, resourcing and continuing to improve project coordination and collaboration will help achieve more integrated and holistic approaches to Yarra's public space design and use.
54. The Place Making Framework provides guidance to staff and also will inform the community as to the 'One Yarra' approach for public realm projects, particularly in the key priority areas.

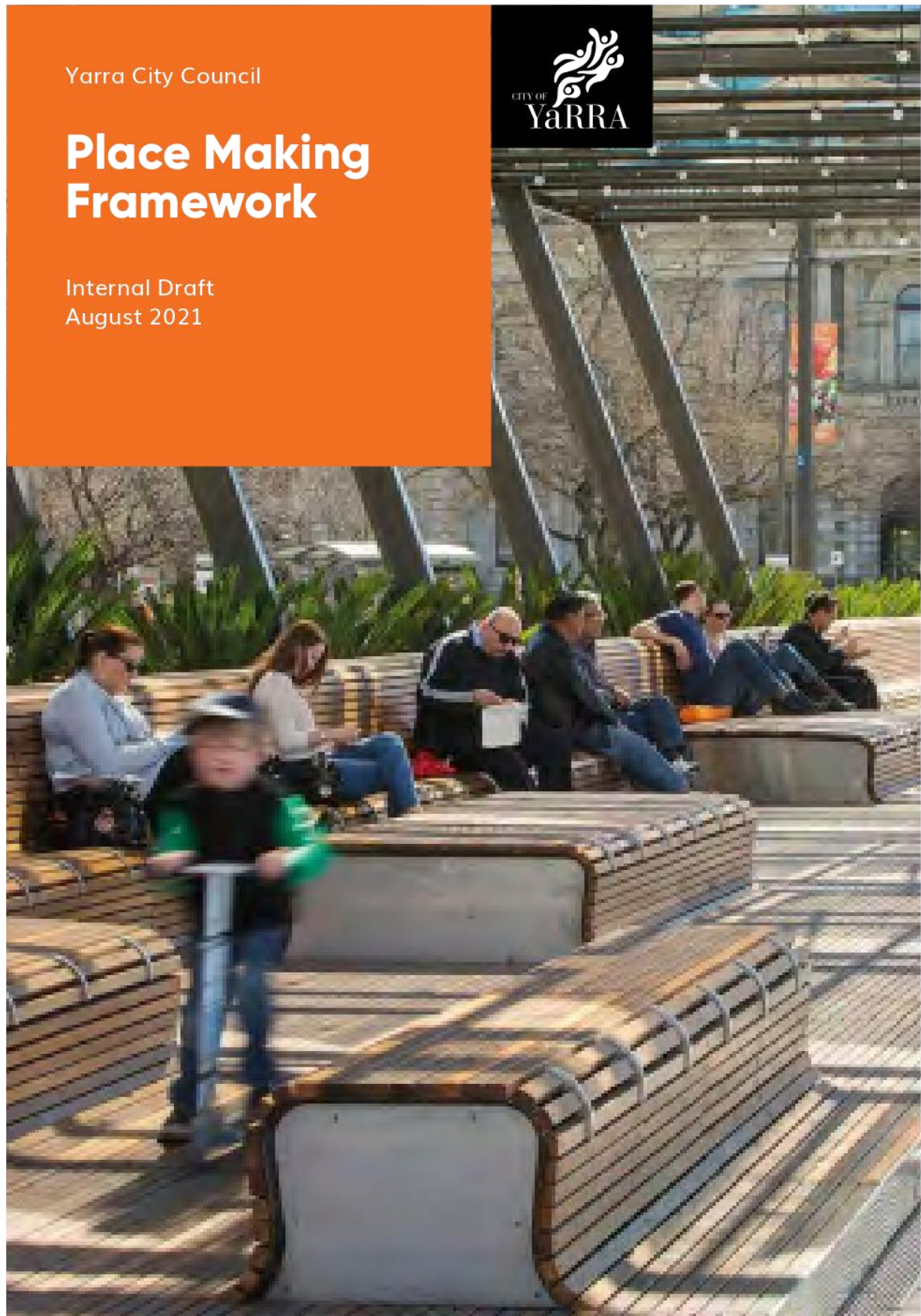
RECOMMENDATION

1. That Council:
 - (a) note the officer report regarding place making and the proposed Place Making Framework as shown in the attachment; and
 - (b) adopt the Place Making Framework as outlined in Attachment 1 to serve as the guiding document for the organisation to plan, develop, implement and manage place making projects.
2. That the Place Making Framework document be publicly available on Yarra's website.

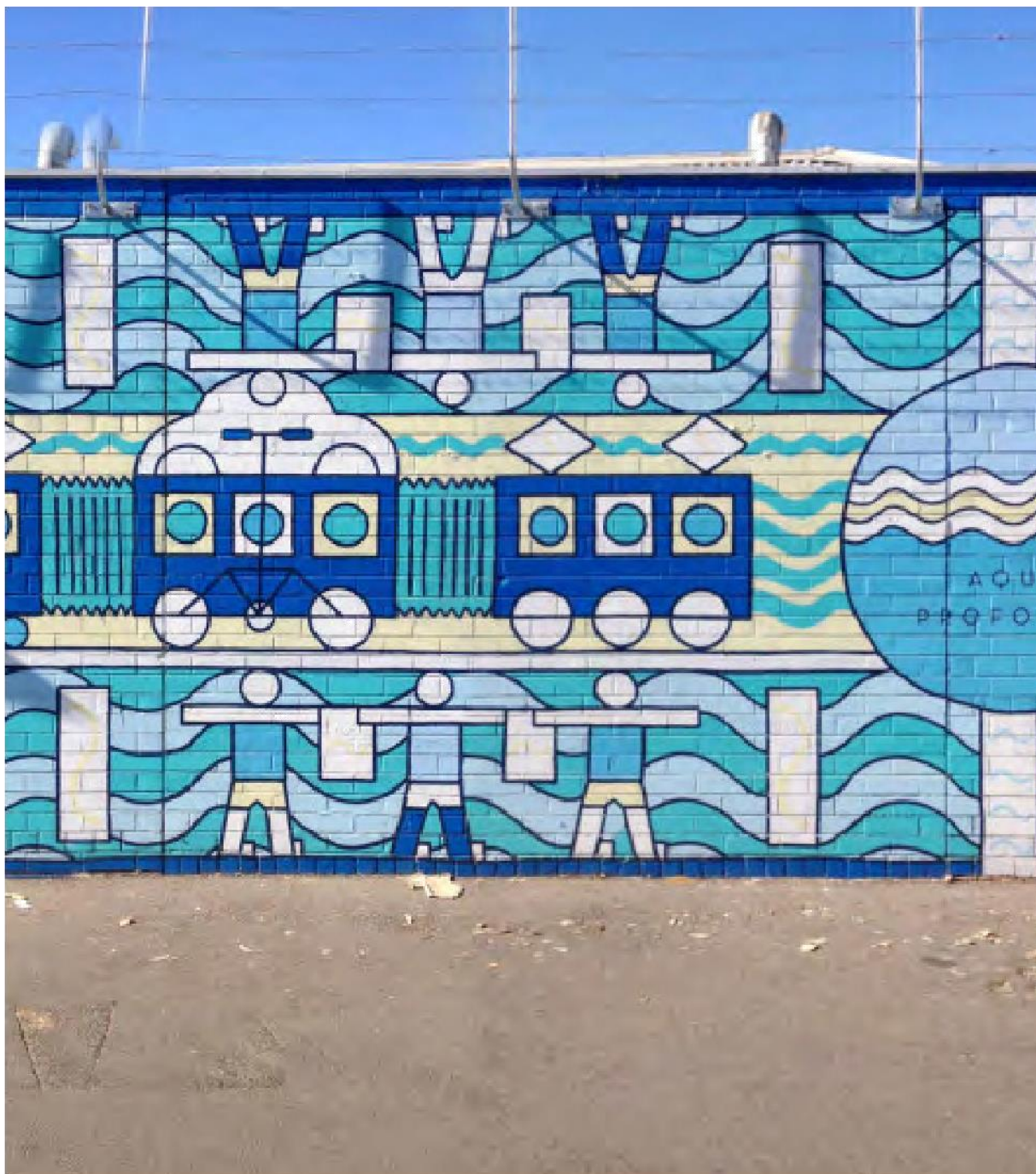
Attachments

- 1 [↓](#) Draft Place Making Framework

Attachment 1 - Draft Place Making Framework



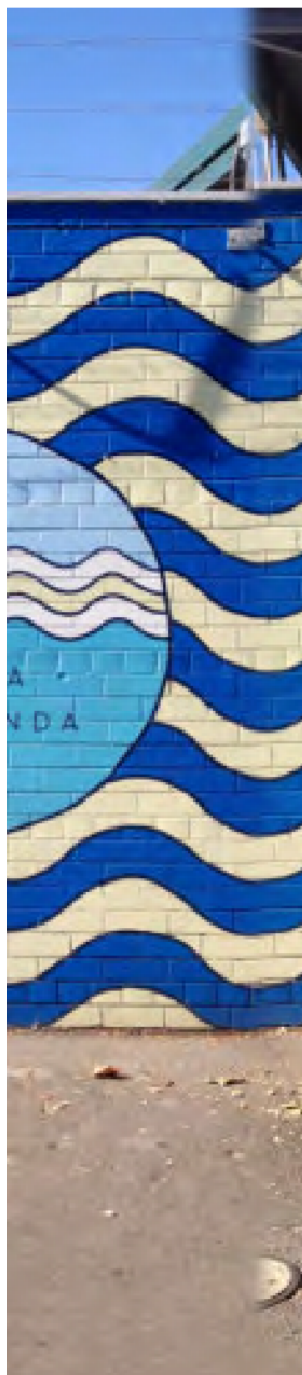
Attachment 1 - Draft Place Making Framework



Acknowledgments

Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra. We pay our respects to Elders from all nations —and to their Elders past, present and future.

Attachment 1 - Draft Place Making Framework



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Attachment 1 - Draft Place Making Framework

1 Introduction

1.1 What is Place Making

The Place Making Framework is an internal document that provides guidance to Council on place making principles and practices to lead to coordinated and quality public realm outcomes in Yarra.



Place making is a collaborative and integrated design approach to creating quality public places where people want to live, work, play and learn.

It is a multi-disciplinary process for planning and developing places that involves understanding the culture, the qualities and opportunities of the place and the ideas of its communities. The key defining elements of place making are:

- Adopting a people-based design approach with a focus on providing places for people;
- Understanding and thinking of places holistically and collaborating across multiple technical disciplines;
- Incorporating community engagement and involvement in place making that may include community initiated design ideas.

The benefits of place making include improved social, economic, sustainable and health and well being outcomes of communities.

Ultimately, it is about creating well designed, safe and comfortable places.

1.2 Place Making Vision

Council and the community working together to grow the pride, ownership and sense of identity in local places in Yarra. We will collaborate to foster creative sustainable and liveable places that reflect and nurture what we love about Yarra.



Attachment 1 - Draft Place Making Framework

1 Introduction

1.3 'Hard' and 'Soft' Place Making

One way of conceiving place making is as 'hard' physical infrastructure and 'soft' place making elements, such as activation. Also referred to as the 'stage' and the 'show', this delineation points to the different ways various players can engage to create vibrant places. Diagram 1 provides a brief snapshot:

Hard / Stage

Public Realm improvements and Public Spaces (including materials and features)

Tree Planting

Traffic Management Treatments

New Open Spaces and improvements to existing Open Spaces

Community Gardens

Activations and Place Management

Community events

Pop-up and temporary or trial installations

Markets

Street parties

Place management and curation

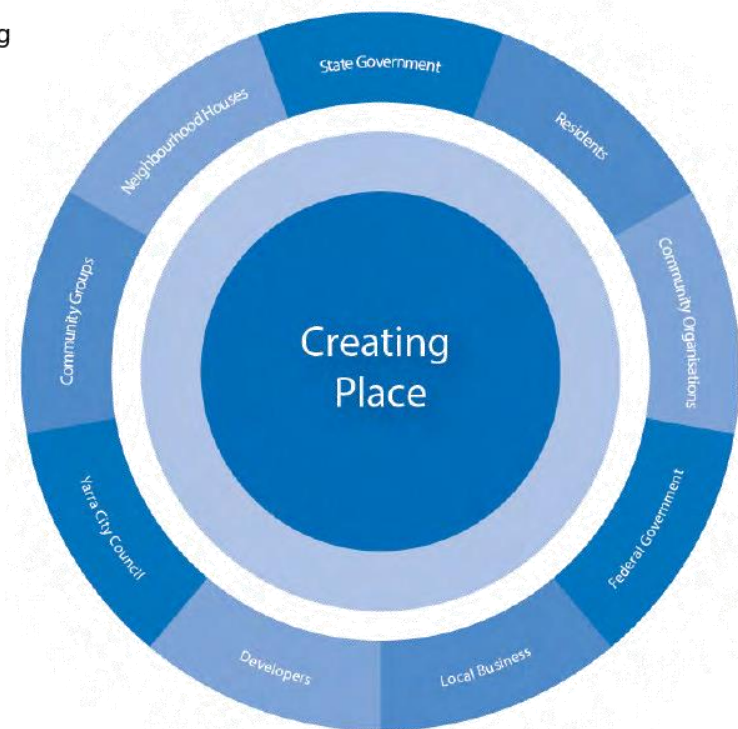


Diagram 1 – Creating Places



Attachment 1 - Draft Place Making Framework

2 Council Led Place Making



Diagram 2 - Place Making Influences at Yarra

So much of Council's work and activities are directed towards creating great public spaces, including Yarra's streets, parks, and other public realm. Council has developed expectations that a place-based design approach and place making practices are used in designing public places in Yarra.

Diagram 2 illustrates the range of multi disciplinary areas within Council that input into public realm design and place making.

It is about developing place making partnerships to work together to plan, design, develop, activate and manage places and programs.



Bargoonga Nganjin Library, North Fitzroy. (www.booksandpublishing.com.au/)

3 Purpose of the Place Making Framework

Yarra's Place Making Framework is focused on the design and creation of Yarra's public realm, place activation and community engagement to shape the public realm in identified precincts. The role of the Framework is to:

- Provide a consistent approach and application to place making strategies, projects and initiatives;
- Be forward thinking and plan pro-actively;
- Provide a shared understanding of priorities to inform budgeting, community engagement, project planning and coordinated implementation;
- Provide a long term vision for the public realm;
- Inform decision making in relation to priorities and resources;
- Provide efficiencies and ensuring consistency by working in unison; and
- Collate and coordinate existing work across multi-disciplinary Council teams.



Malop Street, Geelong - Outlines Landscape Architects (www.outlinesla.com.au)

Attachment 1 - Draft Place Making Framework

4 Place Making Continuum for Developing Spaces and Places



Diagram 3 – Place Making Continuum

Council's projects and activities can be seen as occurring along a 'Place Making Continuum' ranging from strategies through to more localised design projects and in some instances the activation of spaces and place management. The elements of the place making continuum help to understand how the various work across council fit together and contribute to place making, these include:

- a. **Strategic Directions** - municipal and larger area based strategies and directions.
- b. **Precinct and Smaller Area Plans** - more detail but still conceptual and at a local level.
- c. **Specific Place-Based Projects** - detailed design and construction projects.
- d. **Place Activation** - programming of events and curating of spaces.
- e. **Place Management** - working with businesses and community to coordinate activities and curate places.

5 Priority Places in Yarra

With so many areas of Yarra undergoing change through development, as well as the need for Yarra to adapt to the impacts of climate change and be a more sustainable municipality, there is no shortage of potential place making projects and opportunities.

From a strategic perspective there is a focus and a high priority on areas that:

- attract people with shops, community centres and other facilities and spaces where people like to gather;
- offer the potential for improvements and present the greatest need for infrastructure upgrades;

- areas undergoing significant development and change that brings about a need to improve and adapt the public realm to accommodate greater activity, changing function and create a new sense of place; and

- offer opportunities for activation to engage the community.

A map has been prepared (Map 1), informed by the place making continuum and criteria outlined above, to provide an understanding of the spatial relationships of the current key locational priorities for place making work. Of course, over time new places and priority areas will develop.

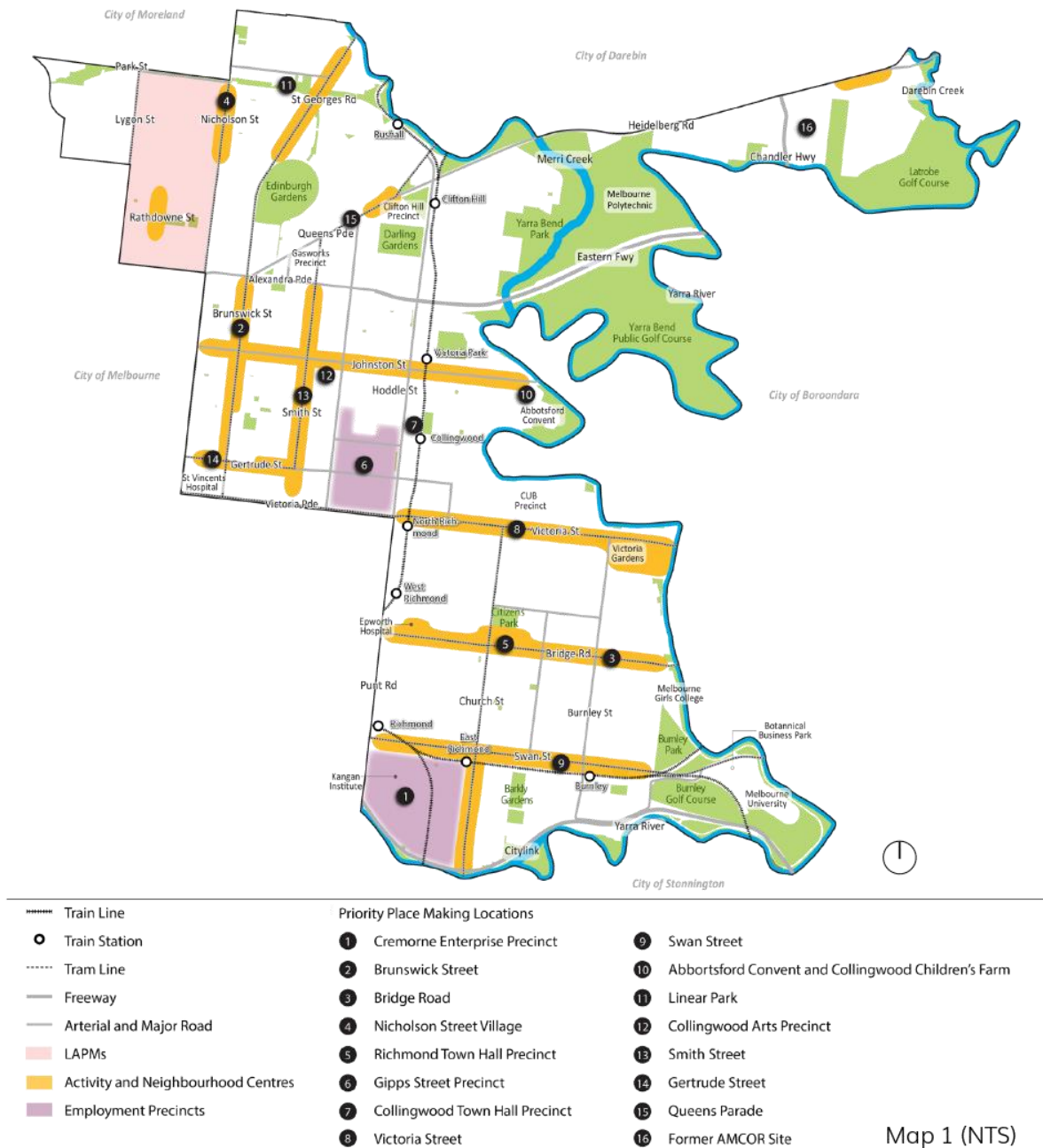
Other smaller projects and activities can still occur as part of Council's place making approach, outside of the priority areas.



Attachment 1 - Draft Place Making Framework

5 Priority Places in Yarra

5.1 Map 1 Current Priority Locations (Subject to change as projects are implemented)



Attachment 1 - Draft Place Making Framework

5 Priority Places in Yarra

1. Cremorne Enterprise Precinct – This precinct has grown to attract a wealth of new creative and digital enterprises, becoming one of Australia's premier locations for technology and innovation. The Cremorne Implementation Plan has been prepared in conjunction with the Victorian Planning Authority. It is likely that this will generate localised public realm improvements ideas to achieve a greener Cremorne with more public realm and open space improvements.
2. Brunswick Street Activity Centre – Council's adopted streetscape masterplan was developed with community input and internal cross team involvement, and identified public realm improvements for future design work and budget bids.
3. Bridge Road Activity Centre – Council's adopted Bridge Road Masterplan sets out a range of street improvements with proposed projects including upgrades to Richmond Town Hall precinct, including the proposed redesign of Gleadell and Griffith Streets.
4. Nicholson Street Village – The economic development unit led collaboration with local traders in response to Route 96 tram works that included a shop local campaign, Halloween promotion and Christmas campaign. Additional urban design work is underway for improvements using \$400k Department of Transport (DoT) funding.
5. Richmond Town Hall Precinct (includes Gleadell/Griffith streets) - Identified in the Bridge Road Streetscape Master Plan and other strategic documents, this civic precinct has the potential for improved public spaces, upgraded and widened pedestrian and cycle connections and greening.
6. Gipps Street Precinct (Employment Area) – An identified major employment precinct undergoing significant redevelopment which will require the reassessment of the design and function of the public realm within the precinct.
7. Collingwood Town Hall Precinct – presents opportunities for redevelopment as a community and civic precinct.
8. Victoria Street Activity Centre – The North Richmond Revitalisation initiative is sponsored by the state government and Yarra City Council. This is likely to lead to an action plan for revitalising the Victoria Street activity centre.
9. Swan Street Activity Centre – Preparation of a masterplan for street improvements that would guide design and delivery of future capital works program. The document is intended to form basis for negotiations with private development and State Government agencies to achieve public realm outcomes that will provide benefits to the wider community.
10. The Abbotsford Convent and the Collingwood Children's Farm has been identified as a location for place making, given it is a major visitor attractor in Yarra.
11. Proposed Linear Park Masterplan, North Fitzroy.
12. Collingwood Arts precinct including the Collingwood yards is a vital part of the creative community of artists, creative and community organisations.
13. Smith Street - A vibrant Activity Centre attracting large numbers of people. Has the highest growth rate of co-working spaces in Yarra.
14. Gertrude Street - Active and engaged business community with the largest concentration of parklets in Yarra. Low vacancy rates and a popular destination for visitors.
15. Queens Parade Activity Centre - Attracts a loyal local patronage and offers the full complement of neighbourhood services. Renowned for its strong heritage character.
16. Former AMCOR Site - Urban renewal brown field project in progress on 16.5 hectares land, to create a new community adjacent to the Yarra River. It will include a mix of residential, retail, commercial and public spaces.

Attachment 1 - Draft Place Making Framework

6 Place Making in Yarra

6.1 Integrated design and decisions

The challenge for Yarra is to develop a place making approach which:

- is responsive to the great diversity of places in Yarra;
- can adapt to changing priorities;
- involves the community;
- is achievable within resources; and
- considers the priority precincts when allocating the capital works program.



Collaborative Working Group

Early in 2019 a Collaborative Working Group was established, drawing from the leadership across the main divisions involved in strategic planning and capital works, and this now meets regularly. These meetings have provided a single point of reference and have been instructive in bringing about greater understanding and awareness of projects and their inter-relationships. This group has cultivated and will continue to apply a 'One Yarra' mindset around place making in Yarra.

Road Safety Study

The primary objective of the Road Safety Study is to improve road safety and will be managed by the Traffic Unit within Yarra's Infrastructure, Traffic and Civil Engineering Branch. Internal collaboration with other teams within Council will be sought through the formation of a working group, who will be consulted throughout the process to inform the overall plan.

This will also enable consideration of broader issues and ensure Council priorities are addressed wherever practical.

The Place Making Framework has been prepared having regard to the current new directions of the Road Safety Study where road safety designs will incorporate urban design elements and an integrated design approach.

Yarra's Capital Works Programme

Council's capital works program will take into consideration a coordinated approach to implement projects within the priority precincts.



Attachment 1 - Draft Place Making Framework

6 Place Making in Yarra

6.2 Community Expectations

From the community's perspective, place making is probably less about the strategic projects and more about the design of localised places and their opportunity to initiate projects and be involved in the design process such as through "co-design" and community led design practices. The extent and type of community engagement will vary according to the type of place making project and will be guided by Council's Engagement Strategy.

The community has a strong interest in place making and increasingly wanting to be able to utilise the public realm for community initiated projects.

Council can take an enabling role facilitating community involvement and use of the public realm through permits, grants and publicity, whilst having regard to issues of public safety, maintenance, cleansing, risk and generally ensuring good amenity.

A place making approach will need to be responsive to the community interest and should facilitate the community's engagement in projects while understanding the role that Council may need to undertake, which will vary depending upon the nature of the project or activity. Some community activities require minimal council involvement while other projects involving the redesign of the public realm will require council's involvement due to the range of technical design issues and potential implications for future asset management and budget impacts.

The intention is to continue supporting existing programs that promote the community's use of public space. There is a clear interest within parts of the community to initiate public realm design projects and often these come to Council through specific representation and via the annual budget process.

7.0 Evaluation

Evaluation will be undertaken to help measure the effectiveness of place making projects and processes in the priority precincts identified in Yarra. This will enable improvements to be made as required. Some evaluation techniques may include:

- Reviewing the internal collaboration process across respective teams;
- Surveys to capture the community's views on the design and use of the space;
- Observations on site to see how the spaces are being used; and
- Reviewing the effectiveness of the community engagement process.



DRAFT PLACE MAKING FRAMEWORK

Attachment 1 - Draft Place Making Framework

8 Implementing Place Making in Yarra

8.1 Requirements for Successful Place Making

Yarra's Place Making Framework is focused on the design and creation of Yarra's public realm, place activation and community engagement to shape the public realm in identified precincts.

The following are important requirements for successful place making across Yarra.

1. A spatial understanding of key place making locations. An organisational understanding of how the projects and activities occurring across the organisation fit within the concept of place making.

2. Identification of key place making projects and priorities to concentrate Yarra's place making efforts.

3. Coordination of projects to align with the priorities.

4. Organisational awareness and staff skills and knowledge of place making practices.

5. Collaborative integrated design thinking and place-based approach on public realm projects.

6. Leadership and oversight to support place making.

Place making requires a One Yarra approach now and into the future to meet the priority needs of the City and the community.



Attachment 1 - Draft Place Making Framework

8 Implementing Place Making in Yarra

8.2 Place Making Practices Moving Forward for Yarra

Council and the community working together to grow the pride, ownership and sense of identity in local places in Yarra. We will collaborate to foster creative sustainable and liveable places that reflect and nurture what we love about Yarra.

Place making in Yarra will build upon existing design approaches. The practice of place making in Yarra will:

1. Prioritise place making projects to align with the priority precincts in Map 1. Priority locations will adapt over time to reflect changing needs;
2. Consider the Place Making Continuum model when planning and implementing projects in priority precincts;
3. Use Council's Community Engagement Policy and the IAP2 as the framework for guiding the type of engagement appropriate to a project, recognise the high level of community interest in place making activities and in co-design approaches and look to incorporate approaches to key projects where appropriate;
4. Undertake internal and external communications to promote Yarra's place making priorities and projects;
5. Utilise the cross-divisional leadership role of the current Collaboration Working Group with a key purpose of coordinating design and civil work programs and priorities across teams;
6. Resource the implementation of the Road Safety Strategy through urban design advice for relevant projects with place making opportunities;
7. Be responsive to the community interest in place making projects and continue to provide opportunities for community grants for localised place making projects, such as activation;
8. Where appropriate apply a place-based lens over the annual budget bids (Capital Works and New Initiatives) to align resources, priorities and improve coordination;
9. Acknowledge that place making is design based and that the urban design team has a leadership role in providing an overall design perspective to the public realm and providing technical advice and support to other teams; and
10. Support organizational training and education in place making practices. Council is responsible for Yarra's public realm – including its streets, parks and public spaces. Many aspects of Council's work, across various teams are involved with creating 'places' through various activities such as planning, designing, constructing, activating and maintaining the public realm as places for people to use and enjoy.

Attachment 1 - Draft Place Making Framework

1 Appendix

Place Making Examples – Small and large scale

The images are aspirational outcomes from local, national and international examples. In a Yarra context, projects will be dependant on budget resources and allocation, including maintenance considerations and costs.

Public Seating –

responsive to the character and needs of the community particularly for places to sit, socialise, rest and watch



Kerb Outstands –

small incremental increase in public space and greening that is of high quality design



Greening –

increasing the tree canopy cover and maximising planting opportunities



1. & 2. Victoria Square, Tarntanyangga - Adelaide - TCL **3.** Greville St and Grattan Gardens, Prahran - Melbourne - Rush Wright Associates **4.** Red Stair Amphitheatre, Southbank - Melbourne - Marcus O'Reilly Architects **5.** Kensington Train Station, Kensington - Melbourne **6.** Curtain Street, Carlton North - Melbourne **7.** Dawson Street, Brunswick - Melbourne **8.** McIlwraith Street, Princes Hill - Melbourne **9.** Malop Street, Geelong - Victoria - Outlines Landscape Architects **10.** Greening Dyeworks Park, South Yarra - Melbourne **11.** Pedestrian Link, Newton Street, Cremorne - Melbourne **12.** Napier Street, Fitzroy - Melbourne

Attachment 1 - Draft Place Making Framework

1 Appendix

Traffic Infrastructure –

quality and considered design outcomes including maximising opportunities for greening and public benefit



Bike Paths –

incorporating well designed and functional bike paths into our streets and public spaces



Converting Roads to Parks –

maximising opportunities to convert road space into public open space



1. Lennox Street, Richmond - Melbourne 2. Richardson Street, Carlton North - Melbourne 3. City of Snohomish, USA - Reid Middleton 4. Hobsons Bay City Council - Melbourne 5. Wellington Street, Collingwood - Melbourne 6. Capital City Trail, Carlton North - Melbourne 7. Inner Circle, Mark Street Reserve, Fitzroy North - Melbourne 8. Main Yarra Trail, Cremorne - Melbourne 9. Charles & Mollison Street Pocket Park, Abbotsford - Melbourne 10. Saxon Street, Brunswick (Town Hall) - Melbourne 11. Gardiner Reserve, Dryburgh St, North Melbourne - Melbourne

Attachment 1 - Draft Place Making Framework

1 Appendix

Smart Technology –

consider opportunities to include smart technology in public realm projects



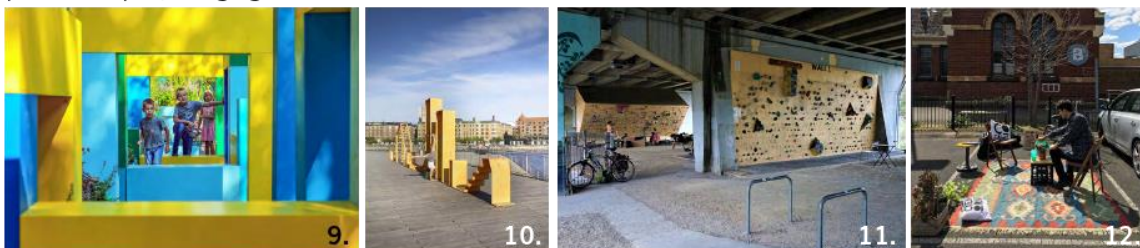
Lighting –

consideration of appropriate lighting to create ambiance and character



Play Space –

places to play, engage and have fun



1. Smart Poles, Geelong Waterfront - City of Greater Geelong 2. & 3. Victoria Street – Richmond; Perceptions of Safety, Concept Design Document - ARUP 4. Gronnegade Square - Denmark - Torben-Eskeroed (Landezine) 5. Darling Harbour - Sydney - HASSELL (Landezine) 6. Campbells Cove, Sydney - Context Landscape Architecture (Landezine) 7. Light beacon Gateway, Windsor Plaza - Melbourne - ASPECT Studios (aila.org) 8. Pitt Street Mall, Sydney (Landezine) 9. Slowdown Installation; Landscape Festival - Moscow 10. Skinny Playscape, Kalvebod Brygge Copenhagen - Denmark - JDS Architects 11. Boulderling Wall, Burnley - Melbourne 12. Global Parking Day (Cremorne.co)

Attachment 1 - Draft Place Making Framework

1 Appendix

Performance / Events –

activates places through performance, art and activities



Public Art –

opportunity to showcase public art and create new experiences in public spaces



Laneways –

maximising the greening, play and aesthetic opportunities in laneways to provide people friendly spaces



1. MPavillion, Melbourne - Victoria 2. Gertrude Projections Festival, Fitzroy - Melbourne
3. Projection Program, Peel Street Park, Collingwood - Melbourne 4. Mural by Robert Young ,
Charcoal Lane, Fitzroy - Melbourne 5. Remember Me by Reko Rennie, Atherton Gardens, Fitzroy -
Melbourne 6. Brunswick Street, Fitzroy - Melbourne 7. Coromandel Place, Melbourne CBD 8. Bridge
Lane, Sydney CBD 9. Passageways Installation, Chattanooga Tennessee - US 10. Hastings West
Laneway, Vancouver - Canada

Attachment 1 - Draft Place Making Framework

1 Appendix

Gateways –

opportunity to reflect the character of the place



Urban Agriculture –

provide opportunities for locals to participate in urban agriculture



Parklets / Footpath Trading –

parklets and footpath trading provide vibrancy to streets and attract people



1. Victoria Street, Abbotsford/Richmond - Melbourne - Gregory Burgess Architects 2. The Voyage, Liverpool - UK - BCA Landscape (Landezine) 3. Wellington Waterfront - NZ - ISTHMUS (Landezine) 4. Acre Farmhouse Restaurant, Burwood East - Melbourne 5. FareShare gardens, Abbotsford, Melbourne 6. Acre Farmhouse Restaurant, Burwood East - Melbourne 7. Brunswick / Hanover Streets, Fitzroy - Melbourne 8. River Street, Richmond - Melbourne 9. Lulie Street, Abbotsford - Melbourne 10. Stanley Street, Collingwood - Melbourne

Attachment 1 - Draft Place Making Framework

1 Appendix

Community Led Temporary Road Closures –

short term activation of streets for street parties, play streets and events etc.



1. Mark Street Feast; Community Project, Fitzroy North - Melbourne **2.** Playstreets Australia, Melbourne - CoDesign Studio initiative with VicHealth and City of Melbourne (Westpac / Matthew Deutscher) **3.** Residential Street, Sydney (BDAA)

Attachment 1 - Draft Place Making Framework



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8.4 Parklet Policy and Design Guidelines

Executive Summary

Purpose

To provide background information on the success of the temporary parklet program to date, and to introduce the draft Parklet Policy and Design Guidelines for a permanent program to be adopted within Yarra.

Key Issues

Yarra's extended outdoor dining program has widely been seen as a success, as it has allowed almost half of Yarra's 1,100 hospitality businesses the opportunity to utilise public space free of charge throughout the pandemic, offsetting some of the government enforced COVID-19 restrictions, enabling retention of many employees and generation of income to businesses to assist them remain viable.

The Parklet Policy and Design Guidelines have been developed following significant feedback from numerous internal and external stakeholders including relevant Council advisory groups. The design guidelines outline the minimum design and compliance standards required for each operator depending on the street, and what existing infrastructure is already in place (e.g. kerb outstand, street trees etc).

Officers have engaged numerous Councils both local as well as interstate who have run similar programs, have looked at international best practice models, as well as engaging local authorities and agencies including Victoria Police, Melbourne Fire Rescue, Department of Transport and Yarra Trams.

It is proposed that there will be two permits that can be applied for:

- (a) a 6 month permit that aligns with the summer months and daylight saving; and
- (b) a year round 12 month permit.

Financial Implications

Footpath trading fees have been waived since October 2020 to assist traders; and remain waived until end December 2021.

On 1 June, the Council resolved on proposed interim annual fees for the intended parklet program up to end October 2021 (referred to in this report as the base line fee). This was based on a 3 tiered approach, of Primary Streets of \$5,000, Secondary Streets of \$3,000 and Neighbourhood Streets of \$ 2,250 per carspace; but this was not applied due to a further COVID-19 lockdown then occurring in Melbourne.

Since then, it has been determined to waive any parklet fees to the end of December 2021 which lines up with the waiver of fees for footpath trading.

For the proposed permanent parklet program, it is recommended by officers that a discounted fee from the base line fee be applied for year 1 in recognition of the ongoing pandemic period which will continue to impact on hospitality trade.

Further, it is also recommended that the payment schedule should not commence for year 1 until April 2022 to further assist traders whilst the COVID-19 recovery period occurs. (NB. the intended payment period is up until end September to align with footpath trading).

In this regard, officers recommend the annual fees for parklets (per carspace) should be what Council determined on 1 June this year (referred to as the 'base fee'), but with a 25 % discount in year 1 fees, as well as a 6 month waiver of the fees until end March 2022.

Based on the above, the fees per carspace for year 1 would be as follows:

1. Primary Streets \$ 1,875
2. Secondary Streets \$ 1,125
3. Neighbourhood Streets \$ 844

This would then see the full annual year base rate fee per carspace apply from 1 October 2022 to end September 2023; and the ability for Council to then revisit the rates for the 23/24 budget year (due to the land being used as being public land).

It is also proposed that Council discontinue the funding of safety bollards from 1 November 2021 meaning that traders would need to take on the leasing of them for their parklets.

PROPOSAL

To adopt the Parklet Policy and Design Guidelines and commence a permanent program with fees (see report).

8.4 Parklet Policy and Design Guidelines

Reference	D21/131747
Author	Bruce Phillips – Director Planning and Place Making & Simon Osborne - Senior Project Officer - Retail, Tourism and Marketing
Authoriser	Director Planning and Place Making

Purpose

1. The purpose of this report is to provide background information on the success of the temporary parklet program to date, and to introduce the draft Parklet Policy and Design Guidelines for a permanent program to be adopted within Yarra.

Critical analysis

History and background

2. In October 2020, Yarra announced a temporary outdoor dining program to support the COVID-19 response and recovery.
3. This program also involved waiving of fees for all *footpath trading* and no fees being applicable for *parklets* for the temporary period.
4. Since inception, the program delivered an additional 485 outdoor trading spaces to hospitality traders within Yarra.
5. This included the following (either):
 - (a) taking out footpath trading for the first time (150);
 - (b) extending existing footpath trading (200);
 - (c) expanding dining into the roadway forming **parklets** (130), or
 - (d) using portions of laneways or roads (8).
6. Applications for new temporary parklet permits closed in January 2021 while applications for new, or extensions to existing footpath trading remained open.
7. A community and business survey of over 3,200 residents, traders and visitors to Yarra found widespread support for the outdoor dining program (this was extensively outlined in the Council report in March 2021).
8. Council then extended the temporary program through to the end of October 2021 following strong community and business support, and in recognition that the program was a key catalyst to economic recovery.
9. All local law permits related to the temporary program are set to expire on 31 October 2021.
10. Council in June 2021 resolved to work towards a permanent program with guidelines and fees.

The proposal

11. This report presents the proposed permanent policy and guidelines (**Attachment 1**) and also a recommended fee structure for Council consideration.
12. The draft policy and design guidelines have been developed following significant involvement from numerous internal and also external stakeholders including relevant Council advisory groups.

Discussion

13. Yarra's extended outdoor dining program has widely been seen as a success, as it has allowed almost half of Yarra's 1,100 hospitality businesses the opportunity to utilise public space free of charge throughout the pandemic, offsetting some of the government enforced COVID-19 restrictions, enabling retention of many employees and generation of income to seek to keep businesses viable.
14. Due to strong community support, the additional vitality and economic stimulus that parklet spaces provide to retail precincts, the adoption of a new permanent parklet program is recommended.
15. Independent research by URBIS consultancy into the temporary program's success was carried out to better understand the economic impact and community sentiment that these new spaces provided. Key findings from this report include:
 - (a) for every \$1 spent on the program there is an estimated \$2.68 benefit to the broader economy;
 - (b) 20 new jobs were estimated to be created through the extended outdoor dining program, of which 13 are in the food and beverage industry. (Note: this is expected to be much higher post COVID-19 restrictions when trade improves).
 - (c) when asked '*Does extended outdoor dining create a positive vibe/atmosphere?*' over 94% of the 3,500 respondents agreed or strongly agreed;
 - (d) 75% of community members would like parklets on a permanent basis (opposed with 3% who would like it discontinued); and
 - (e) 77% thought removing car parking or parklets had a positive or very positive impact.
16. The policy and guidelines cover all aspects of parklets, with some of the key policy positions and design elements highlighted below.

Allow existing parklets a transition period

17. The first significant policy position proposed, is to allow existing parklet permit holders until March 2022 to transition their existing parklet (established under the temporary policy) over to the permanent policy and guidelines. The rationale revolves around providing existing parklet operators enough time to comply with the new policy and guidelines. That is:
 - (a) if adopted, the permanent policy and guidelines will only become publicly available from early October with the permanent program starting less than 4 weeks, on 1 November;
 - (b) for many materials and infrastructure (planter boxes, timber, skilled labour) there are currently extended lead times and limited availability – allowing a transition time is important to enable logistical arrangements to be made;
 - (c) it would provide traders adequate time to plan and budget for the retrofit/rebuild;
 - (d) in some cases, it would reduce the waste of existing building materials, leading to better sustainable outcomes; and
 - (e) it would keep costs down initially as many traders do not currently have sufficient capital to invest in a retrofit.
18. Businesses who hold a temporary parklet permit will, however, be required to comply to any new permit conditions including:
 - (a) pay all associated parklet fees (except the waiver period - see below);
 - (b) pay for existing vehicle mitigation bollards currently being used within their parklet;
 - (c) the requirement of having a permanent fence, enclosing all vehicle mitigation bollards;
 - (d) the need to ensure any exposed bollards have a Council supplied cover, or are of high contrast, as well ensuring reflective tape is placed on them;

- (e) provide evidence that the parklet is completely graffiti free at the time of submitting for a parklet extension, and
- (f) agree to retrofit/rebuild their parklet to comply with the Parklet Policy and Design Guidelines or have the parklet removed by 1 April 2022.

Council will not place a limit on the number of parklets per street/block

- 19. It is proposed that Council not place a limit on the number of parklets per street/block.
- 20. Data shows at its peak, parking only ever reaches approx. 78% capacity of all available parking and for less than 1 hour a day. Currently parklets do not accommodate any more than 15% of any street's available carparking.
- 21. Once fees are required to be paid, the number of parklet applications is likely to be smaller than that of the temporary program which was free.
- 22. All applications would be assessed on a case by case basis, and consideration for surrounds (other parklets, infrastructure, accessways, safety and known amenity aspects) would be made.

Parklet eligibility and service of alcohol

- 23. Only hospitality businesses would be eligible to apply for a parklet, no other business types or industries would be able to apply.
- 24. There are, however, many other eligibility criteria related to the physical location of the parklet that may see a hospitality business ineligible (for instance, located on a DoT road or being located within a significant flood zone).

Permit types

- 25. It is proposed that there will be two permits that can be applied for:
 - (a) a 6 month permit that aligns with the summer months and daylight saving; and
 - (b) a year round 12 month permit.
- 26. The introduction of a 6 month permit (running October 1 – March 31) would provide additional dining space over the warmer months, with anticipated high usage, but would then return to a parking space.
- 27. Businesses could apply, and be approved part way through either permit type, and would only be required to pay a pro rata amount; however the annual end dates on both permits are fixed.
- 28. For this year, both programs would have a formal start date from 1 November 2021.
- 29. The second option for a business is a 12-month permit. This permit could be renewed annually (1 October to 30 September) following an inspection to ensure safety and compliance. Any breaches of the permit or its conditions on the previous 12 months would be taken into account prior to a renewal.
- 30. Should a business decide to cancel their permit at any time, refunds would be paid at a pro-rata rate.

Parklet program costs

- 31. Yarra currently has 95 parklets (down from a peak of 130), which occupy over 200 carpark bays, many of which are on streets with paid parking.
- 32. Since the temporary program's inception (October 2020), the estimated amount of uncollected or forgone revenue (paid parking or enforcement) from these carparks being occupied by parklets is \$606,776.
- 33. The safety infrastructure that is being used within the parklets (concrete bollards) is currently being leased by Council for traders from an external supplier at a substantial cost.

34. The administration, management and inspection costs across this same time period is approximately \$60,000.

Parklet Fee structure

35. The fee structure proposed has two distinct components:
- (a) a 3 tiered pricing structure, which is reflective of the location of the parklet and some of the value of the public space being occupied.

Three categories of Street	Streets
Primary Street	Smith, Gertrude and Brunswick Streets
Secondary Streets	Examples include: Peel Street and Langridge Street
Neighbourhood Streets	Example: Groom Street and Highett Street

36. It is noted that the introduction of fees is seen by those traders who are not able to have a parklet, as a more equitable and fairer arrangement, as the operator who has increased their dining capacity would now be required to pay for this added benefit.
37. It is also important to note that items that are placed into the parklet such as chairs and tables would not be charged on top of the parklet fees, whereas they are for footpath trading.

Infrastructure and safety

38. The design of parklets within Yarra must address all safety aspects as a top priority.
39. Officers have engaged numerous councils both local as well as interstate who have run similar programs, have looked at international best practice models, as well as engaging local authorities and agencies including Victoria Police, Melbourne Fire Rescue, Department of Transport and Yarra Trams.
40. Officers have developed a set of design guidelines which outlines the minimum design and compliance standards required for each operator depending on the street, and what existing infrastructure is already in place (e.g. kerb outstand, street tree).
41. There are also examples of what 'edge treatment' or perimeter infrastructure could be applied. These examples have been independently assessed by two Road Safety Auditors as infrastructure that is sufficient for the majority of Yarra locations, keeping in mind that each location has unique aspects that need to be taken into account during the officer's case-by-case assessments, and additional infrastructure may be required.
42. During the temporary period, Council leased concrete blocks for traders to create a safety barrier for the parklets. It is proposed that the hiring of the blocks by Council now cease on 1 November 2021, and that the traders will need to pay for the blocks.

Structures

43. A significant component to many of Yarra's existing temporary parklets and those that will be built, are the platforms that are placed in the roadway to allow for a more even surface, and in most cases to negate the step down from the kerb.
44. Significant consultation with Yarra's Engineering, City Works and Building departments has occurred, and all matters related to the types of materials used, rainfall and flooding, as well as litter and silt build up (in the gutter) have been taken into account, and which are highlighted within the design guidelines.
45. A new aspect for the permanent program is to accept overhead structures which would permit the business to construct a roof like structure (only) above the parklet space, but would not permit any walls (plastic or otherwise) or windows on any of the sides (to avoid outdoor rooms being set up).

46. Yarra's Traffic Engineers, Heritage Advisors and Building departments have all provided guidance and advice as to the nature of these overhead structures. Key considerations related to the design, look and feel of overhead structures include:
- (a) must be designed and constructed by a registered builder;
 - (b) must meet building code and design criteria;
 - (c) must be open above 1 metre and lightweight in appearance;
 - (d) designed so that any roof structure manages water run-off;
 - (e) retains views to heritage buildings and businesses;
 - (f) does not impede site lines for traffic and minimal obstruction to neighbouring premises;
 - (g) provide a welcoming space;
 - (h) be recessive in the streetscape;
 - (i) easy to maintain; and
 - (j) retain the functionality of footpaths.

Accessibility

47. Yarra's different site conditions mean that a one size fits all parklet is not possible. A number of factors need to influence the design of the parklet, including drainage and contours, camber of the road, footpath width and crossfall, on-street furniture and fixtures.
48. Businesses would be required to demonstrate that they have also considered and implemented the highest level of accessibility within their design, that is practical for the space.
49. Guidance from Yarra Disability Officers, and initial discussions with the Disability Advisory Committee have resulted in the design guidelines having an approach to making these spaces accessible for all.

Road and laneway closures

50. There are 5 road / laneway closures that were also approved under the temporary extended Outdoor Dining Program.
51. Council required approval from the Department of Transport (DoT) to allow these spaces to be initially set up.
52. At Council's request, DoT have provided approval for these 5 existing spaces to remain in place through to December 31, 2021.
53. Officers are continuing discussions with DoT to understand if any further extension to the December cut off time is possible. If an extension is possible, targeted community engagement will need to be carried out to better understand the impact these spaces have on nearby and abutting properties and access and movement of the public. Judgements will then need to be made by officers if these should be extended further or not.

Options

54. In the June 2021 resolution, Council specifically requested advice as to whether the outdoor dining program should be made permanent. Officers have had regard to the experience from the temporary period, research undertaken, community surveys and positions of neighbouring Councils.
55. Council has the following 2 options. It could either:
- (a) extend the existing temporary program past October 31, to a nominated finish date - on the basis that it was for a limited period only to assist traders with public health directives and to support the COVID-19 recovery period; or

- (b) introduce a permanent parklet program with an associated policy and design guidelines from November 1, 2021 - in order to provide long term support to the hospitality industry who are recovering from the economic impacts of COVID-19, while allowing private businesses to provide the community with additional COVID-19 friendly meeting spaces and fostering a positive community atmosphere.

Community and stakeholder engagement

- 56. Council's Economic Development team conducted targeted engagement regarding the draft Parklet Policy and Guidelines to seek feedback from both business and community.
- 57. Those that were invited to comment included:
 - (a) All current parklet operators (95);
 - (b) 100 businesses neighbouring existing parklets;
 - (c) Yarra's Business, Heritage and Aged and Disability committees, which also included two online Q&A sessions, and
 - (d) Key community members and interested groups (including Traders Associations and community representatives).
- 58. In total 22 completed responses (**Attachment 2**) were received, with the overall general feedback being very supportive of the program, while there were a few concerns related to the proposed fees and the added regulation requirements.

Alignment to Council Plan

- 59. Assisting traders and seeking to add to the vitality of the streets is consistent with the Council Plan and broad strategies including the *Economic Development Strategy 2020 – 2025*.

Climate emergency and sustainability implications

- 60. Drainage considerations have been considered in regard to ensuring a clear path for water to flow around the kerb and channel.
- 61. The requirement to have full access to the extent of the kerb abutting the parklet for cleaning has been considered, and in cases where locations have been identified as having a significant flood risk, businesses within these areas will not be eligible to apply for a parklet.

Community and social implications

- 62. The vitality of the local streets is important for the local community and visitation to Yarra.

Economic development implications

- 63. Assisting traders return to profitable businesses is important and reflected in Council strategies and policies including the *Economic Development Strategy 2020 – 2025*.

Human rights and gender equality implications

- 64. Community wellbeing and minimisation of disturbance to neighbours are matters for consideration as part of any future permanent program.

Operational analysis

Financial and resource impacts

- 65. The outdoor dining program has been very important to support to the hospitality sector, and positive effects have been felt by other businesses and industry surrounding these new spaces.
- 66. The program, in a broad sense, has been very well received and a number of positive comments have been received from many sources. Some concerns have also been expressed which have been outlined in the March and June officer reports.

67. It has been very resource intensive both in officer time and costs of materials (hiring of concrete blocks) and also a heavy impact on Council's parking revenues (NB. some grant monies have previously been received from the State Government, but that has not significantly offset the Council's expenses).
68. The introduction of a fee for parklets is proposed to balance what is fair and reasonable, between those who have parklets (and use the public space), and those who do not, as well as ensuring the program returns some revenue and not an ongoing burden on Council financially.
69. The fee structure, however, needs to have particular regard to the ongoing current COVID-19 pandemic period impacting on trade and also to enable traders to afford to take up the parklet opportunity in the present circumstances.

Fees

70. The recommended **base fee** for an annual permit is the same as what was proposed and endorsed for the temporary program (Council on 1 June 2021), but with some modifications for year 1 in recognition of the difficulties of traders due to the pandemic which will continue for a number of months yet (see below for an outline).
71. The recommended **base fee** for a summer permit (being for 6 months) would be half of the annual fee.
72. These **base fees** are outlined below for illustration and shows some cost per day breakdown for ease of comparison.
73. The first table is the proposed **base fee** for 1 carspace occupied for a parklet, and the second table shows the **base fee** for a parklet occupying 2 carspaces.

Street Type	Number of carparks	Per bay fee	Flat rate App & Inspection	6 Month 'Summer' Permit	12 Month Permit	Total cost per day
Primary	1	\$5,000	\$275	\$2,775.00	\$5,275.00	\$14.45
Secondary	1	\$3,000	\$275	\$1,775.00	\$3,275.00	\$8.97
Neighbourhood	1	\$2,250	\$275	\$1,400.00	\$2,525.00	\$6.92

Street Type	Number of carparks	Per bay fee	Flat rate App & Inspection fee	6 Month 'Summer' Permit	12 Month Permit	Total cost per day
Primary	2	\$5,000	\$275	\$5,275.00	\$10,275.00	\$28.15
Secondary	2	\$3,000	\$275	\$3,275.00	\$6,275.00	\$17.19
Neighbourhood	2	\$2,250	\$275	\$2,525.00	\$4,775.00	\$13.08

Notes:

It is also important to note that items that are placed into the parklet such as chairs and tables would not be charged on top of the parklet fees, whereas they are for footpath trading.

74. It is considered that due to the ongoing nature of the pandemic, the fees should be discounted in the first year by 25 % to recognise the difficult trading period for the foreseeable future.
75. Further, it is recommended that the parklet fees should not commence until 1 April 2022 to provide some further capacity for traders to re-establish themselves. This would, in essence, then be a 6 month payment period for an annual fee until end September 2022 which is the end of the proposed billing period (to align with footpath trading invoicing).
76. In this arrangement, the summer permit would be free for this coming summer.

77. It is also considered that the base fees should also be revisited in the future (say 18 months time), to better reflect the use of public land by individual traders. In this regard, it is recommended that the fee adopted by Council be reviewed in its 23/24 budget.

Legal Implications

78. The use of kerbside areas for outdoor dining parklets does carry some risk for the Council as it means that persons are occupying part of the road reservation, and hence the risk that some motor vehicle could impact into the outdoor dining area.
79. Public safety and public liability are matters that Council does need to have particular regard to in the consideration of this report and any determination.
80. Officers have undertaken some independent review processes with two Road Safety Auditors (independently) in coming up with the proposed approach as outlined in the guidelines. This includes having a substantial weight bearing planter box at the lead end of the parklet to mitigate against a vehicle accidentally clipping the parklet.

Other

81. The current period for parklets has only been authorised by Council through to the end of October 2021.
82. The expectation is that by 31 October 2021 (unless the program is extended or made permanent by Council), that all parklet structures as part of the temporary outdoor dining program would be removed.
83. It is also noted that due to COVID-19 restrictions, both the footpath trading fees and the parklet fees have been waived to the end of December 2021.
84. The waiver for footpath trading also needs to be extended to end March 2022 in recognition of the recent extended impact on traders. This will be dealt with administratively by the office as that is a separate topic to the subject matter of this report (parklets).

Summary points

85. The outdoor dining program was agreed to by Council in late 2020 to assist local businesses to comply with health directives and to support the economic recovery.
86. The proactive approach from Yarra City Council has come at considerable cost with setting up and running the program but has added a great deal of vitality to the locations in the streets that have parklets.
87. The use of the road space as parklets has also been at no charge to the traders during this temporary outdoor dining program. Footpath trading also has been at no charge in this period. Council parking revenue has been significantly impacted as a result of this program.
88. Further, major cost has also occurred to Council in hiring the concrete blocks in order to mitigate against risk of a vehicle clipping the parklet area.
89. Research that was commissioned shows that the program delivers significant economic and social benefits for Yarra. The outdoor dining has assisted the local economy from the pandemic impact and has also created increased vitality into many local streets. It does, however, need to be very carefully considered regarding any more permanent ongoing programs from a number of perspectives including risk perspectives and also streetscape aspects.
90. Officers do recommended a permanent parklet program to add to the vitality of the streets and opportunities for community members to meet and enjoy the local commercial areas of Yarra.
91. Council is now requested to consider the officer report and decide whether a permanent parklet program should be adopted and also what fees should apply to both the annual fee and the summer fee.

92. The guidelines have been devised through extensive internal collaborations amongst many units of Council and also key agencies. They are designed to best manage the various aspects of the use of carparking spaces for trading areas and this has included various aspects of risk, drainage, accessibility, streetscape and also ambience to the streets.
93. As the parklet areas use public land, like footpath trading, it is proposed to introduce a fee determined for the use of the space taken up by the parklet. This fee structure recommended is based on a per carspace taken up, so that it is easily calculated.
94. The recommended '**base fees**' for parklets are those determined by Council in June this year when it considered what would be appropriate for interim fees to end October this year (but did not occur due to further COVID-19 lockdowns). These are \$5,000, \$3,000 and \$2,250 on a three tiered basis for a 12 month permit.
95. It is proposed, however, that a discounted fee (a 25 % discount) from the **base fee** should apply in the first year of the program due to current circumstances.
96. It is also recommended that the fee that is applied be waived until the start of April 2022 due to the significant COVID -19 restrictions likely to continue to impact on hospitality traders for some time.
97. In this manner, a staged approach can occur towards the base fee that would then be payable in full on 1 October in 2022.
98. In this context, the calculation for the recommended annual parklet permit fee for the next 12 months is shown below:

Street category	Base fee	Base fee with 25% discount for Yr 1	Fee for 1 Nov 2021 to 31 March 2022	Fee for 1 April 2022 to end Sept 2022 period (that is, 6 mths fee per carspace) from the 25 % discounted fee	Fee for 1 October 2022 to 30 September 2023 period
	Fee per carspace	Fee per carspace	Fee per carspace	Fee per carspace	Fee per carspace
Primary Streets (Smith St, Brunswick St and Gertrude St)	\$5,000	\$3,750	No fee	\$ 1,875	\$ 5,000
Secondary Streets (examples include Peel St and Langridge St)	\$3,000	\$2,250	No fee	\$ 1,125	\$ 3,000
Neighbourhood Streets (example Groom St and Highett St)	\$2,250	\$1,688	No fee	\$ 844	\$ 2,250

99. A summer parklet permit fee would be no charge for this coming 21/22 summer, but then half of the base fee for year 2.
100. An application and inspection fee of \$ 275 per parklet is also recommended for both the annual and summer parklet permit applications.

101. As said earlier, it is also considered that the fees for parklets (per carspace) should be reviewed by Council at a later stage to ensure the fees reflect a reasonable fee by traders for the privilege of using public land for trade. This could occur in the 23 / 24 Council budget process.

Conclusion

102. The guidelines for parklets is now ready for Council consideration – they have been devised having been considered by many professional areas of Council and also with external agencies. They provide a managed way of enabling parklets to occur with specific regard to risks, streetscape and accessibility and amenity of the local streets and neighbours.
103. The current Council approval for parklets is until end October 2021.
104. The parklet areas have been facilitated by Council to enable trade to occur in the streets due to the COVID-19 pandemic – they have also contributed to the vitality of the local shopping areas of the municipality and been (broadly) well received.
105. It is recommended that the temporary program now been made permanent, but with increased performance standards and criteria applying to their design and appearance. The attached guidelines provide these criteria.
106. It is recommended that the proposed guidelines be adopted with a transition period allowed until end March 2022 to enable logistics by traders to be resolved (that is, materials, trades and construction to be enabled).
107. Annual fees should also now be determined, but with a discount (25 %) for year 1 due to the current circumstances of the ongoing pandemic.
108. It is also recommended that the applied annual fees should also be waived until April 2022, to enable traders to re-establish themselves, be a reasonable fee for a COVID recovery period, and then align to the full year base fee in the following year.
109. The summer parklet permit fee for 21/22 summer period would be free of charge.
110. It is also considered that Council should flag a review of the fees for the 23/24 budget, so that the fees are then reflective of the economic circumstances at that time, and also having particular regard to the opportunity of a business using public land to trade on.
111. Parklet operators will need to cover the costs of the concrete blocks from 1 November 2021.

RECOMMENDATION

1. That Council notes:
 - (a) the current Council permission for the temporary parklets expires on 31 October 2021;
 - (b) that on 1 June 2021, Council requested officers to prepare a further report providing analysis of the temporary program and bring forward a recommended policy position for a more permanent outdoor dining program, and
 - (c) that the current waiver of any parklet fees is until end December 2020, as well as the current waiver of footpath trading fees for the same period in order to assist hospitality traders.
2. That Council notes:
 - (a) the officers report recommending a Parklet Policy and Design Guidelines for a permanent program for parklets;
 - (b) the proposed Parklet Policy and Guidelines as shown in Attachment 1; and
 - (c) that the Parklet Policy and Guidelines have had due regard to safety aspects and streetscape and amenity aspects in their formulation, and in this regard, note that officers have considered the opinions of two Road Safety Auditors for the design of a typical parklet layout.

3. That Council adopt the Parklet Policy and Design Guidelines as outlined in Attachment 1.
4. That in relation to fees for parklets, Council notes the following recommendations from officers:
 - (a) that the fees be structured in a three tier arrangement, on a per carspace used basis, regarding 'Primary Streets' (being Smith Street, Brunswick Street and Gertrude Street) , 'Secondary Streets' (being Langridge Street and Peel Street and similar streets) and 'Neighbourhood' Streets (such as Highbury Street and similar streets);
 - (b) that an '*annual base fee*' for a parklet (per carspace) be set against these street categories, reflecting some worth of the public land to be occupied by a local business in these streets;
 - (c) that the *annual 'base fee'*, per carspace taken up by a parklet, be as follows:
 - (i) Primary Streets; \$ 5,000;
 - (ii) Secondary Streets; \$ 3,000; and
 - (iii) Neighbourhood Streets; \$ 2,250; and
 - (d) that fees for annual parklets in year 1 provide a discounted fee of 25 % from the base fee in recognition of the difficulty that hospitality traders are experiencing during the current pandemic;
 - (e) that the determined fee be also waived until 1 April 2022, due to the ongoing pandemic period for some months which will continue to impact on hospitality traders;
 - (f) that the *summer period* parklet permit behalf of an annual parklet fee; and
 - (g) that an 'application and inspection fee' of \$ 275 be applied for a parklet application processing and monitoring payable for both an annual parklet permit fee and a summer parklet permit from 1 November 2021.
5. That Council now determine that the fee for *annual parklet permits*, on a per carspace basis, be as follows:

Street category	1 Nov 2021 to 31 March 2022	1 April 2022 to end Sept 2022 period (that is, 6 mths fee per carspace) at a 25 % discounted rate from the 'base fee'	1 October 2022 to 30 September 2023 period (the 'base fee')	For the 1 October 2023 to 30 Sept 2024 period
	Fee per carspace	Fee per carspace	Fee per carspace	Fee per carspace
Primary Streets (Smith St, Brunswick St and Gertrude St only)	No fee	\$ 1,875	\$ 5,000	To be determined by the Council budget process
Secondary Streets (examples include Peel St and Langridge St)	No fee	\$ 1,125	\$ 3,000	To be determined by the Council budget process
Neighbourhood Streets (example Groom St and	No fee	\$ 844	\$ 2,250	To be determined by

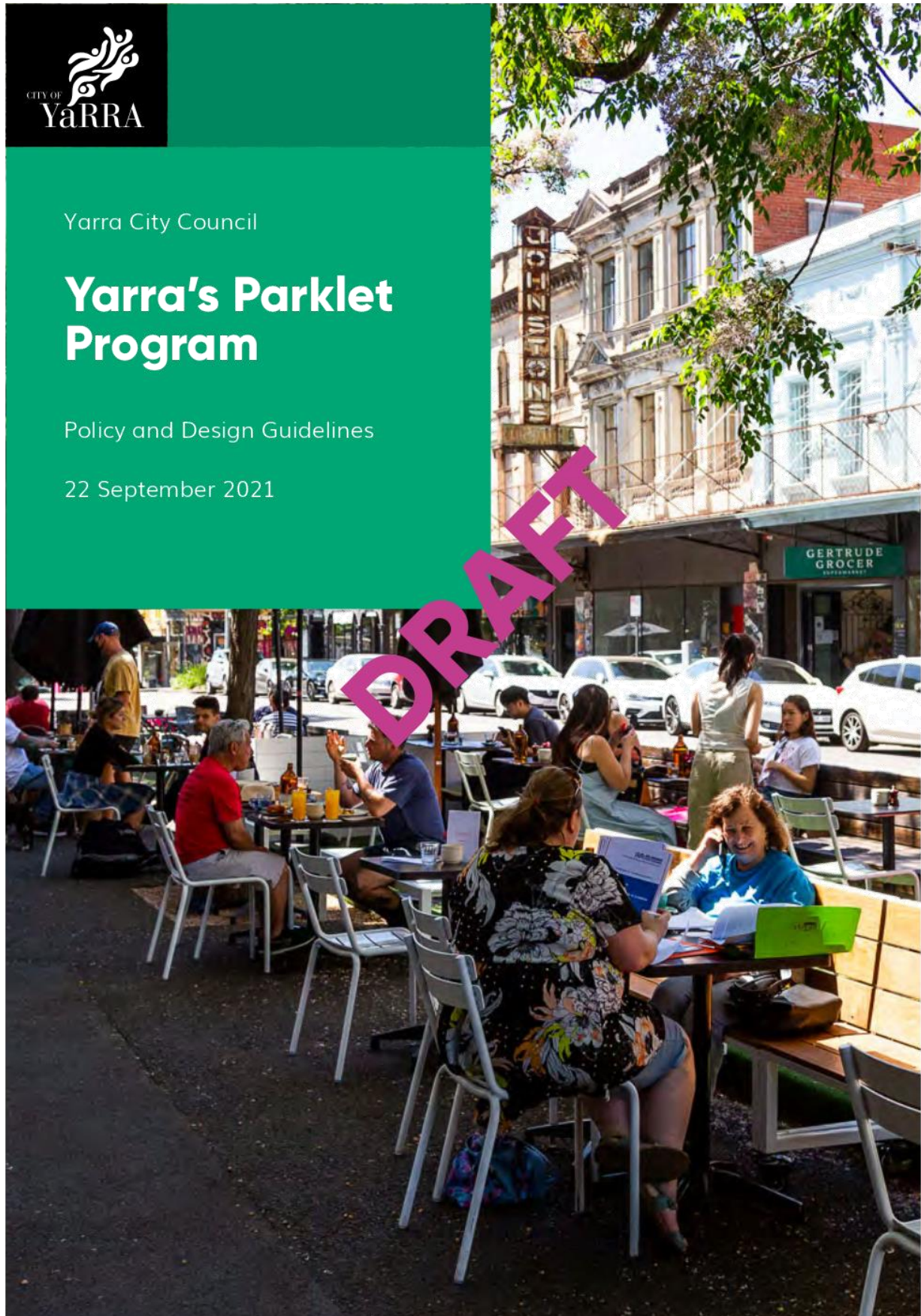
Highett St)

the Council
budget process

6. That the *summer parklet permit* fee be one half of the annual parklet permit fee, but fully waived for the 21 / 22 summer period.
7. That Council apply an application and inspection fee of \$ 275 per parklet application, and that it be payable from 1 November 2021 to cover the costs of administering the permissions and inspections.
8. That officers write to all existing parklet operators advising of the new Parklet Policy and Guidelines, and also of the Council determination regarding fees.
9. That Council discontinue the funding of safety bollards by Council from 1 November 2021 and require the traders to continue to pay for the leasing of the blocks.
10. That the CEO be authorised to operationalise these determinations of Council.

Attachments

- 1 [↓](#) Attachment 1 - Parklet Policy and Design Guidelines FINAL
- 2 [↓](#) Attachment 2 - Parklet Policy and Design Guidelines Engagement Results



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Acknowledgments

Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra. We pay our respects to Elders from all nations - and to their Elders past, present and future.

Attachment 1 - Attachment 1 - Parklet Policy and Design Guidelines FINAL**DRAFT****Contents**

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PARKLET GUIDELINES**3**

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Introduction

Parklets in Yarra

Yarra's Parklet Program supports eligible hospitality businesses to offer outdoor dining in what was otherwise used as car parking bays. The Program sits alongside Yarra's Footpath Trading Program.

Originally developed to support local businesses through COVID-19 restrictions, the Parklet Program permits hospitality businesses to use (with approved consent) on-street car parking bay(s) directly outside of their business or the neighbouring business with permission.

There are two permit types businesses can apply for. The first option is a **12-Month Permit**, with the option to renew the permit annually.

Alternatively, a **Summer 'Daylight Saving' Permit** is available across the summer months which is roughly aligned with the start and finish dates of Daylight Saving.

Yarra's Parklet Program will:

- be safe, attractive and sympathetic to surroundings
- be accessible by people of all abilities and ages where possible
- support local business (both the Permit Holder and the area broadly)
- recognise the needs of Council services, emergency services, utilities and other essential works
- provide high quality design that positively contributes to the local character
- provide opportunities for greening
- foster neighbourhood interaction
- help activate streets and the perception of safety
- test public appetite for permanent streetscape improvements.

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Eligibility

Who can apply for a parklet?

The Parklet Program is exclusively for hospitality businesses in Yarra. No other business types, industries or sectors are eligible.

All parklets need to be located in approved areas which have been determined by the Department of Transport (DoT), Yarra Trams, and Council.

Parklets must meet all the location requirements below in order to be considered.

Location / traffic conditions

Parklets may be eligible in streets with the following elements:

- Parallel parking or angled parking.
- Straight road geometry ensuring uninterrupted sight lines for drivers.
- At least 10m from an intersection (measured from the building line).
- A speed limit of 40km/hr or less.
- Streets which are not [controlled by VicRoads](#).
- Streets which are not clearways.
- Redundant crossovers.
- Any parklet within 20m of the departure side of a signalised intersection will be considered on a case-by-case basis.

Due to safety reasons and vehicle access requirements, locations with the following elements are not suitable:

- Within 10m of an intersection (unless appropriate visibility can be maintained and there is adequate parklet protection – a favourable road safety audit and approval by Yarra Traffic Engineering will be required).
- Within 20m of a signalised intersection on the approach side.
- Within 20m from a tram stop flag (sign) on the approach side.
- Streets with speed limits above 40km/hr.
- Roads [controlled by VicRoads](#).
- Areas obstructing access for deliveries, essential and emergency vehicle access, commercial carparks, buildings and residences.
- Areas with clearways/tow-away zones.
- Areas with protected cycle lanes.
- Spaces designated for loading, disabled, no-stopping zone, 15 min, permit zone, mail zone and taxi zone.
- Construction zones, unless relocated with support of the construction Permit Holder and Council.
- Police and emergency vehicle parking bays.
- Around utility access panels or storm drains within the parking space unless there is no fixed furniture, or platform within the space.
- Areas prone to significant flooding. Applicants will need to contact Council in the first instance to check if their proposed parklet location is in an area of significant flooding.

Attachment 1 - Attachment 1 - Parklet Policy and Design Guidelines FINAL**DRAFT**

Depending on site-specific constraints such as access, traffic, the structure of the street and parking conditions, permits may be issued with specific conditions to minimise any negative impacts. An authorised Council officer may also use their discretion to specify what is allowed under the permit.

Permits may be subject to change at any time during the permit period to ensure that safety and amenity is not compromised.

Council may approve an amendment to a permit and in making its decision, it will consider any Council requirements as well as the current operation of the parklet.

Existing parklet Permit Holders

Businesses that were part of the 2020/21 COVID response Temporary Parklet Program and who already have a temporary Parklet Permit will need to:

- demonstrate that the existing parklet meets current safety, accessibility and cleaning guideline requirements as detailed in this policy and the permit conditions
- pass a building and safety inspection
- pay the required application and occupancy permit fees
- agree to all permit conditions, including the requirement to transition across from the existing temporary program to the permanent program by end March 2022. Please refer to Council website for more information.

Submitting an application for a parklet

Please refer to Yarra City Council's website ([insert webpage link](#)) for information on what is required to submit an application.

DRAFT**Cost and installation of a parklet**

There are a number of costs associated with a parklet, which include [permit fees \(insert hyperlink\)](#), insurance, other professional fees (e.g. builder or architect where required), as well as the costs to construct/install a parklet.

The council permit fees have been developed in a way that considers the value of the public space, takes into account any forgone revenue to Council, as well as providing an equitable arrangement for businesses both with, or without a parklet.

Permit types

There are two permit types you can apply for.

Please ensure you are familiar with the [Design Guidelines](#) as there are requirements that apply regardless of the permit you choose. Building a parklet with robust and weather resistant materials and designing it so that the parklet can be easily disassembled and packed away are just a few of the considerations you may need to factor in.

12-Month Permit

The first of the two options is a 12-Month Permit, with the option to renew the permit annually. This permit will align with Yarra's annual footpath trading permits, meaning the parklet permit will run from October 1 – September 30 annually (with the exception of 2021 when the permit will run November 1 – September 30).

This permit is great for those businesses who are looking to take out a parklet permit for a number of years, and are willing to invest in the materials and design of the parklet.

Summer 'Daylight Saving' Permit

Council recognises that many businesses only wish to operate a parklet during the warmer months of the year. The introduction of the Daylight Saving Permit which runs from October 1 – March 31 annually (with the exception of 2021 when the permit will run November 1 – March 31), and is a perfect permit to take advantage of the longer days.

It is strongly recommended that the design of the parklet is built so that it can be disassembled and stored easily, should the Permit Holder choose to reassemble the parklet the following year.

For each of the permits there is no deadline or cut off for parklet applications. You will be charged on a pro rata basis for the period of your permit.

If you were to change your mind and decided to cancel your permit, a pro rata refund will be provided to you starting from the date the parklet space has been reinstated to its original condition.

Fees**Application and inspection fee**

Council requires both new applicants and existing Permit Holders to pay a flat application and inspection fee per permit application, regardless of the size, location or type of permit.

DRAFT**Parklet occupancy fee**

The occupancy fee is dependent on the location of your parklet and has been calculated based off the value of the public space as well as the revenue that space would normally generate to Council. The fees within the below table are per carpark, per annum.

There are three categories that streets have been divided into being primary, secondary or neighbourhood.

- There are only three eligible **Primary Streets** within Yarra: Brunswick Street (between Alexandra and Victoria Parade), Smith Street and Gertrude Street. These three streets are also subject to Yarra Trams requirements.
- **Secondary Streets** are those that have on-street paid parking, but are not one of the three Primary Streets. Examples include Rathdowne Street & Peel Street.
- **Neighbourhood Streets** are any other streets that do not have paid parking. Examples include Highett Street and Gipps Street.

If you have any questions or would like confirmation on what category your parklet application falls under, please contact us at info@yarracity.vic.gov.au or call 9205 5555.

The occupancy fees are calculated per parking bay. The following should be considered regarding the minimum and maximum number of bays permitted:

- All parklets must not exceed 24 meters in length and must occupy whole parking bays.
 - For streets with parallel parking this will mean a maximum of four parking bays before a 1.2m gap is required to allow pedestrians to cross the street.
 - For angled parking, there is a minimum two parking bays per parklet. Maximum length is also 24m per parklet.
- On primary streets with trams, Yarra Trams may impose further restrictions on the maximum length of parklets.
- Council may use its discretion to stipulate the maximum number of permitted bays and any related conditions.

Click [here \(insert hyperlink\)](#) to view the occupancy and application fees, or visit www.yarracity.vic.gov.au and search 'Parklet Fees'.

DRAFT**Insurance requirements**

The parklet Permit Holder is required to maintain a valid public liability insurance policy, noting Yarra City Council as an interested party. The policy must insure for the amount determined appropriate by Council in the parklet permit, and must cover injury, loss or damage to persons or property arising out of the activity carried out under the permit or the granting of this permit. Council will require a copy of a current 'certificate of currency' as part of each permit application and must be sighted prior to the issuance of a permit. Additionally, when the certificate expires, the new certificate of currency must be supplied.

Other costs

Depending on the type of parklet proposed, there may be other costs that apply. This includes for example:

- Registered builder
- Building surveyor
- Architect
- Road Safety Audit
- Traffic Management

Construction and installation of the parklet

If your application is successful, you may wish to hire or purchase outright any required parklet infrastructure that meet the [Design Guidelines](#) in this document.

Installation of the infrastructure and any traffic management requirements is a cost incurred by the Permit Holder.

Permit Holders will be able to select from one of the following options when considering parklet infrastructure:

1. Purchase or hire a **ready-made or 'off the shelf'** option, so long as it, and the location of the parklet have been approved by Council. Please contact Yarra's Compliance team to discuss this option before engaging any suppliers.

A list of some of the companies that provide ready-made options is available on Council's website and is updated regularly. Of course, there are many other companies to choose from if you wish to hire or buy a ready-made parklet.

2. **Design your own** - ensuring you use a registered builder and you adhere to the [Design Guidelines](#) and permit conditions; you are able to construct your own parklet.

Regardless of what type of option is chosen, it will need to be self-maintained, and meet Council requirements.

Regular inspections will be carried out to ensure safety, accessibility, and compliance of the parklet, so it's important to understand the requirements and to speak with Council first if you have any questions.

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PARKLET GUIDELINES

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Management of parklet

The Permit Holder is required to comply with all permit conditions outlined on their permit and all other legislation or Acts associated with operating a business in a food premises and extending the operation onto the street. If non-compliance of any of the conditions is proven, enforcement action may be taken.

Sharing a parklet

Two hospitality businesses can share one parklet space, however each are required to hold permits to use the space. Both Permit Holders will be responsible for the maintenance and management of the parklet.

Both businesses cannot use the parklet simultaneously and will need to agree to the times and days at which each will be operating.

For example:

- Permit Holder A uses the parklet from Mon – Friday, 8am – 4pm.
- Permit Holder B uses the parklet from Thursday – Sunday, 4pm – 11pm.

Permit Holders must provide information documenting:

- operating days and hours
- for licenced businesses who serve alcohol, the Red Line extension from the Victorian Commission for Gambling and Liquor Regulation (VCGLR) needs to reflect the parklet operating hours.

Change of ownership or permanent closure

If a business changes ownership or closes permanently, Council must be informed and the existing permit will be cancelled, and any prepaid fees will be refunded on a pro rata basis to the original Permit Holder.

If the new business operator would like to retain the parklet, they will need to apply to Council for a new permit as they are not transferable.

Removal of parklet for emergency or road works

It is important that the parklet is designed for easy removal and re-installation as it could save time and money in the future.

Parklets may need to be removed temporarily or permanently for streetscape improvements or other works as required by Council, its contractors or other third-party construction managers.

Council will give the Permit Holder as much notice as possible in these situations, but in instances where emergency works such as a burst water main, gas leak or fallen power line need to occur, or if emergency vehicles need access to the space, removal of all structures, furniture and equipment is required immediately.

Where a parklet is required to be temporarily removed or accessed, the cost to disassemble, remove, store, and re-install is incurred will be at the Permit Holder's expense. Any damage incurred during emergency access will also be at the Permit Holders' expense.

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Further, if the parklet presents a major public safety hazard or if the Permit Holder fails to comply with the permit conditions, Council may require the permanent removal of the parklet. If the parklet is removed permanently, it is still the Permit Holder's responsibility to restore the street area to its original condition.

Waste service vehicle access

The establishment of a parklet must not compromise waste vehicles access or obstruct loading, construction zones or entrances to private buildings and carparks.

Parklets should not impede pedestrian flow (including waste transport trollies and bins) access to waste bin storage areas (including Council's communal waste service locations).

Waste collection and service vehicle access must be maintained to all properties or public land where bins are stored. This should consider the size of the bins (which can vary) as well as collection days and nights.

Ability to maintain waste services to the applicant's property and neighbouring properties is essential.

Road reinstatement

Permit Holders are responsible for any costs to reinstate the road, to fix any damage to the road as a result of the parklet.

Managing noise, amenity and safety

Permit Holders are responsible for monitoring and managing patron behaviour, and must ensure that if they operate licensed premises, that staff practice responsible serving of alcohol in accordance with their liquor licence.

No amplification equipment is permitted within parklets. No speakers, amplifiers or other audio equipment may be used to direct sound into the public domain without Council's prior written consent.

Hours of operation

Relevant planning permits and conditions take precedence over the conditions in this policy.

Parklets that are not abutting or within residential zones will be permitted to operate Monday to Sunday, from 7am to 11pm (unless there is a specific planning condition that stipulates otherwise).

Service to the parklet must cease by 11pm. If patrons then use the parklet like an extension to the footpath, that is permissible.

DRAFT**Applications in or abutting a residential zone**

Applications located in, or which abut a residential zone, will be carefully considered to ensure that safety is upheld and the residential amenity in the area is maintained.

Parklets within these areas will be subject to review throughout the permit period. Applications to extend after that period will be carefully weighed against impacts on local residents.

Access, safety, amenity conditions and restrictions will apply. Parklets in a residential area must cease trading by 9pm. Applications to operate past 9pm will be considered strictly on a case-by-case basis and will require written consent from residents affected by the application. Council has the discretion to impose specific operational times when assessing applications.

Businesses seeking a parklet permit in a residential zone or abutting a residential zone are required to inform all neighbours adjacent, and opposite the proposed parklet.

Serving of liquor in parklets

If your business is licenced for alcohol, you will need to extend your licenced area (known as a red line plan) with the Victorian Commission for Gambling and Liquor Regulation (VCGLR). You will need to get your Parklet Permit from Council prior to applying to the VCGLR for the red line extension.

COVIDSafe Plans

Any business wishing to provide table service in outdoor dining areas must hold a COVIDSafe Plan and comply with patron limits designated for outdoor spaces. For the latest information on Victorian Government requirements, please visit: www.dhhs.vic.gov.au/victorias-restriction-levels-covid-19.

Safe Parklets

Parklets contribute to public safety by maintaining clear lines of sight through public spaces and streets, which increases opportunities for casual surveillance and provides a sense of activity and safety.

Areas within and around parklets should also minimise the potential for personal injury. Appropriate selection of furniture and fittings, as well as regular maintenance of items is important as outlined in the [Design Guidelines](#).

Permit Holders are also responsible for providing hand sanitising stations and other patron management systems as part of the COVIDSafe Plan.

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PARKLET GUIDELINES

DRAFT**Maintenance of parklet****Cleaning requirements**

Cleaning and maintaining of parklet spaces will be the responsibility of the Permit Holder including permanent street furniture (planter boxes, café screens, barricades, bollards etc.) and parklet ground surfaces (e.g. timber decking).

In the instance of any damage or graffiti, the Permit Holder must remove or paint over graffiti on permanent infrastructure located on or within the parklet such as planter boxes, fences, bollards, barricades, screens etc.

Parklets should not contain loose material that can overflow onto surrounding roads and gutters (e.g. gravel, pebbles, stones, bark etc).

Following the removal of a parklet, the Permit Holder must remove all litter and debris, and any spills or stains are to be washed.

Permit Holders must safely carry out all routine parklet maintenance duties on an as-needed basis, including:

- sweeping the parklet surface
- watering and maintaining the parklets vegetation, including replacing dead/ dying plants
- litter picking (including cigarette butts) from inside planter boxes
- cleaning the parklet platform, seating and other elements as required
- removing debris, grime or graffiti from the parklet
- safely cleaning around the edges of the parklet

- removing any debris that is impeding drainage flow (for example autumn leaves) along the gutter and beneath the parklet surface
- remove any slip / trip hazards from the parklet.

Minor cosmetic changes

The Permit Holder can make minor changes as required such as changing the arrangement of furniture or adding plants. For major changes to the appearance or structure of the parklet, such as changing the materials, function or size, Permit Holders will need to apply for an amendment to their parklet permit.

DRAFT**Other requirements****Yarra Trams conditions**

Yarra Trams has published guidelines to guide the construction of all new parklets along tram corridors. The guidelines specify where parklets can be built in relation to:

- the setback from tram tracks
- distance from a tram stop
- maximum length of a parklet
- gaps between the parklet and the next parked car.

To clarify these requirements, or to seek an exemption contact Yarra Trams directly at dl-trafficengineer@yarratrams.com.au.

Street tree protection requirements

- No furniture to be placed closer than 500mm to the tree trunk as this will damage the tree and its roots.
- Furniture must not be placed within the tree plot (as defined by granitic sand, timber mulch or bonded gravel).
- The fixing of anything to the trunk or canopy of any public tree is not permitted unless with prior written approval of Council.
- The pruning of public trees is not permitted.
- No hard materials may come into direct contact with the tree bark.
- No outdoor heaters may be placed within the canopy of any public tree.
- Awnings, umbrellas or any other overhead coverings must not be in contact with branches within the canopy of any public tree.

DRAFT**Accessibility requirements**

Council is committed to the principles of equitable access and compliance with the requirements of the Disability Discrimination Act 1992. It is important that every member of the community feels welcome in a parklet.

While parklets are by their nature small spaces, where possible the design must enable users of all abilities to approach, enter and move around. This includes the following:

- At least one entrance which is in an unobstructed area and is a minimum width of 1m (with no running slope).
- An accessible path of travel into the parklet. This path should connect to the accessible entrance, wheelchair turning and resting space.

Additional requirements related to accessibility of structures is set out in the section below.

Building requirements for structures

Where a building permit is not required for the parklet structures (e.g. decking, ramps, overhead structures), a number of requirements must still be met to ensure the structures provide adequate safety and accessibility.

Applications must demonstrate that the structures are compliant and meet the requirements set out in this section. Please also refer to the [Design Guidelines](#) which set out other requirements to ensure the structures provide high quality design.

All structures

- Engineer and architect designed plans.
- Engineers Certificate of Compliance (Reg 126) - Design
- Submission of construction details, duration of structure, suitable site plan, floor plan and elevations generally equivalent to draftsman standard.
- Engineers Certificate of Compliance (Reg 126) - Inspection received at completion of works confirming installation compliance.
- Maintenance of the structures.
- Decks/structures setback 1m clear of fire hydrants (including L type) and other fire plugs, sluice valves or other services as per service authority requirements.
- Decks/structures to be setback at least 1m from trees and other permanent structures/fixtures.
- Any glass proposed to be suitable thick and fixed type A safety glass built in accordance with current Australian Standards (AS1288). A Glazing Certificate must be provided.
- No decks or structures in flood prone areas or over drains without Council Drainage Engineers approval.

Platforms/ramps

- Prefer to utilise carpet matting or similar suitably fixed non-slip/non-flammable material to the ground surface.
- If timber decking used then must be suitable condition structural timber framework (preferable floor joists treated pine, stress grade 5, 45mm thick, spaced no more than 400mm apart, midspan and end blocking with clearances for rainwater/rubbish escape, suitable, fixed and stable support/sole plate blocking, 22mm thick

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exterior grade non slip decking all fixed and constructed to current Australian Standards (AS1684)).

- Drainage inlets and kerbs not to be impeded for rainwater to escape and referred to the Drainage Engineers for comments.
- Suitable truck and personnel access also required to service authority requirements.
- No smoking allowed to eliminate ignited butts dropped below decking.
- Disability Access non-slip ramps generally in accordance with current Australian Standards (AS1428.1). The ramp must be at least 1000mm clear width containing solid sides at least 450mm high. The following choices of ramps may be utilised:
 - Option 1 Ramp
An inclined surface on a continuous accessible path of travel with a maximum rise of 190 mm, a length not greater than 1520 mm and a gradient not steeper than 1 in 8.
 - Option 2 Ramp
An inclined surface on a continuous accessible path of travel with a maximum rise of 190 mm, length not greater than 1900 mm and a gradient not steeper than 1 in 10.
 - Option 3 Ramp
An inclined surface on a continuous accessible path of travel with a maximum rise of 35 mm, length not greater than 280 mm and a gradient not steeper than 1 in 8.
 - Option 4 Ramp
An inclined surface on a continuous accessible path of travel between two landings with a gradient steeper than 1 in 20 but not steeper than 1 in 14.
- Ensure no trip hazards created on decking, end of ramp/walkways and steps.
- Steps to be made consistent, minimum 250mm clear width nosing to nosing, consistent risers maximum 190mm and minimum 115mm along with illuminance non slip nosing strip.
- Perimeter handrails/balustrading to be at least 1m above finished floor level.

Overhead structures

- Head height clearances of any angled barriers as shown in the example not to incline causing possible head and body collision.
- In addition to concrete blocks/vehicle barriers also consider screen methods to prevent a child sitting on outside perimeter decking sticking hands/body out and being hit by passing vehicle if sticking hands or body out.
- Roof coverings to contain suitable fire indices and consideration of heating elements clear of flammables and roof coverings.
- Downpipe discharge from roofed structures posing trip or slip hazard.
- Designed and tied down to the appropriate wind speed as nominated by the engineer.

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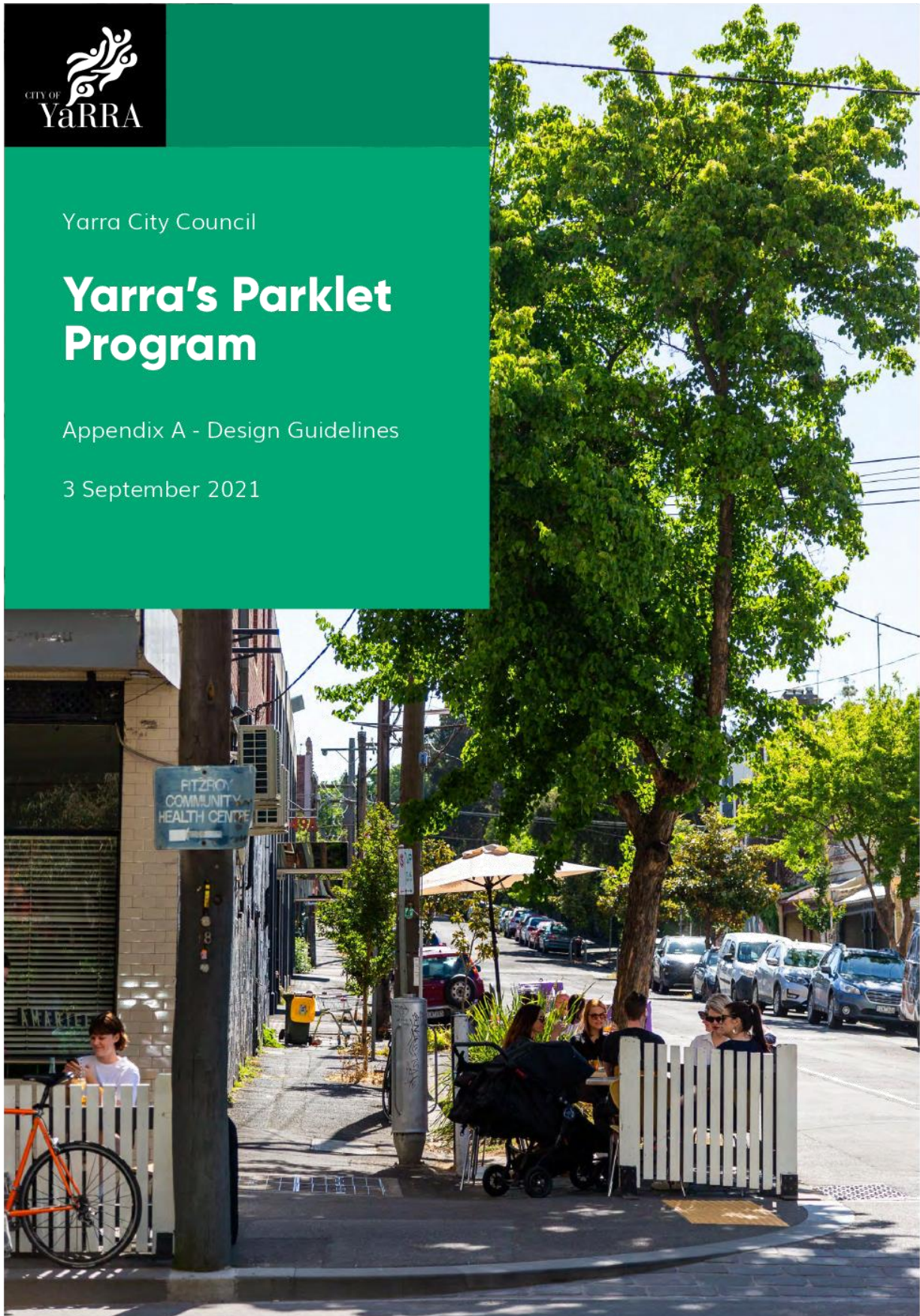
Glossary

Camber of the road	This relates to the shape of the road and slope from the middle of the road to the edges (kerb and channel) to assist with water running off the surface of the road.
Pro rata basis	This is a fee based on the proportional number of remaining days in the permit.
Public liability insurance	This is insurance to help protect against claims of personal injury or property damage as a result of the business (or parklet) operation.
Redundant crossover	This is a vehicle driveway / access point that is no longer needed or in use. The crossover relates to the section that crosses over the footpath and ramps down to the road to provide vehicle access.

Add any further words as needed

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DRAFT**Design guidelines**

To minimise the need for design revisions applicants are encouraged to use the following design guidelines to inform your application.

It is also recommended that a professional designer (architect, landscape architect industrial designer) is involved to ensure an efficient, robust and quality design outcome is achieved.

These design guidelines cover a number of elements, so please ensure that you consider all that apply.

- Edge treatments
- Accessibility
- Platforms
- Ramps
- Materials
- Planting
- Overhead structures
- Lighting
- Furniture



PARKLET GUIDELINES

General design requirements

Parklets should be designed:

- by a qualified professional, and structures designed by a registered Engineer or Architect
 - The Engineer must certify the structural design by submitting a Certificate of Compliance (Reg 126) - Design.
 - Upon completion of works, the Engineer must inspect and issue a Certificate of Compliance (Reg 126) - Inspection.
- to be easily packed up and moved away if required, to allow for any utility, maintenance or capital works
- so that it continues to appear as a parklet (and prevents vehicle access), even when smaller items are packed away at night
- to maintain the function and amenity of the footpath. In particular, any parklets and associated footpath trading must maintain an adequate unobstructed footpath width as set out in the Footpath Trading Policy.

It is important to check if the proposed parklet in terms of its design, size and extent of works, triggers the need for a building and/or planning permit.

DRAFT**Edge treatments**

The edge treatment relates to the outside edge of the parklet which interfaces with parking bays and traffic/cycle lanes.

Parklets must provide an edge treatment to protect the space from vehicles and also keep patrons within the parklet space. The type of treatment must be suitable for the context and type of street that the parklet is on.

Applications will be assessed on a case-by-case basis and Council may require additional traffic safety measures to respond to the local conditions.

In addition, parklets along tram routes should meet any requirements from Yarra Trams.

As a minimum, parklets must provide the following setbacks, physical barriers and signage/reflective tape. Applicants are able to propose an alternative edge treatment to what has been suggested below, provided they submit a Road Safety Audit with the parklet application to demonstrate that the design meets any road safety requirements.

Setbacks

- Minimum setbacks from the edges of the car parking bay where they interface with adjacent parking bays:
 - For parallel bays, a minimum 500mm setback at each end (see diagrams overleaf).
 - For angled or 90 degree parking, a minimum 300mm setback at each side.

- In some cases where there is no buffer space on the traffic side (e.g. cycle lane) or if the road width is constrained, a setback of 300mm may be required from the side/end of the parking bay where it interfaces with the traffic lane.
- All setbacks must be kept clear of any parklet structures and furniture.

Physical barriers

- All parklets must provide a visible and continuous physical barrier around the outside edges of the parklet, keeping the setback space clear. This can be in the form of planter boxes and fencing as shown on the diagram overleaf. Alternatively, a continuous row of planters can also be provided. The following requirements should be met:
 - The height of planters/fencing above the road surface to be at least 800mm and no higher than 1200mm (consider plants in max height).
 - Planters to measure at least 800mm long and 400mm wide.
 - Planters to be filled completely with soil (or similar) to ensure items are sturdy and have a low centre of gravity.
 - Fencing to be up to 2000mm in length and be fixed to other items (e.g. planter boxes, platforms) so that they are secure and remain in place.
- In addition, a concrete planter with a tree would be required on the approach to the parklet in the following situations listed below (refer to diagram overleaf).
 - On primary streets (Brunswick, Smith and Gertrude), unless there is already a kerb extension or tree in the road space immediately next to the parklet on the approach side.

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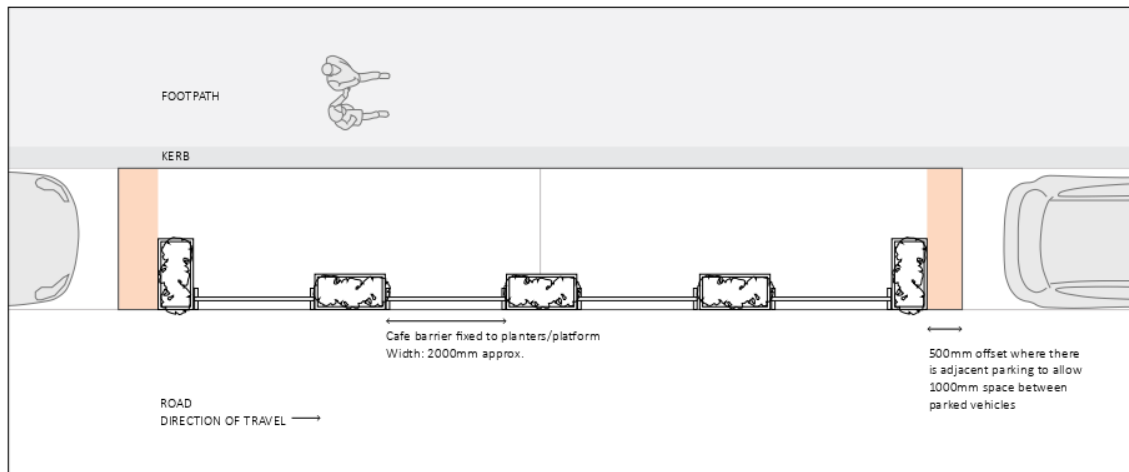
- On the departure side of an intersection (on any street), if there is no protection leading up to the parklet (e.g. through a kerb outstand, tree, parking).

These concrete planters with a tree must measure at least 800mm wide by 800mm long and 800mm high (above the road level) and be completely filled with soil (with an appropriate soil volume for the selected tree species).

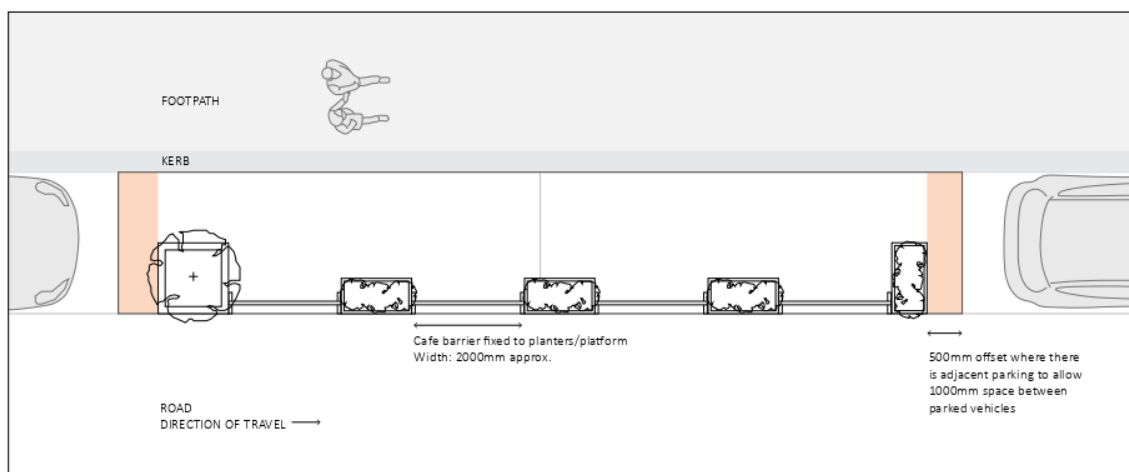
Signage/reflective tape

- A chevron sign (a directional arrow sign) is required on the approach side on the planter box.
- Reflective tape is required along the outside edges of the parklet.

Council requires these to be uniform and therefore will provide the sign and reflective tape as part of a parklet approval.



Layout showing planters and fencing



Layout showing planters and fencing, with large concrete planter on the approach

Attachment 1 - Attachment 1 - Parklet Policy and Design Guidelines FINAL**DRAFT****Accessibility**

Yarra's different site conditions mean that a one size fits all parklet is not possible. A number of factors will influence the design of the parklet including drainage and contours, camber of the road, footpath width and crossfall, on-street furniture and fixtures.

The applicant is required to demonstrate that they have provided the best possible accessibility to the parklet.

To allow people to freely and easily access the parklet without assistance, parklets should provide the following:

- A platform that is level with the footpath, or otherwise with a compliant ramp that is integrated into the platform structure.
- A minimum 1m access into parklet and adequate turning space.
- Access to accessible tables and chairs within the parklet.

If it is demonstrated that the above arrangement is not possible, then the following may be acceptable, however this requires staff to be proactive in offering assistance and opening up spaces when needed.

- Provide a compliant temporary ramp into the parklet space.
- Provide accessible tables and chairs on the footpath adjacent to the parklet.

Platforms

Platforms can enable easy access into the parklet and create a space that feels like an extension of the footpath. It is important that platforms meet the following requirements to ensure that they are comfortable to use and do not impact the function of the road underneath.

Design

- Platforms must not be fixed to the road surface or kerb and channel (including any heritage bluestone kerb and channel). Any damage resulting from use/installation must be reinstated.
- Platforms should provide a generally level surface to allow for tables and chairs to comfortably sit in the space.
- The design should ensure that water drains effectively off the platform and does not pool in the space or onto the adjacent footpath.
- Surfaces should be non-slip and meet relevant Australian Standards.
- Where there is a gap between the platform and the footpath, a threshold platform can be provided to provide a more seamless transition.
- To enable level access where there is an incline along the footpath, the parklet should be constructed so that one portion of the parklet is level with the footpath.
- Platforms must comply with relevant [building requirements](#) which are set out at page 18 of the Parklet Policy.

Drainage / street cleaning

- Platforms are not allowed over drainage grates, pits and outlets.
- Parklets are not permitted in areas of significant flooding - check this with Council before you apply.

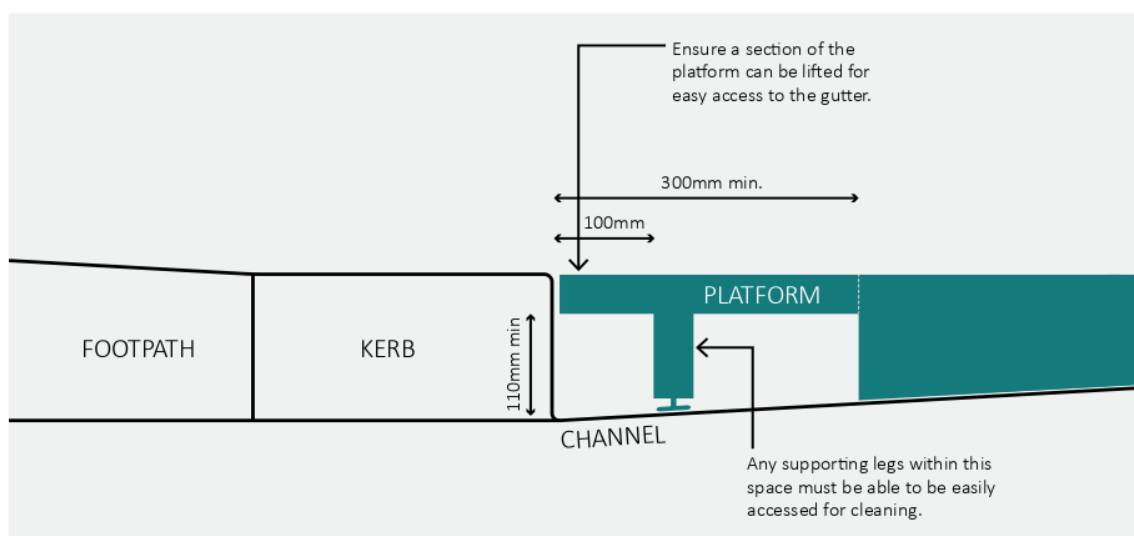
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- Platforms must provide adequate space to allow adequate drainage and cleaning of channel, Please refer to diagram below which shows the following requirements which should be met:
 - 300mm wide x 110mm high clear space underneath the platform next to the kerb and channel, to allow water to drain freely along the channel.
 - A liftable threshold platform/gutter (or similar) along the length of the platform over the channel, to allow for the channel to be accessed and cleaned out regularly by the Permit Holder.
 - Supporting legs set back from the kerb and easily accessible for cleaning.
 - An overflow hole or clear space (away from the channel) to allow for excess water to run through as needed.

Ramps

Where a ramp is proposed, the following requirements must be met:

- Preferred that ramps are integrated into design to allow for ease of access without requiring assistance from staff.
- Ramps should be accommodated within the parklet space wherever possible.
- Ensure that ramps do not create a trip hazard.
- The use of metal ramps is discouraged.
- Ensure ramps are non-slip.
- Ramps must comply with relevant [building requirements](#) which are set out at page 18 of the Parklet Policy.



Attachment 1 - Attachment 1 - Parklet Policy and Design Guidelines FINAL**DRAFT****Materials**

Materials used for the construction of the parklet should be:

- fit for purpose and suitable for public use
- of a high quality design that minimises visual clutter
- suitable for the local context and streetscape character
- complimentary to the surrounding architecture (without replicating heritage styles)
- long-lasting and weather resistant
- easy to maintain
- appropriately treated/finished to manage graffiti/vandalism
- visible during the day and evening
- non-reflective
- non-slip (ground/floor surfaces)
- sustainability or locally sourced where possible
- able to be reused/recycled where possible to prevent materials going to landfill.

Maintenance and repair

Materials should be carefully selected to ensure that they are long-lasting and can be easily maintained over time. For all materials used, it is important to have a plan in place for how any items will be maintained, cleaned and repaired.

Any damage or graffiti should be swiftly dealt with by the Permit Holder to ensure the parklet maintains a smart presentation and prevent it becoming a graffiti hotspot. Ensure that materials are appropriately sealed/finished so that graffiti can be cleaned off, or have spare matching paint on hand to touch up painted items.

Preferred materials

The following materials are generally preferred (refer to example images to overleaf).

- Concrete (for planter boxes)
 - Consider lightness of concrete to provide visual contrast with road surface.
- Metal (for planter boxes and fencing)
 - Consider thickness of metal to avoid denting.
- Some timber materials
 - Timber must be treated and finished to ensure its longevity.
 - Hardwood timber is preferred, however treated pine may be used as an alternative provided it is painted/sealed.
 - Plywood is not appropriate for outdoor use, however marine plywood is more suited for different weather conditions.
 - Consider appropriate construction methods to avoid timber items buckling/warping over time. For example, timber planters may benefit from using a steel frame with timber slats to provide a more robust structure.
- Recycled plastic

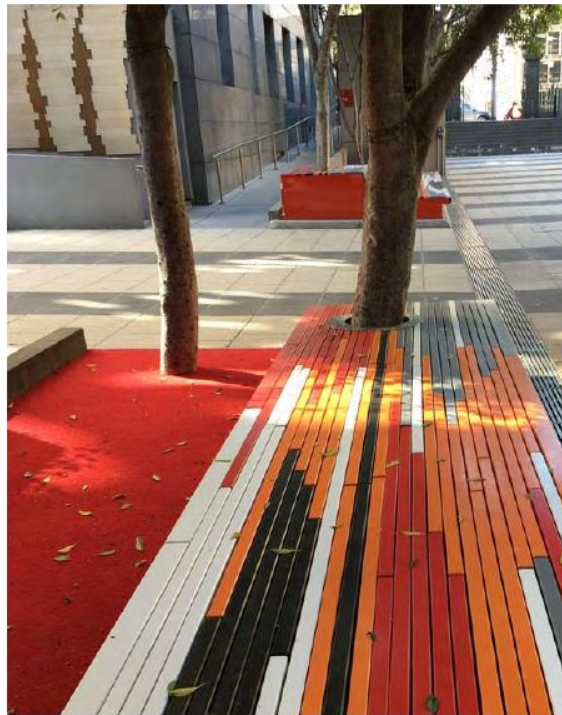
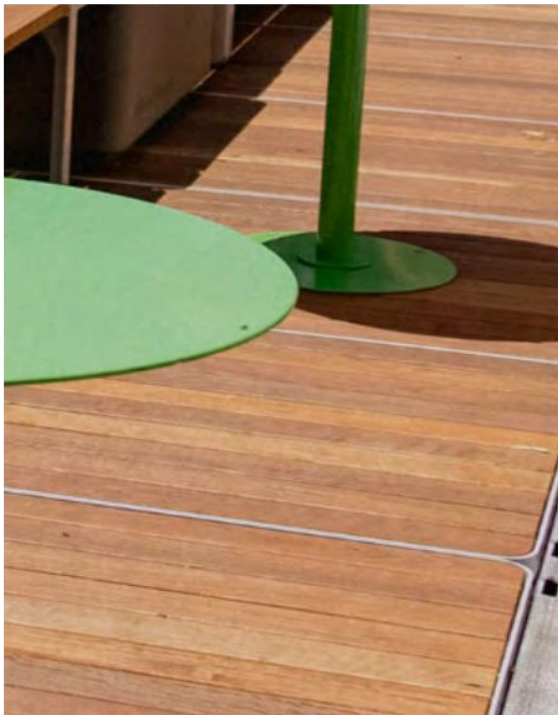
Materials that are discouraged

The following other materials are generally discouraged as they cannot be recycled. If the applicant wishes to use these and can demonstrate exceptional circumstances/ public benefit, they must speak to Council and get approval before finalising their design and purchasing any items.

- Composite materials
- Astroturf

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PARKLET GUIDELINES

DRAFT**Planting**

Providing planters within the parklet enables greening of the street and opportunities for tree planting.

Plants grow and change over time and require regular and ongoing maintenance and replacement. It is crucial that Permit Holders choose plants that are well suited to the local conditions and understand the maintenance requirements.

- Plant selection should:
 - consider solar aspect and local conditions
 - be suited to the soil volume
 - prioritise larger plant stock to minimise opportunities for plant theft
 - provide hardy and drought tolerant species
 - avoid noxious weeds / toxic plant species.
- To maintain clear sightlines for traffic:
 - the height of plantings should generally not exceed 1.2 metres from road level (except for trees), particularly where visibility is needed for vehicles (e.g. corners)
 - trees should be pruned to provide a clear trunk.
- The parklet host is required to:
 - maintain regularly to ensure healthy and attractive appearance
 - regularly water, prune and fertilise plants
 - replace/rotate plant stock as needed
 - bring any small potted plants inside at night to reduce instances of theft
 - remove any rubbish or cigarette butts on a regular basis
 - manage water runoff.



DRAFT**Considerations**

Always seek advice from the local nursery or a qualified professional to ensure the proposed planting is suitable for the location and type/size of planters, and that the maintenance requirements are understood.

However here are some things to consider to get you started, and should be read in conjunction with the requirements on the previous page.

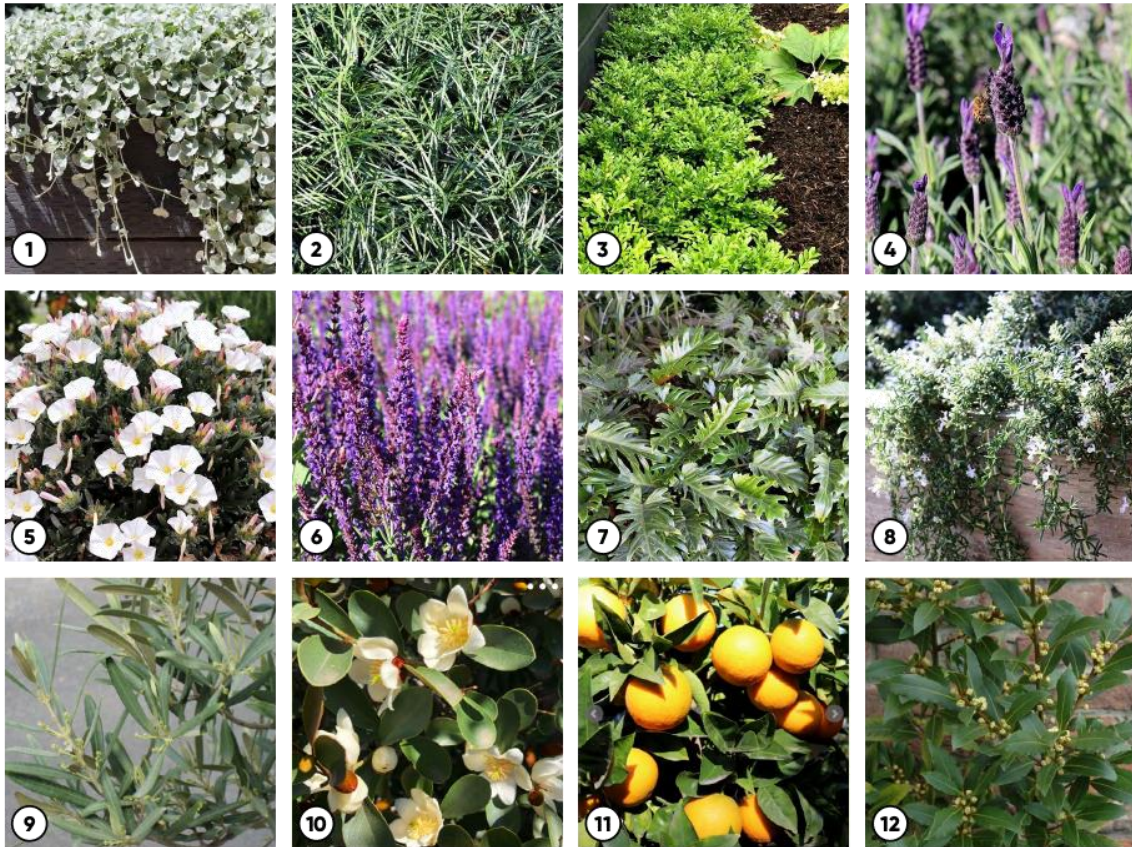
- Understand the position of your parklet and local weather conditions and choose plants to suit. For example:
 - Is it located in full sun all day?
 - Is it shaded in the morning but receive the sometimes hot afternoon sun?
 - Is it an exposed and windy site?
- Setting up the planters
 - Provide good quality topsoil, a drainage layer and a drainage outlet to ensure the soil drains properly.
 - Ensure that the soil depth is appropriate for the plant types.
 - Ensure the planter has a low centre of gravity and does not become top heavy.
 - When planting think about spacings and avoid large gaps which can fill up with weeds and hinder an effective plant display. Consider mature plant size to guide you.
- Maintenance
 - How much time will you spend on maintenance and upkeep? Potted plants (depending on plant species) require varied amounts of watering which also changes throughout the seasons depending on available rainfall and wind present. Some plant species will require pruning

as they grow and flowering plant species will benefit from tip pruning.

- Be aware that on a hot Summer day, some plants may require watering twice daily. During Winter/rainy periods, some plants may not be able to solely rely on rain and may need additional watering.
- Plant species selection
 - Not recommended to use only annuals or vegetables in planters given their short lifespan and need for regular replacement. If used consider a combination with for example English box to provide structure.
 - Annuals and vegetables tend to require high amounts of watering especially during hot and dry periods.
 - Consider the height of the plants, do you want the plants to provide a "solid" green screen or views onto for example the street for sitting patrons.
 - Sometimes trailing plants can provide visual interest if you are using one type of small shrub in the planters.
 - Consider evergreen varieties to provide an abundant display throughout the year.
 - Consider native plants that are suitable for growing in containers, to increase biodiversity.
 - Consider the examples overleaf as a starting point, ensuring that the plants chosen are suitable for the local conditions.
- Trees
 - Some examples are provided overleaf. Consider evergreen varieties to provide greenery all year round.

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Examples

Here are some examples of plants that can grow well in pots/planters, with the right conditions and maintenance. These examples also show the type of quality and appearance that is expected.

Ensure you seek advice from your local nursery or a qualified professional before finalising your plant selection.

- ① Silver Ponyfoot
- ② Lilyturf
- ③ Common Box (varieties)
- ④ Lavender
- ⑤ Silver Bush
- ⑥ Sage (varieties)
- ⑦ Xanadu Philodendron
- ⑧ Rosemary (dwarf or prostrate varieties)
- ⑨ Olive
- ⑩ Magnolia/Michelia (evergreen)
- ⑪ Citrus
- ⑫ Bay

DRAFT**Overhead structures**

Structures with full height walls are not permitted. This includes marquees and floor to ceiling glass and plastic blinds. These types of structures result in privatisation of the public realm as well as impacts on amenity, visibility and safety for the public.

Only open structures which are built for the purpose of providing shade and rain protection may be considered. These types of structures must:

- be open above the planter box or fencing and lightweight in appearance (see example below)
- meet the design criteria (see right)
- be designed by a qualified registered Engineer or Architect. The Engineer must certify the structural design by submitting a Certificate of Compliance (Reg 126) - Design. Upon completion of works, the Engineer must inspect and issue a Certificate of Compliance (Reg 126) - Inspection. All works must be carried out by a suitably registered builder.
- meet [building requirements](#) (refer to page 18 of the Parklet Policy)
- designed so that any roof structure manages water run off and wind load.

**PARKLET GUIDELINES****Design criteria**

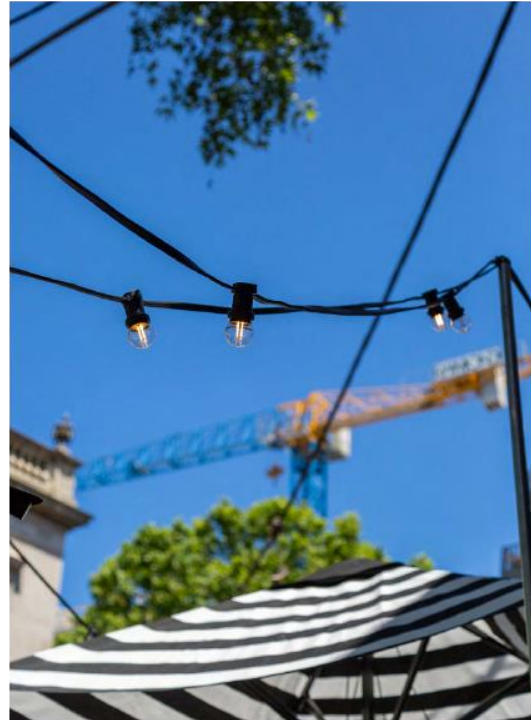
- *Retain views to heritage buildings and businesses*
To ensure that structures do not obstruct or detract from heritage buildings/streetscapes and ground floor shops.
- *Welcoming spaces*
Structures create open and inviting spaces that feel public and not privatised.
- *Activation on the street*
Structures allow outdoor dining to be seen from along and across the street and do not create hiding spaces
- *High quality design and materials*
Structures are appropriately designed and engineered with long-lasting and robust materials that complement the surrounding context, and compliment the adjacent heritage building (where applicable).
- *Recessive in the streetscape*
Structures are designed to be recessive in the streetscape, with lightweight structures, muted colours and no advertising.
- *Easy to maintain*
Structures are easy to maintain and clean.
- *Retain amenity and function of the footpaths*
Structures do not impact the amenity and function of the footpath, for example, tree foliage, branches and canopies, reasonable solar access, street furniture, management of water runoff.

DRAFT**Lighting**

Lighting can provide a warm and inviting atmosphere in the parklet, however it is important to make sure the design and installation of any lighting is safe.

- All lighting fixtures and infrastructure (e.g. solar panels) must be contained within the parklet.
- Lights must not face oncoming traffic (travelling on both sides of the road), be flashing or coloured so that they cause a distraction to drivers.
- Lighting should not face upwards, unless within the platform.
- No lights in or attached to trees.
- Lighting must be resistant to water, dust and dirt to a rating of IP65.
- Illuminance should generally not exceed 5 lux.
- Solar lights are preferred as they minimise the need to connect to another power source. However it is important to make sure that the size and placement of solar panels does not cause visual clutter.
- Electrical cables must not extend across or over the footpath. Any proposals to run in wiring would be assessed on a case by case basis. If it is deemed acceptable it would need to be installed and signed off by a qualified electrician.

Lighting to a parklet would generally be for atmosphere rather than function - if the applicant is concerned about street lighting levels they can speak to Council to see if improvements can be made.



Attachment 1 - Attachment 1 - Parklet Policy and Design Guidelines FINAL**DRAFT****Furniture**

Furniture should be suitable for outdoor conditions and practical in terms of traders being able to bring furniture in and out each day. Please consider the recommendations below when purchasing your furniture.

Furniture should be:

- for outdoor use (no indoor furniture)
- sturdy and able to resist wind gusts
- stackable
- easy to clean
- made from materials that are long lasting and weather resistant.

Tables and chairs

The following should be considered to provide accessible and comfortable furniture and minimise hazards:

- The angle of legs should not cause a tripping hazard.
- Chairs with backs are preferred.
- Ensure table heights and position of legs provide ample space.
- A 30mm solid leg / rubber pads should be provided to protect asphalt surfaces.

Umbrellas

- Must be safely secured to comply with high/very high wind zone loading.
- Must be fully within parklet space and must not be closer than 750mm to adjacent traffic lanes when fully opened (should also consider local conditions).

Heaters

- If patio heaters / freestanding heaters are proposed, they must be fully located within the parklet area and covered by the Permit Holder's public liability insurance.
- No overhead outdoor heaters are permitted within the parklet.

Attachment 1 - Attachment 1 - Parklet Policy and Design Guidelines FINAL

DRAFT

Image credits

To be completed

Add image captions

Attachment 1 - Attachment 1 - Parklet Policy and Design Guidelines FINAL

DRAFT

Attachment 1 - Attachment 1 - Parklet Policy and Design Guidelines FINAL

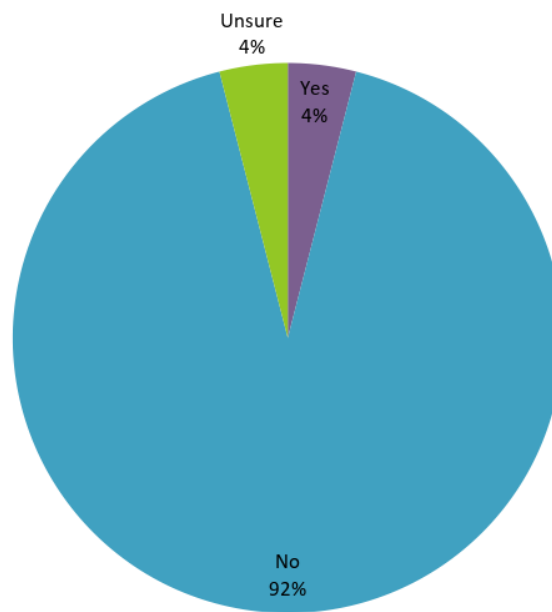


Attachment 2 - Attachment 2 - Parklet Policy and Design Guidelines Engagement Results

Report for Have your say on Yarra's Parklet Program Policy and Design Guidelines

Have your say on Yarra's Parklet Program Policy and Design Guidelines

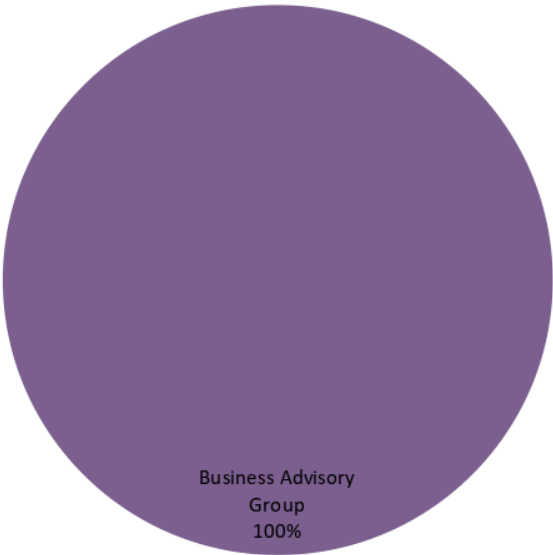
1.Are you a member of a Yarra advisory group or committee?



Value	Percent	Count
Yes	4.0%	1
No	92.0%	23
Unsure	4.0%	1
	Totals	25

Attachment 2 - Attachment 2 - Parklet Policy and Design Guidelines Engagement Results

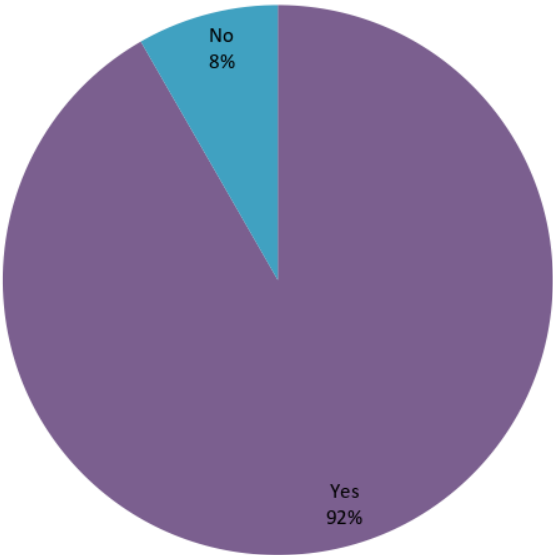
2.Which Yarra advisory group or committee are you a member of?



Value	Percent	Count
Business Advisory Group	100.0%	1
	Totals	1

Attachment 2 - Attachment 2 - Parklet Policy and Design Guidelines Engagement Results

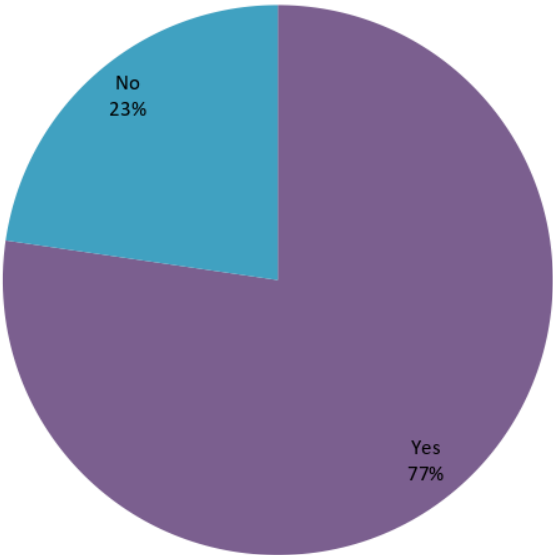
3.Do you operate a business in Yarra?



Value	Percent	Count
Yes	91.7%	22
No	8.3%	2
	Totals	24

Attachment 2 - Attachment 2 - Parklet Policy and Design Guidelines Engagement Results

4.Does your business operate an outdoor dining parklet?



Value	Percent	Count
Yes	77.3%	17
No	22.7%	5
	Totals	22

Attachment 2 - Attachment 2 - Parklet Policy and Design Guidelines Engagement Results

5.What is your feedback on the draft Parklet Program Policy and Design Guidelines?

ID	Response
8	RPF/4105
9	This is great invitation for locals. Socially ducking Covid if going to help everyone. We hope we can keep doing this special in summer
11	I would like for Yarra Council to have built uniform structures like other municipalities have done. The hodgepodge structures make the area look real ***!!'
12	All makes sense to us. The design rules mean they should fit into the current community street trade structure nicely.
13	It helped my business to attract more customers
16	Design requirements are fairly easy to understand, as are the other safety guidelines etc. I don't think many operators will be able to afford to re-make their parklet straight after having been closed or loosing money for the last 18 months due to restrictions. Especially if architects and engineers are also required as part of the application. Fee structure is understood but I have to assume that the amount of space allowed for each operator is the same as the temporary scheme? Unsure if the current safety bollards are to be taken away from existing temporary parklets. Not allowing parklets within 10m of an intersection might mean that many businesses that can afford to have a parklet, will not be able to have one. This will dramatically reduce the take up on the scheme. I have been using astroturf on my parklet and it has been perfect for the function. The type I use is called Tuffturf and is extremely durable and safe. Perhaps only allow quality, durable types of synthetic turf by name rather than a blanket no. Consider allowing for operators to install commercial inground sockets for umbrellas such as the ones from Awnet. They are safer than umbrella stands and also has the benefit of less heavy lifting for staff risking injury.
17	There is a lot to process. However I am confident that with communication and consultation with the council team, we can built an amazing space for our local community
19	I am happy with the draft and would like to see it adopted as is

Attachment 2 - Attachment 2 - Parklet Policy and Design Guidelines Engagement Results

20	I find the parklets to be a great addition to the community and have created a positive atmosphere to the streets. However I would say that the fees are quite high as there is about half the year that they are unusable due to weather.
21	fantastic. much needed after a long lockdown and glad it will remain over summer allowing more businesses to get more people through.
24	The Parklet Program has been an important life line to our business, without it we would have struggled to survive the imposed lock downs. Not only has the Parklet Program kept the business afloat in difficult times, but it has also improved an otherwise grubby and often neglected section of the street. As caretakers of the parklet, we ensure that the area is kept clean and presentable. I have read the draft and find it to be reasonable and achievable. Protocols are clear and based on common sense. Other than some clarification around which parklets require additional info from Building surveyors, Architects, Road Safety Audits or Traffic Management, I have no problem at all with the draft thus far.
25	It seems we need to spend a lot of money on engineers, architects & builders (upwards of \$10,000) plus a \$2250 'fee', plus fees for other footpath trading requirements (tables & chairs, umbrellas etc...) We're looking at \$20,000 just to operate outdoors, when we know we'll continue to be heavily restricted indoors (20 person capacity), thus heavily restricted on income. How does this work? It doesn't.
26	We are supportive of the Parklet Program Policy and Design Guidelines and eagerly anticipate submitting our our application. Thanks,
27	I think its pretty good.
28	I think its a great idea but way too expensive for small businesses that have suffered so much over the last 2 years. It should be a free service until COVID 19 lockdowns stop happening. I find it offensive and greedy that council would even consider charging business owners.
29	I believe it creates stronger communities and business interaction with the communities. It looks and feels good to have people outdoors.
30	We support and encourage the draft policy and guidelines for the Parklet Program. The support of eateries by increasing availability to customers, boosts foot traffic that benefits all

Attachment 2 - Attachment 2 - Parklet Policy and Design Guidelines Engagement Results

	business in the area. The project builds our sense of community and creates opportunities in our area.
33	No parklettes within 10m of an intersection eliminates most of the iconic Parklettes in Yarra - this part of the policy should be on a case by case basis. Built in seating provides amenity to members of the public outside of the businesses trading hours -this should be encourage More guidance on Graffiti deterrence - trailing plants can provide visual interest if you are using one type of small shrub in the planters. The Permit Holder must remove or paint over graffiti on permanent infrastructure within a time period Parkletes are high targets for graffiti - trailing plants that grow over and hang down over the street facing walls act as deterrent to graffiti Finishings that reduce spray cans access to surface area are encouraged - see picture of metal flushing previously provided to Economic Development Coordinator

8.5 Old Heidelberg Road, Alphington

Reference	D21/111629
Author	Ivan Gilbert - Group Manager Chief Executive's Office
Authoriser	Group Manager Chief Executive's Office

Purpose

1. For Council to, in the matter of the eastern portion of the Old Heidelberg Road Reservation:
 - (a) receive the report on the outcome of the community consultation and processes as referenced in its resolution of August 2020;
 - (b) note a number of options available to Council in relation to determining on the specific question of public access to the eastern portion of Old Heidelberg Road, Alphington; and
 - (c) to then determine a preferred way forward concerning the future treatment / management, of the eastern portion of Old Heidelberg Road Reservation.

Critical analysis

History and background

2. Council on 4 August 2020 resolved:

“That Council resolves to:

 - (a) *authorise the Chief Executive Officer or Group Manager CEO’s Office to execute documents for the vesting of title to the land underlying Old Heidelberg Road in Council;*
 - (b) *advise the community, authorities and the Greek Orthodox Community of Melbourne and Victoria (GOCMV) that Council intends to commence a formal public consultation process in early 2021 to consider all views in relation to the need for public access to the eastern portion of Old Heidelberg Road Alphington; and*
 - (c) *advise the GOCMV as owner of the Alphington Grammar land that the licence entered into between the former City of Heidelberg and the Christian Brothers in 1953 (with the GOCMV now in overholding) will formally end following the consultation process and a further resolution of Council in 2021 in relation to a preferred option.”*
3. The referenced community consultation had been delayed some months in part due to the impositions of COVID restrictions limiting effective community consultation and in part due to capacity limits on the Communications Unit with other consultation obligations.
4. A brief re-cap of the background to this site is:
 - (a) Following a number of community inquiries about access to the eastern section of Old Heidelberg Road Reservation not being available to pedestrian traffic, an investigation was initiated into the section of Old Heidelberg Road Reservation which in recent years, has been partially closed off by a fence and gates, erected by the adjacent school;
 - (b) Alphington Grammar School had some time ago constructed a brick and wrought-iron fence and gates across Old Heidelberg Road, Alphington near the entrance to the school, without approval from Yarra City Council, replacing an old previously existing school fence structure (*previous structure*) in this location (**refer to Attachment 10 – Photos and Locality Plans**);

- (c) It is understood that whilst the main gates (*across the roadway portion*) have generally been closed, the pedestrian gates (*across the footpaths*) were on occasions, opened to pedestrian traffic, generally during school hours. At a point in time it appears that all gates were closed outside of school hours and this has contributed to community concerns about the restriction of pedestrian access, to the Darebin Creek Reservation; and
- (d) Following research of Title Office information and assistance from Council's lawyers, the following was established:
 - (i) In 1953, the locality was contained within the then City of Heidelberg. That Council in 1953, entered into a formal Licence Agreement with the then Christian Brothers which enabled occupation by the Christian Brothers, of the eastern portion of Old Heidelberg Road Reservation, as gazetted in 1953;
 - (ii) Around 1962, the locality was transferred to the then City of Northcote; and
 - (iii) In 1993 following the major restructure of local government in Victoria, the locality became part of the City of Yarra.
- 5. As reported to Council in August 2020, a detailed review of titles, old Council records and published news articles confirmed the existence of a school fence and gates in this location since 1952 when the old "Flowerdale" property (*now a large part of Alphington Grammar*), was purchased by the Christian Brothers to establish a preparatory school for the Christian Brothers College.
- 6. Council had received a number of enquiries and complaints from local residents, largely about the installation of new gates along the northern and southern footpaths which replaced had the original fence and gates as were installed in 1953. The new gates now regularly inhibit pedestrian access to the Darebin Creek, especially outside of school hours, when the gates are often closed.
- 7. According to Council records, Alphington Grammar removed the previous northern and southern pedestrian gates forming part of the earlier fence structure in 2017 following discussions with Council Officers at that time.
- 8. The Alphington Grammar land is owned by the Greek Orthodox Community of Melbourne and Victoria (GOCMV) who purchased the school site from the Christian Brothers in 1989. Council's records confirm that discussions between Council Officers and the GOCMV took place in 2005 following a request about the possibility of Council investigating the potential discontinuance and sale of the eastern portion of Old Heidelberg Road. Records note that the matter was never progressed.
- 9. A review was undertaken in 2020 to understand each of:
 - (a) Council's and the GOCMV's rights and obligations under the fifteen (15) year licence agreement as entered into between then City of Heidelberg and the Christian Brothers in 1953;
 - (b) the nature and ownership of the underlying land of Old Heidelberg Road and the Council's position as a road authority;
 - (c) the reliance (if any) on the eastern portion of Old Heidelberg Road by Parade Preparatory College and later by Alphington Grammar;
 - (d) the need to maintain access to the eastern end of Old Heidelberg Road for relevant authorities and the public; and
 - (e) the consultation process that Council may elect to consider, to receive responses from Alphington residents and the broader community, the GOCMV and other authorities to assist Council in determining the most appropriate manner to progress the matter.
- 10. The outcome of the recent consultation process is intended to assist the Council to consider options available in progressing the matter. Possible options include:

- (a) reinstating public access to the eastern portion of Old Heidelberg Road to any degree that Council believes is appropriate; **OR**
 - (b) commencing the statutory process to enter into a new licence with the GOCMV for the occupation of the eastern portion of Old Heidelberg Road; **OR**
 - (c) commencing the statutory process to consider discontinuance of portion of the Old Heidelberg Road Reservation.
11. Arising from the several hundred community submissions now received, the very strong response is to reinstate public access to the eastern portion of Old Heidelberg Road and thus to the Darebin Creek Reserve.
12. Many of the community submissions have also urged Council to consider in addition, making representations for:
- (a) an access point being constructed from the Old Heidelberg Road Reservation to the Darebin Creek Trail at or adjacent to the juncture of the two parcels (i.e. the Road Reservation and the Trail); and
 - (b) a possible new footbridge being constructed over Darebin Creek at the Old Heidelberg Road Reservation.
13. In noting that the Darebin Creek Trail was constructed by the State Authorities, it is appropriate the community aspirations noted in 12.(a) and (b) above, be referred to State Authorities for consideration.

Possible Access to the Darebin Creek Trail:

14. In relation to the community submissions urging for a possible access point, from the Old Heidelberg Road Reservation to the Darebin Creek Trail, as noted above, the Trail was planned, constructed and paid for by the Department of Transport (DoT).
15. We are advised that VicRoads (DoT) has recently assessed options for an Alphington link to the Darebin Creek Trail (DCT) and are in the process of proposing a link connecting from Farm Road to the Darebin Creek Trail:
- (a) This action is assumed to have arisen from previous strong community concerns being expressed about there being no direct access points to the Trail from Alphington or Fairfield; and
 - (b) It is also noted that previous City of Yarra Councillors had advocated to the State Government for the provision of a link from Alphington to the Darebin Creek Trail.
16. It is understood the DoT review of an access point to the Darebin Creek Trail included issues that:
- (a) The Darebin Creek Trail Shared Path is fully fenced where it borders Alphington Grammar School and the La Trobe Golf Club, such fencing being installed as part of the original DoT project, and also part of an agreement to prevent people from accessing these properties and to protect path users from errant golf balls; and
 - (b) The proposed access to the Darebin Creek Trail from Alphington which is to be funded by the State Government via the Department of Transport (DoT), would be by an elevated track off Farm Road, connecting before the La Trobe Golf front gate. Such a connection would involve negotiation between the State Department and the Golf Club re acquisition of some required land.
17. To assist in an understanding of the issues as referenced above, the following Attachments are noted:
- (a) **Attachment 1** - Darebin Creek Trail Map;
 - (b) **Attachment 2** – Map pdf -Over-view plan showing the Old Heidelberg Road Reservation, the Darebin Creek Trail, the Darebin Creek and **property ownerships in the locality**;

- (c) **Attachment 3** - Copy 2013 letter from former Mayor Fristacky to Minister for Planning re a local connection to the Darebin Creek Trail for local residents;
- (d) **Attachment 4** – Copy 2017 Media Release by Minister for Roads and Road Safety re Connecting Alphington to the Darebin Trail;
- (e) **Attachment 5** – Showing the proposed Farm Road link to the Darebin Creek Trail via LaTrobe Golf Club; and
- (f) **Attachment 6** – Map Overlay *plan showing the proximity of the Old Heidelberg Road Reservation to the trees along Darebin Creek which Melbourne Water are requesting be retained.*

Discussion

18. The **Attachments 7, 8 and 9**, detail the range community submissions and their preferences as to the possible future treatment and use of the Old Heidelberg Road Reservation as presented in the over 370 submissions received from the consultation process.

- (a) **Attachment 7:** comprising the submissions **strongly favouring the continued restriction of public access** to the Old Heidelberg Road Reservation, including those received from:
 - (i) School Officials;
 - (ii) The Parents and Friends Association; and
 - (iii) Some community members.

A summary of key reasons presented to support a continued restriction of access include:

- (i) public access to the area will present security risks to students and staff of the school;
- (ii) public access to such an area is inconsistent with mandatory child safety standards;
- (iii) the experience in recent years of intruders accessing school facilities such as bathrooms;

- (b) **Attachment 8:** comprising over 300 submissions **strongly favouring the opening of the Old Heidelberg Road Reservation** to enable community access (*at least pedestrian*) to the Darebin Creek, received from:

- (i) Streets Alive Yarra Inc;
- (ii) A Petition with some 32 signatures;
- (iii) The Darebin Creek Management Committee; and
- (iv) Some 270 general community submissions.

A summary of key proposals from these submissions include to enable:

- (i) community access to Darebin Creek;
- (ii) a potential access to the Darebin Creek Trail and Main Yarra Trail for both cycling and walking, (*noting - reference to “safety”, by having multiple access / egress points to the Darebin Creek Trail*);
- (iii) a potential access to open space and nearby parklands (*e.g. Sparkes Reserve in Heidelberg*);
- (iv) connection to a possible new bridge over Darebin Creek and to the Darebin Creek Trail, as a valuable transport link;
- (v) an alternate access route to the Alphington Grammar School which would also benefit students of the school being able to cycle / walk to school, thus enabling them to avoid the busy Heidelberg Road route; and

- (c) **Attachment 9:** comprising some 20 submissions suggesting a more “limited” public access to the Old Heidelberg Road Reservation together with other suggested adjustments.

A summary of these suggestions, include:

- (i) a restricted pathway (*being **part only**, of the Old Heidelberg Road Reservation*);
- (ii) public access being available “outside of school hours”; and
- (iii) restoration of the previous footbridge across Darebin Creek.

Options

19. Based upon the current status of the land known as Old Heidelberg Road Reservation and the issues as raised in the many submissions now received from:- the Alphington Grammar School affiliates, Streets Alive Yarra Inc; The Darebin Creek Management Committee, a community petition and a very large number of community members, there are a number of options which the Council is now requested to consider. These include:
- (a) **Option 1:** reinstating public access to the eastern portion of the Old Heidelberg Road Reservation and thus to the Darebin Creek; **OR**
 - (b) **Option 2:** commencing a process to enter into a new Licence Agreement (with or without conditions) with the GOCMV for the occupation of the eastern portion of the Old Heidelberg Road Reservation; **OR**
 - (c) **Option 3:** consideration of a variation to Option 1, whereby public access to Darebin Creek would be enabled via using a **portion only** of the Old Heidelberg Road Reservation (*e.g. a pathway only*) with the balance of the Road Reservation potentially able to be:
 - (i) Licenced to the school; **OR**
 - (ii) discontinued and sold to the school;to thus form part of the school open space. Both subject to formal statutory processes.

Community and stakeholder engagement

20. As noted above community consultation to seek input was opened on 5 May 2021 and formally closed on 13 June 2021.

Policy analysis

Alignment to Council Plan

21. A formal consultation process was undertaken with internal stakeholders and details received comprise the above-referenced information concerning the Darebin Trail and role of DoT and VicRoads in its creation.

Climate emergency and sustainability implications

22. Taking into account that the Old Heidelberg Road Reservation extends to Darebin Creek and at that point, abuts the “fenced-in” Darebin Creek Trail, the establishment of such a connection at or adjacent to that location would align with the Council’s sustainable transport strategies.
23. Similar to the above point, increased access to and use of the referenced Darebin Creek Trail, would be a positive contributory factor to Council’s climate emergency strategy.

Community and social implications

24. Following the consultation process with the community and interested stakeholders, it is evident that there are a notable range of views concerning the possible future treatment of the eastern section of the Old Heidelberg Road Reservation, including improved access to Open Space and walking/cycling infrastructure, healthy exercise options, etc.

Economic development implications

25. There are no considered economic implications relating to this report.

Human rights and gender equality implications

26. There are no considered human rights implications associated with this report.

Operational analysis

Financial and resource impacts

27. The question of financial implications will be determined by the particular direction which Council determines to adopt, following consideration of the possible options and the proposals as presented via community submissions. As noted, a number of possible options available to Council include:
- (a) To require the current Old Heidelberg Road Reservation to be opened to enable general public access by pedestrians to the Darebin Creek which would be considered a minimal cost;
 - (b) To enter into a new Licence Agreement with the Alphington Grammar School to enable occupancy of part of the Old Heidelberg Road reservation (either with or without conditions) which would incur legal and advertising costs;
 - (c) To consider a process of discontinuation of the portion of Road Reservation would incur legal and advertising costs. If the Road was to be discontinued and then sold (in full or part), there would potentially be an income item; and
 - (d) To require the current Old Heidelberg Road Reservation to be opened (whether as the whole of the Road Reservation or part thereof as a “pathway”) to enable general public access by pedestrians **AND then, creation of** a possible linkage to the Darebin Creek Trail would require a range of determinations by State Authorities.

Legal Implications

28. Legal implications (including costs and processes) will directly relate to the preferred Option which the Council determines to take in the matter.

Conclusion

29. Having regard to the matters as outlined above, being the question of public access via the Old Heidelberg Road Reservation to the Darebin Creek Reservation and consideration of additional proposals submitted by the community that Council lobby for a potential connection from the Old Heidelberg Road Reservation to the Darebin Creek Trail and a new bridge over the Darebin Creek, it is recommended that Council:
- (a) **firstly**, to determine its preferred course on whether to keep the Old Heidelberg Road Reservation open and public access thereby being available to the Darebin Creek reservation; and
 - (b) **secondly**, request The Mayor write to The Minister for Roads, The Hon. Ben Carroll MP, advising of the community proposals and requesting the Department consider same.

RECOMMENDATION

1. That in the matter of the eastern portion of the Old Heidelberg Road Reservation, Council:
 - (a) receive and note the report on the outcome of the community consultation and processes as referenced in its resolution of August 2020;
 - (b) note the range of community aspirations referenced in the many submissions received;
 - (c) further note the verbal community submissions as presented at this meeting;
 - (d) now determine that the current Old Heidelberg Road Reservation is required to be opened to enable general public access by pedestrians to the Darebin Creek Reserve and authorise Officers to take necessary steps to implement that outcome; and
 - (e) in regard to the community submissions proposing a possible connecting link from the Old Heidelberg Road Reservation to the Darebin Creek Trail, resolve that The Mayor write to The Minister for Roads, The Hon. Ben Carrol MP advising of the various community proposals (i.e. a connection from Old Heidelberg Road reservation to the Darebin Creek Trail and a new Bridge crossing of Darebin Creek) and requesting the Department consider same.

Attachments

- 1 [↓](#) Attachment 1 - Darebin Creek Trail Map
- 2 [↓](#) Attachment 2 - Map Overview Plan
- 3 [↓](#) Attachment 3 - CoY letter to Minister for Planning
- 4 [↓](#) Attachment 4 - 2017 Media Release by Minister for Roads and Road Safety
- 5 [↓](#) Attachment 5 - Showing the proposed Farm Road link to the Darebin Creek Trail via LaTrobe Golf Club – under consideration by DoT
- 6 [↓](#) Attachment 6 - Map Overlay showing Old Heidelberg Road Reservation, proximity to Darebin Creek and trees referenced by Melbourne Water as required to be retained
- 7 [↓](#) Attachment 7 - Listing of submissions requesting continued restriction of access to O.H. Rd
- 8 [↓](#) Attachment 8 - Listing of submissions requesting opening of the O. H. Rd
- 9 [↓](#) Attachment 9 - Listing of submissions suggesting more limited access to O.H. Rd
- 10 [↓](#) Attachment 10 - Old Heidelberg Road - Photographs & location plans

Attachment 1 - Attachment 1 - Darebin Creek Trail Map

Appendix 1 - Darebin Creek Trail Map overview

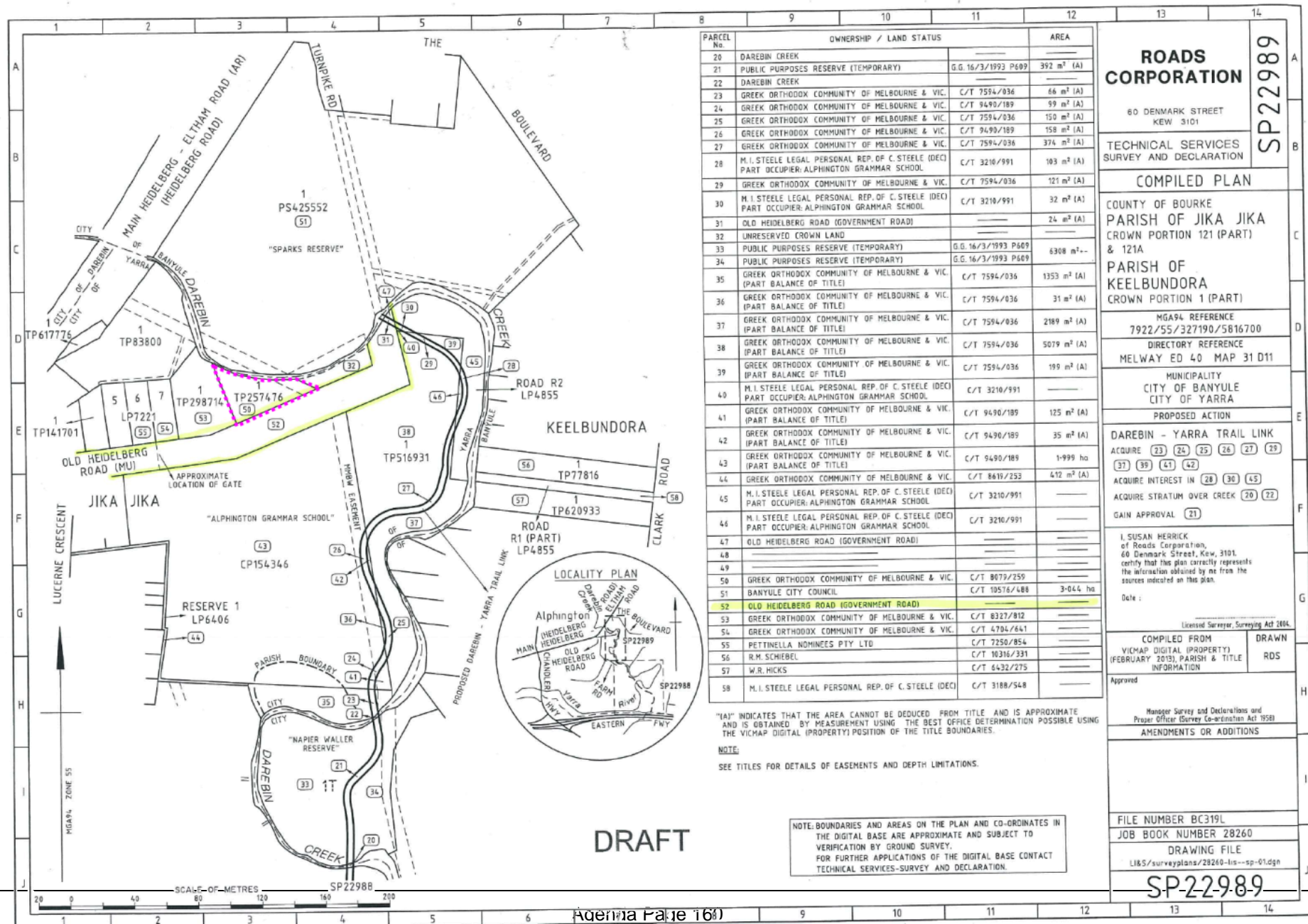


Figure 1: Darebin Yarra Trail Link – land tenure and municipalities

Land Parcels	City of	Path	Ramp	Elevated	Bridge	Total (m)
1. Sparks Reserve	Banyule	48	19	15	29(A)	111
2. Alphington Grammar School	Yarra	249	48	17	25(B)	339
3. Napier Waller Reserve	Banyule	24	26	27	25(C)	102
4. La Trobe Golf Club	Yarra	440	31	93	47(D)	611
5. Willsmere Park	Boroondara	426	21	100	0	547
Total (m)		1187	145	252	126	1710

No	Bridge over	From Land Parcel	From City of	To Land Parcel	To City of
A	Darebin Creek	Sparks Reserve	Banyule	Alphington Grammar School	Yarra
B	Darebin Creek	Alphington Grammar School	Yarra	Napier Waller Reserve	Banyule
C	Darebin Creek	Napier Waller Reserve	Banyule	La Trobe Golf Club	Yarra
D	Yarra River	La Trobe Golf Club	Yarra	Willsmere Park	Boroondara

Attachment 2 - Attachment 2 - Map Overview Plan



Attachment 3 - Attachment 3 - CoY letter to Minister for Planning

*In reply please quote: D13/113343
Your Ref: CMIN049437
Contact: Barbara Higgins 9205 5055*

30 December 2013

The Hon Matthew Guy MLC
Minister for Planning
1 Spring Street
MELBOURNE VIC 3000
DX210292

Dear Minister

Darebin-Yarra Trail Link

Thank you for your letter dated 14 November on the provision of a local connection to the Darebin Creek Trail for Yarra residents.

Yarra City Council understands the complex nature of the path alignment and subsequent construction. The path is a vital piece of infrastructure for the northern suburbs of Melbourne and you are commended for its support and its coming to fruition.

However, the lack of appropriate connections for prospective path users living in the City of Yarra is a significant omission. The suggestion that Yarra community members could access the path via Heidelberg Road does not recognise the unsuitable nature of this route. The proposed route requires cyclists to navigate a major road with no bicycle lane, while families with young children are required to ride on a very narrow footpath that cannot accommodate two-way travel. This circuitous access would certainly be a disincentive to use of the path as a preferred method of transport to take pressure off the road network.

Further, in the absence of a local connection for Yarra residents, Yarra would not accept asset maintenance and replacement responsibilities for infrastructure that is not accessible without Yarra residents having to leave our Municipality.

As it is very much in the public interest to remedy the gap in access to the trail, it would be appreciated if you could ask your office to contact Barbara Higgins, my Executive Assistant to arrange a meeting with myself and senior officers to discuss this matter and the ongoing management and maintenance responsibilities in more detail. Her contact details are (03) 9205 5055 or barbara.higgins@yarracity.vic.gov.au

We very much look forward to hearing from you and/or your office on this matter.

Yours sincerely



Cr Jackie Fristacky
Mayor

Attachment 4 - Attachment 4 - 2017 Media Release by Minister for Roads and Road Safety

Media Release

The Hon Luke Donnellan MP
Minister for Roads & Road Safety
Minister for Ports



Wednesday, 15 November 2017

CONNECTING ALPHINGTON TO THE DAREBIN TRAIL

The Andrews Labor Government will build a new link to give cyclists and walkers in Alphington a safe and smooth connection to the Darebin-Yarra Trail.

Minister for Roads and Road Safety Luke Donnellan today announced the Farm Road Link – a local extension of the Darebin Trail to be built as part of the Labor Government's \$18m Darebin Trail Link.

The new link will provide access to more than 600 kilometres of off-road trails and open up connections to a number of key trails including the Main Yarra Trail, Anniversary Trail and Capital City Trail.

The local link will connect approximately mid-way along the last 1.8 kilometre section of the Darebin Trail, which is currently under construction.

This much-needed link will provide South Alphington locals with access to the Darebin Trail and provide easier access for school children to travel to and from schools in the local area.

The new path will also provide a safer off-road option to commute to the city and other centres such as the Latrobe Employment Cluster.

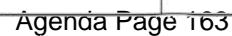
VicRoads will undertake a planning study, geotechnical investigations of options and engagement with the community to determine options and ultimately the best location for the link

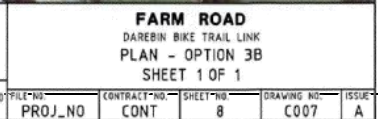
Quotes attributable to Minister for Roads and Road Safety Luke Donnellan

"This is great news for locals, encouraging more people to get out and about on foot and on their bikes and make the most of these unique and diverse trails."

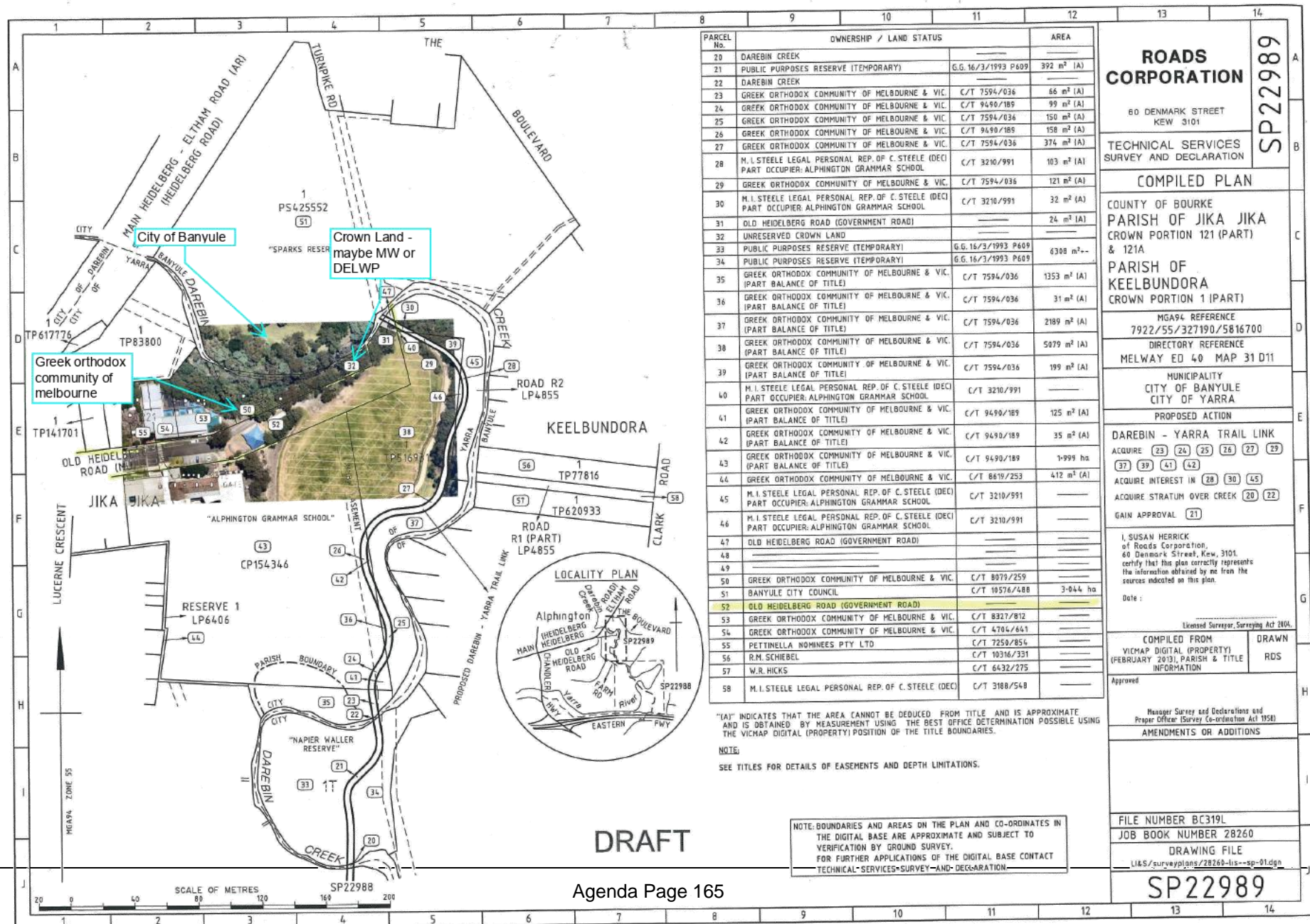
"We'll be talking to locals every step of the way as we develop plans for the link to make sure it meets the community's needs."

Media Contact: Ben McNair 0409 730 565 | ben.mcnaire@minstaff.vic.gov.au



[illegible]

Attachment 6 - Attachment 6 - Map Overlay showing Old Heidelberg Road Reservation, proximity to Darebin Creek and trees referenced by Melbourne Water as required to be retained



PARCEL No.	OWNERSHIP / LAND STATUS	AREA
20	DAREBIN CREEK	
21	PUBLIC PURPOSES RESERVE (TEMPORARY)	G.G. 16/3/1993 P609 392 m ² (A)
22	DAREBIN CREEK	
23	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC.	C/T 7594/036 66 m ² (A)
24	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC.	C/T 9490/189 99 m ² (A)
25	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC.	C/T 7594/036 150 m ² (A)
26	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC.	C/T 9490/189 158 m ² (A)
27	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC.	C/T 7594/036 374 m ² (A)
28	M.I. STEELE LEGAL PERSONAL REP. OF C. STEELE (DEC) PART OCCUPIER: ALPHINGTON GRAMMAR SCHOOL	C/T 3210/991 103 m ² (A)
29	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC.	C/T 7594/036 121 m ² (A)
30	M.I. STEELE LEGAL PERSONAL REP. OF C. STEELE (DEC) PART OCCUPIER: ALPHINGTON GRAMMAR SCHOOL	C/T 3210/991 32 m ² (A)
31	OLD HEIDELBERG ROAD (GOVERNMENT ROAD)	
32	UNRESERVED CROWN LAND	
33	PUBLIC PURPOSES RESERVE (TEMPORARY)	G.G. 16/3/1993 P609 6308 m ² ---
34	PUBLIC PURPOSES RESERVE (TEMPORARY)	G.G. 16/3/1993 P609
35	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC. (PART BALANCE OF TITLE)	C/T 7594/036 1353 m ² (A)
36	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC. (PART BALANCE OF TITLE)	C/T 7594/036 31 m ² (A)
37	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC. (PART BALANCE OF TITLE)	C/T 7594/036 2189 m ² (A)
38	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC. (PART BALANCE OF TITLE)	C/T 7594/036 5079 m ² (A)
39	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC. (PART BALANCE OF TITLE)	C/T 7594/036 199 m ² (A)
40	M.I. STEELE LEGAL PERSONAL REP. OF C. STEELE (DEC) PART OCCUPIER: ALPHINGTON GRAMMAR SCHOOL	C/T 3210/991
41	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC. (PART BALANCE OF TITLE)	C/T 9490/189 125 m ² (A)
42	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC. (PART BALANCE OF TITLE)	C/T 9490/189 35 m ² (A)
43	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC. (PART BALANCE OF TITLE)	C/T 9490/189 1-999 ha
44	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC.	C/T 8619/253 412 m ² (A)
45	M.I. STEELE LEGAL PERSONAL REP. OF C. STEELE (DEC) PART OCCUPIER: ALPHINGTON GRAMMAR SCHOOL	C/T 3210/991
46	M.I. STEELE LEGAL PERSONAL REP. OF C. STEELE (DEC) PART OCCUPIER: ALPHINGTON GRAMMAR SCHOOL	C/T 3210/991
47	OLD HEIDELBERG ROAD (GOVERNMENT ROAD)	
48		
49		
50	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC.	C/T 8079/259
51	BANYULE CITY COUNCIL	C/T 10576/488 3-944 ha
52	OLD HEIDELBERG ROAD (GOVERNMENT ROAD)	
53	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC.	C/T 8327/812
54	GREEK ORTHODOX COMMUNITY OF MELBOURNE & VIC.	C/T 4764/661
55	PETINELLA NOMINEES PTY LTD	C/T 7259/854
56	R.M. SCHIEBEL	C/T 10316/331
57	W.R. HICKS	C/T 6432/275
58	M.I. STEELE LEGAL PERSONAL REP. OF C. STEELE (DEC)	C/T 3188/548

"(A)" INDICATES THAT THE AREA CANNOT BE DEDUCED FROM TITLE AND IS APPROXIMATE AND IS OBTAINED BY MEASUREMENT USING THE BEST OFFICE DETERMINATION POSSIBLE USING THE VICMAP DIGITAL (PROPERTY) POSITION OF THE TITLE BOUNDARIES.

NOTE:

SEE TITLES FOR DETAILS OF EASEMENTS AND DEPTH LIMITATIONS.

ROADS CORPORATION

60 DENMARK STREET
KEW 3101

TECHNICAL SERVICES
SURVEY AND DECLARATION

COMPILED PLAN

COUNTY OF BOURKE
PARISH OF JIKA JIKA
CROWN PORTION 121 (PART)
& 121A

PARISH OF
KEELBUNDORA
CROWN PORTION 1 (PART)

MG494 REFERENCE
7922/55/327190/5816700

DIRECTORY REFERENCE
MELWAY ED 40 MAP 31 D11

MUNICIPALITY
CITY OF BANYULE
CITY OF YARRA

PROPOSED ACTION

DAREBIN - YARRA TRAIL LINK

ACQUIRE (23) (24) (25) (26) (27) (29)

(37) (39) (41) (42)

ACQUIRE INTEREST IN (28) (30) (45)

ACQUIRE STRATUM OVER CREEK (20) (22)

GAIN APPROVAL (21)

I, SUSAN HERRICK
of Roads Corporation,
60 Denmark Street, Kew, 3101,
certify that this plan correctly represents
the information obtained by me from the
source indicated on this plan.

Date:

Licensed Surveyor, Surveying Act 2004.

COMPILED FROM

VICMAP DIGITAL (PROPERTY)

(FEBRUARY 2013) PARISH & TITLE

INFORMATION

Approved

Manager Survey and Declarations and
Proper Officer (Survey Co-ordination Act 1958)

AMENDMENTS OR ADDITIONS

FILE NUMBER BC319L

JOB BOOK NUMBER 28260

DRAWING FILE

U:\S\survey\plans\28260-lis-sp-01.dgn

SP22989

Attachment 7 - Attachment 7 - Listing of submissions requesting continued restriction of access to O.H. Rd

	Old Heidelberg Road - Have Your Say - SUBMISSIONS - Keep Gate closed
1	<p>Dear Mr Gilbert</p> <p>PUBLIC ACCESS TO EASTERN PORTION OF OLD HEIDELBERG ROAD, ALPHINGTON (YOUR REFERENCE 18,958)</p> <p>SUBMISSION FROM: VICE PRINCIPAL & HEAD OF PRIMARY, ALPHINGTON GRAMMAR SCHOOL</p> <p>Thank you for the opportunity to provide feedback in relation to public access to the Eastern Portion of Old Heidelberg Road, Alphington (referred to in this letter as - OHR) to access the Darebin Creek.</p> <p>I make this submission to the City of Yarra (Council) in my capacity as the Assistant Principal & Head of Primary of Alphington Grammar School (School, or AGS). I have worked as a teacher at AGS for 25 years.</p> <p>OHR: Security Issue for AGS ELC and Primary Students Public access to OHR presents serious security issues for Primary and ELC students of the School.</p> <p>The Early Learning Centre (ELC) is attended by children as young as three years of age. ELC and primary students up to typically Grade Two are taught in a building within the School's premises which is separated from the other main School buildings by the OHR (Primary Building). Before and After-School Care for students typically up to Grade Six is also operated in this building. Additionally, all primary students access this building each week for specialist subjects such as art, music and Greek.</p> <p>The nearest playground to the Primary Building is very close to OHR. The playground equipment and grounds on which it is situated require constant cleaning as a result of intruders entering the schoolgrounds and leaving rubbish and used drug paraphernalia in this area, as well as the removal of dog faeces left by the pets of nearby residents.</p> <p>The existence of OHR within the School's boundaries compromises the level of security which is required to meet the needs of young children, and their teachers and carers. Public access to OHR is inconsistent with mandatory Child Safe standards expected of all schools.</p>

Attachment 7 - Attachment 7 - Listing of submissions requesting continued restriction of access to O.H. Rd

	<p>Over recent years, with intruders increasingly accessing the School's premises and attempting to use student and teacher facilities such as bathrooms, the School has needed to implement various increased security measures in response. None of these are however failsafe, given that OHR is publicly accessible via the School's gates. CCTV cameras have been installed and additional security has been added to the entrance to the Primary Building. Even our youngest students have received 'stranger danger' training specifically in anticipation of the need to identify strangers on the School's premises. It is incredibly traumatic for young children to be confronted by strangers when they should feel safe within their own schoolgrounds, and this has occurred several times within recent years.</p> <p>Teachers on yard duty and overseeing outdoor sporting activities regularly need to discourage clearly undesirable persons who are loitering for the purposes of wanting to photograph students.</p> <p>Access to the Darebin Bike Trail</p> <p>I appreciate that residents in the vicinity of the School may be hoping for access to the Darebin Bike Trail via OHR and the School's property. However, access to the trail and the river from the School's premises has not been possible for many years.</p> <p>Safety considerations for the School's youngest children and their teachers should be paramount in this consultation process. A more appropriate solution to the question of access to the trail can surely be found. This would then enable the School to further enhance the safety and security of the School's children and teachers. I trust the seriousness of the dangers we face daily will be heeded before a tragic and foreseeable incident involving one of our children occurs.</p> <p>Alphington Grammar School</p>
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Attachment 7 - Attachment 7 - Listing of submissions requesting continued restriction of access to O.H. Rd

2	<p>Dear Mr Gilbert</p> <p>PUBLIC ACCESS TO EASTERN PORTION OF OLD HEIDELBERG ROAD, ALPHINGTON (YOUR REFERENCE 18,958)</p> <p>SUBMISSION FROM: THE PARENTS & FRIENDS ASSOCIATION OF ALPHINGTON GRAMMAR SCHOOL</p> <p>Thank you for the opportunity to provide feedback in relation to public access to the Eastern Portion of Old Heidelberg Road, Alphington (referred to in this letter as - OHR) to access the Darebin Creek.</p> <p>This submission to the City of Yarra (Council) is made on behalf of the Parents & Friends Association (PFA) of Alphington Grammar School (School, or AGS). I am the current President of the PFA, teach Greek to AGS Primary Students, and have a son who has attended AGS since Primary School.</p> <p>Background – the AGS PFA AGS has 530 students, ranging from 3 year old Early Learning Centre (ELC) students through to Year 12 students, and 110 staff, which includes teaching and non-teaching staff.</p> <p>The PFA has actively supported the School for many years, and the PFA’s work is undertaken and supported by both parents and AGS teachers.</p> <p>Summary: OHR - a Serious Safety and Security Issue for AGS The PFA has serious concerns with regard to public access to OHR, which prevents the School premises from being appropriately secured to the extent that parents of any children, and teachers, would rightly expect from any school.</p> <p>Because it is not possible to access the river or any public land from the School’s premises, the PFA strongly believes that common-sense dictates that the School and the School community is the only suitable user of OHR.</p> <p>PFA activities – background The PFA conducts many of the typical fundraising activities that one would expect of any school PFA, such as bake sales, and fundraisers through Mother’s Day and Father’s Day gift sales.</p>
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Attachment 7 - Attachment 7 - Listing of submissions requesting continued restriction of access to O.H. Rd

	<p>Some PFA events and activities are also intended simply to foster a good community spirit, fun and connections within the School community.</p> <p>Many school events are supported by the PFA with school parents volunteering at events as varied as: school musical evenings, concerts and productions; School Open Days; New Families Welcome BBQ; School House Night; Mother's Day High Tea Charity Fundraiser; Family Tavern Night; Primary School Disco evening; Twilight Family BBQ Festival; Christmas Carols and End of Year celebrations. These events may be conducted during School hours, during evenings and on weekends, and PFA members typically meet at the School in the evenings during the school term to plan the year's events.</p> <p>I highlight the wide variety of events conducted at the School so that it is clear to the Council that school age children are present on campus well beyond school hours, when events such as these are hosted by the School. Children's safety, as well as that of their parents and other family members attending PFA events, is of paramount importance, and is presently compromised given the issues surrounding public access to OHR.</p> <p>OHR and Security Issues</p> <p>As a teacher, I am well aware that public access to OHR presents safety and security issues for the School, given that OHR is situated within the School's premises. Teachers have a heightened sense of vigilance, given mandatory Child Safe obligations, as well as concern for their own personal safety, given incidents that have occurred, such as intruders in students' bathrooms and teachers' facilities during school hours.</p> <p>My teaching colleagues and I have first-hand knowledge of the need for vigilance during the school day. Undertaking yard duty during recess and lunchtime is a particular example, where the need to confront and deter loiterers is ever present. Teachers often need to discourage these intruders from taking photos of the students, and this task is not made easier with the relatively easy access to the School premises that OHR currently presents.</p> <p>Access to the Darebin Bike Trail</p> <p>I understand that nearby residents and other local stakeholders are looking for access to the Darebin Bike Trail via OHR and then School property, and this has prompted the current consultation process.</p> <p>However, given the safety needs for the School's children, teachers and families, access should not be at the expense of these considerations. Nor indeed is access to the bike trail actually possible from the School's grounds. No doubt there are other more convenient and safer solutions</p>
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Attachment 7 - Attachment 7 - Listing of submissions requesting continued restriction of access to O.H. Rd

	<p>that could accommodate these needs so that there is no need to compromise the safety of the School's children, teachers and the wider AGS community.</p> <p>Yours Sincerely</p> <p>President, Parents & Friends Association Alphington Grammar School</p>
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Attachment 7 - Attachment 7 - Listing of submissions requesting continued restriction of access to O.H. Rd

3	<p>Dear Mr Gilbert PUBLIC ACCESS TO EASTERN PORTION OF OLD HEIDELBERG ROAD, ALPHINGTON (YOUR REFERENCE 18,958) SUBMISSION FROM THE SCHOOL COUNCIL OF ALPHINGTON GRAMMAR SCHOOL</p> <p>Thank you for the opportunity to provide feedback in relation to public access to the Eastern Portion of Old Heidelberg Road, Alphington (referred to in this letter as – OHR) to access the Darebin Creek.</p> <p>This submission to the City of Yarra (Council) is made on behalf of the School Council, being the Board of Directors (School Council), which operates Alphington Grammar School (School).</p> <p>Summary: OHR is a Serious Safety Issue for the School Public access to the School via OHR presents serious safety and security issues on a daily basis for the School, its students, staff and other permitted school visitors.</p> <p>Following the compulsory acquisition of a portion of the School's land and the erection of a combination of wire and high mesh fences along the Darebin bike trail, there is no ability to access the Darebin trail from the School's premises without climbing through wire fencing, (or indeed cutting through the fencing – which has occurred) therefore rendering the need for public access to OHR redundant and unnecessary.</p> <p>This means that the School and its community is the only appropriate user of OHR.</p> <p>Access to the river or any public land from the School's premises has not been possible for many years.</p> <p>The School Council supports continuation of the discussions that the School has had with the Council and local residents in the past concerning OHR to achieve an outcome that guarantees the maximum protection possible for the School's students, staff and visitors while engaging in School business and activities on the School's premises. Those discussions should include the Greek Orthodox Community of Melbourne & Victoria, (GOCMV), being the owners of the bulk of the land on which the School is situated (the remaining smaller portions abutting OHR being owned by the School).</p> <p>Abbreviations used in this letter</p> <ul style="list-style-type: none"> • Council: the City of Yarra • ELC: Early Learning Centre
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Attachment 7 - Attachment 7 - Listing of submissions requesting continued restriction of access to O.H. Rd

<ul style="list-style-type: none"> • GOCMV: the Greek Orthodox Community of Melbourne & Victoria • OHR: the Eastern Portion of Old Heidelberg Road, Alphington • School: Alphington Grammar School • School Council: the Board of Directors of Alphington Grammar School <p>Council's Consultation Letter: Additional Background</p> <p>The following additional key facts are not outlined in the Council's consultation letter and should be drawn to the attention of all participants in this consultation process:</p> <p>1. Gated school entrance since 1953: A fence and gate has existed on OHR for decades when Parade College operated as a junior boys campus from 1953 on what is now the operational grounds of the School.</p> <p>2. 1989: Alphington Grammar Established: The GOMCV acquired the land on which Parade College was located, and Alphington Grammar School was established.</p> <p>The former gate and fence in use by Parade College became unstable thus posing a significant safety risk and was replaced in 2019 with a new structure, high enough to better limit the ability of three year old ELC students to leave the School premises, which had not been the case with the former fence.</p> <p>3. Pedestrian access to Darebin Bike Trail / Darebin Creek not possible: The public shared bike/pedestrian path along the Darebin Creek cannot be accessed from the School's grounds without removing or cutting through the extremely high mesh fencing along the path adjacent to the School's boundary. There is therefore no legitimate need to enter the School's premises or access OHR, as OHR does not lead to any public land.</p> <p>4. Ongoing Security Issues for the School: The presence of OHR within the School premises prevents the School from fully securing its premises, fully screening visitors and preventing undesirable persons from accessing the School's facilities. This means that serious safety and security issue arise daily for all School students, staff, permitted school visitors, School volunteers and all other visitors. Unfettered public access to the School, while issues surrounding public access to OHR remain unresolved, is inconsistent with the School's mandatory Child Safe obligations. On occasion these matters have required referral to Victoria Police, where undesirable and uninvited persons have been seen lurking in primary school students' bathroom facilities during school hours. More details of the specific kinds of safety and security issues are detailed in the submission from Dr Vivianne Nikou, the School's Principal. These events cause trauma for students (and their families) where they are</p>

Attachment 7 - Attachment 7 - Listing of submissions requesting continued restriction of access to O.H. Rd

	<p>confronted with strangers accessing School facilities.</p> <p>Notwithstanding these security issues however, the gates and fence erected in 2019 do not completely prevent all access to OHR.</p> <p>School visitors: Safety and security needs and expectations The School makes a significant contribution to community infrastructure in the provision of places for groups to meet, and the School Council is rightly proud of the School's contributions in this regard. Numerous other community and sporting groups, many associated with children, use the School premises on a regular basis, and are also entitled to the same degree of safety and security that the School seeks to provide its students and staff. The safety of these permitted visitors is also potentially compromised while the School is unable to properly secure access to School property and School facilities.</p> <p>Other Access Points to the Darebin Bike Trail The School Council appreciates that this consultation process is prompted by residents and other local stakeholders wanting convenient access to the Darebin Bike Trail. There is no need to achieve this via School property while other reasonable alternatives to achieve that outcome exist.</p> <p>A safer and more convenient point of public access to the Darebin Bike Trail would be from the carpark located within the Latrobe Golf Club, given its proximity to the trail and river.</p> <p>Common-sense suggests that the School and its wider community are the only appropriate users of OHR. A public access point to the Darebin Bike Trail should not be made through School property nor in any way that would permit intruders with no School related business to access the School's premises and compromise the safety of vulnerable children.</p> <p>Conclusions The School Council welcomes discussions with the Council to resolve these issues and work toward a practical and common-sense approach to the use of OHR that protects the safety and security of the staff and students of the School and all associated with the School who legitimately use its premises on a daily basis.</p> <p>Yours Sincerely,</p> <p>Chair of School Council Alphington Grammar School</p>
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Attachment 7 - Attachment 7 - Listing of submissions requesting continued restriction of access to O.H. Rd

4	<p>Dear Mr Gilbert</p> <p>PUBLIC ACCESS TO EASTERN PORTION OF OLD HEIDELBERG ROAD, ALPHINGTON (YOUR REFERENCE 18,958)</p> <p>SUBMISSION ON BEHALF OF ALPHINGTON GRAMMAR SCHOOL</p> <p>Thank you for the opportunity to provide feedback in relation to public access to the Eastern Portion of Old Heidelberg Road, Alphington (referred to in this letter as - OHR) to access the Darebin Creek.</p> <p>This submission to the City of Yarra (Council) is made on behalf of Alphington Grammar School (School) and the following stakeholders within the School's Community:</p> <ul style="list-style-type: none"> • Students: the 530 students enrolled at the school, who range from 3 year old Early Learning Centre (ELC) students through to Year 12 students; • Staff: the 110 staff employed by the School, including teaching and non-teaching staff; • Permitted School Visitors: there are a range of school and community groups who visit and use the School premises and facilities, with the School's permission, at various times on a daily basis throughout the week, weekends and school holiday periods. These groups and the nature of their visits and use is outlined in more detail below. <p>Summary: OHR is a Serious Safety Issue for the School</p> <p>The Council, the School and other interested stakeholders have been in discussions for several years regarding the use of OHR, access to OHR, and the consequential safety and security issues that arise on a daily basis for the School, its students, staff and other permitted school visitors. These safety and security issues arise essentially due to a culmination of unfortunate past circumstances and oversights which have now resulted in an obsolete part of a public road being surrounded by private property on which the School, and indeed a previous school, is built and operates.</p> <p>Following the compulsory acquisition of a portion of the School's land and the erection of a combination of wire and high mesh fences along the Darebin bike trail, there is no ability to access the Darebin trail from the School's premises without climbing through wire fencing, (or indeed cutting through the fencing – which has occurred) therefore rendering the need for public access to OHR effectively redundant</p>
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Attachment 7 - Attachment 7 - Listing of submissions requesting continued restriction of access to O.H. Rd

	<p>The School and its community is effectively the only appropriate user of OHR.</p> <p>Safe and convenient access to the river or any public land from the School's premises has not been possible for many years.</p> <p>Of paramount importance, and a major priority for the School, is ensuring the safety and security of all its students, staff and permitted school visitors.</p> <p>The School therefore wishes to continue and amicably conclude the discussions it has had with the Council and local residents in the past concerning OHR, to achieve an outcome that guarantees the maximum protection possible for the School's students, staff and visitors while engaging in School business and activities on the School's premises. Those discussions should of necessity also include the Greek Orthodox Community of Melbourne & Victoria, (GOCMV), being the owners of the bulk of land on which the School is situated (the remaining smaller portions abutting OHR being owned by the School).</p> <p>Abbreviations used in this letter</p> <ul style="list-style-type: none"> • Council: the City of Yarra • GOCMV: the Greek Orthodox Community of Melbourne & Victoria • OHR: the Eastern Portion of Old Heidelberg Road, Alphington • School: Alphington Grammar School <p>Council's Consultation Letter: Additional Background</p> <p>The School is concerned that the Council's consultation letter to nearby residents contained several inaccuracies and omitted key facts that are highly relevant to a complete understanding of both the history relating to OHR, and the problems now faced by the School as a result of these unfortunate circumstances.</p> <p>The School requests that all other contributors to this consultation process are made aware of the following facts:</p> <p>1. Gated school entrance since 1953: A fence and gate has existed on OHR for decades when Parade College operated as a junior boys' campus from 1953 on what is now the operational grounds of the School.</p>
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Attachment 7 - Attachment 7 - Listing of submissions requesting continued restriction of access to O.H. Rd

	<p>2. 1989: Alphington Grammar Established:</p> <p>The GOMCV acquired the land on which Parade College was located, and Alphington Grammar School was established. Given passage of time, and a lack of complete access to records, it is not entirely clear to the School at this time whether there was an understanding as to the status of the OHR's ownership, given that it was of course surrounded by the Parade College schoolgrounds at the time of acquisition by the GOCMV.</p> <p>At some point, continuation of the formal licensing arrangements for OHR appears to have been overlooked, although the continuing, and current, overholding was recognised by the Council at its August 2020 meeting. Further, the School's use of OHR is formally recognised in the Yarra Planning Scheme as follows:</p> <ul style="list-style-type: none"> • OHR, as to its upper part, east of the School gate, between the Senior School and the Junior School, is designated as Special Use Zone (Schedule 3 - Alphington Grammar School purposes) as is the substantial part of the higher School land and facilities on either side; and • The lower OHR area is in an Urban Flood Zone, which also traverses part of the lower School playing fields. <p>3. Changes since 1953:</p> <p>a. 'Significant growth' – meaning and relevance not explained:</p> <p>The 'significant growth' mentioned in the circular letter is not precisely explained, nor its specific relevance to OHR and the unique problems that it causes the School on a daily basis. That said, the School's families are typically situated within only a five to seven kilometer radius of the School. With enrolments for 2022 and beyond coming from families residing in the new development situated on the old Amcor paper mill site in Alphington, many of the School's families are likely Council ratepayers.</p> <p>The following are some specific changes and events which are however relevant:</p> <p>b. Restoration of gates – a necessary safety issue:</p> <p>The former gate and fence in use by Parade College became unstable thus posing a significant safety risk. The risk was removed in 2019 by demolishing the old structure and replacing it with a new structure. The former fence was indeed low enough so as to present additional safety issues for the School, noting that its ELC students can be as young as 3 years of age, and potentially prone to running away or exiting the School premises with such a low and therefore scalable structure. It was also used as a 'climbing wall' for slightly older children, which was dangerous.</p> <p>The low height of the former structure meant that its visibility from the rear window of many modern cars was limited, and the Council will be</p>
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Attachment 7 - Attachment 7 - Listing of submissions requesting continued restriction of access to O.H. Rd

	<p>aware of the tragic death in 2003 of a young School student who was pinned between the fence and a reversing car.</p> <p>(Photos of the old and new structures are attached).</p> <p>c. Lack of pedestrian access to Darebin Bike Path / Darebin Creek: In order to create access to the bike path, trees and the fence would need to be removed and a substantial structure installed in a manner which would dominate the natural character of the creek. (We believe that an old footbridge was washed away many years ago, but never replaced by the relevant authorities).</p> <p>The public shared bike/pedestrian path along the Darebin Creek cannot be accessed from the School's grounds without the removal of the extremely high mesh fencing along the path adjacent to the School's boundary. There is therefore no legitimate need to enter the School's premises or access OHR, as OHR does not lead to any public land.</p> <p>The map contained in the consultation letter does not satisfactorily indicate the School's grounds (i.e.: private property immediately surrounding and bordering OHR on both sides), nor the inability to safely access the Darebin trail from the School's grounds (without vandalising School property or Council erected fencing). Attached for further assistance is a survey plan (overlaid on an aerial photo by Peter Rickard, surveyor, taken in 2016).</p> <p>d. Ongoing Security Issues for the School: The presence of OHR within the School premises prevents the School from fully securing its premises. This means that serious safety and security issue are ever present on a daily basis for all School students, staff, permitted school visitors, School volunteers and all other visitors. The School is bound by and must comply with mandatory Child Safe obligations, which is difficult if open and uncontrolled access to the School's premises and facilities is necessary. Open access to the School flies in the face of Child Safe safety standards and the expectations of the School's parents.</p> <p>On occasion these security issues have required referral to Victoria Police, where undesirable and uninvited persons have been seen lurking in primary school students' bathroom facilities during school hours. More generally, on a regular basis the School faces:</p> <ul style="list-style-type: none"> * uninvited intruders accessing or attempting to access students' bathroom facilities during school hours; * uninvited intruders accessing staff facilities such as bathrooms and staffroom areas;
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	<p>* regular detection of illicit drug taking paraphernalia being discarded post usage in student bathroom facilities, school grounds and in student areas generally;</p> <p>* uninvited intruders attempting to photograph school students during school hours and/or during participation in school activities on school premises;</p> <p>* dogs: nearby residents of the School regularly walk and exercise their dogs on the School oval – this presents safety issues in particular when younger students are nearby unleashed dogs in particular. In addition, sanitation and hygiene issues are a constant concern for staff and students using the oval for sporting activities, when dog owners fail to collect their dogs' faeces.</p> <p>* a variety of adult sporting groups enter the School grounds in an attempt to train or avail themselves of the School's facilities without prior request, permission or authority, and regularly leave significant amounts of rubbish on the School premises, and use the School's bathroom facilities (or, worse still, relieve themselves in the School's playgrounds and around gardens or trees).</p> <p>These issues cause the School significant concerns and additional infrastructure costs given the obligatory Child Safe Standards to which it is subject. The School has incurred significant expenditure in relation to security measures including cameras and CCTV intended to deter and identify vandals, intruders and trespassers, and has also received regular callouts from the School's security company which monitors the School premises.</p> <p>For completeness, it is important to note that 'school' is no longer a 9am to 3.30pm weekday proposition. For example: facilities and other staff commence work at the School well prior to classes commencing, Before-School Care operates from 6am each school day, After School Care Programs for primary school aged children run until 6pm on each school day, and Holiday Camp programs run by external providers on weekdays during school holidays are often available (and accessible to children regardless of whether they attend the School).</p> <p>4. Residents' complaints: The School is concerned that the circular letter does not specify the nature, volume or dates of complaints said to have been made by residents. A suitable (de-identified of course) summary should be provided by the Council to all consultation contributors, so that their relevance can be balanced against the genuinely serious safety and security issues outlined above which the School faces on a daily basis.</p> <p>5. School and Council Engagement: The School's senior management has been actively engaged in cordial dialogue for several years in relation to the various issues relating to OHR,</p>
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	<p>and in particular the serious safety and security issues facing the School while that portion of OHR precludes the School appropriately securing and/or restricting access to the School's premises.</p> <p>6. Current gates do not inhibit access:</p> <p>Notwithstanding the serious safety concerns which public access to OHR presents to the School, the School has not completely inhibited all access to OHR. The statement to that effect in the consultation letter is incorrect. Typically, there is at least always pedestrian access to the School during School hours, and indeed for even greater periods to enable to access by the various permitted visitors to the School.</p> <p>School's permitted visitors: Safety and security needs and expectations</p> <p>The School makes a significant contribution to community infrastructure in the provision of places for groups to meet. In addition to the students and staff attending the School daily, the following groups use the School premises on a regular basis, and are also entitled to the same degree of safety and security that the School seeks to provide students and staff. Without the ability to effectively secure access to the School, and appropriately limit unchecked public access to the School, via an appropriate solution to the issues relating to OHR, the safety of these permitted visitors is also potentially compromised.</p> <p>I effectively write on behalf of all of these groups, which are unlikely to be aware of the ability for uninvited persons to access the School premises while they are legitimately engaging in activities such as the following:</p> <ul style="list-style-type: none"> • Inter-school sports: Other school students and their teachers attend the School premises regularly for the purposes of inter-school sporting competitions. • Inter – school activities: Such as debating, music and drama performances are typically held at the School during the evenings. • Volunteers: The School has a strong community of, in particular, family and past students attending the school to assist with activities as varied as second-hand clothing sales, homework clubs and exam preparation programs. • School sporting facilities leased to community groups: The School's gymnasium is used every evening and on weekends by the Collingwood Basketball Association. All sporting participants are school aged children. • Community language classes: Greek and Chinese language schools also use the School's facilities outside of School hours. • Community Cultural Groups: Use the School premises with permission for activities such as fundraisers, book launches, remembrance and celebration days and similar such events. <ul style="list-style-type: none"> • Gateways Advanced Learning Programs: Are run for primary school aged children on weekends. • Local schools: Use the School's facilities for activities such as their concerts and end of year activities. • School Holiday Programs: Are often run by external providers, on weekdays during school holidays, for primary school aged children, and regardless of which school they attend.
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	<p>Alternative Access to the Darebin Bike Trail</p> <p>Our understanding is that this consultation process is prompted by a desire by residents and other local stakeholders to more conveniently and safely gain access to the Darebin Bike Trail. There is no particular need to locate the access in the vicinity of the School nor via School property.</p> <p>From our observations the most obvious point of safe, convenient, and attractive access would be from the carpark/club house area within the Latrobe Golf Club. We believe that this locality is well lit, more proximate to the trail and river, and whilst within a golf course, is located away from the risk of golf balls. The locality is visually safer given the frequent passage of adults accessing the course and its facilities from the carpark. The option also minimises interference with vegetation, costly structures and dominance of more natural creek environs.</p> <p>Further Considerations for Discussion</p> <p>Flood Capacity</p> <p>OHR is substantially on flood prone land. The existing grass surface of the School's oval retains the flood capacity and ensures no increase in stormwater. Additional paving within the floodplain is undesirable.</p> <p>Best Use</p> <p>What is the highest and best use of OHR? This question reflects prudent management of land by all stakeholders. OHR on its own is too constrained to be other than an access way, and is contained and surrounded within private land owned by the GOCMV and the School, and on which the School operates.</p> <p>Common-sense suggests that the School and its wider community represent the best user of OHR.</p> <p>Conclusion</p> <p>Alphington Grammar makes a significant contribution to the community infrastructure available in Yarra City. OHR as part of the larger Alphington Grammar campus enables an effective sports area for the School's 530 student and numerous other school students in the various sporting competitions in which the School participates.</p> <p>The School welcomes discussions with the Council to resolve these issues and work toward a practical and common-sense approach to the use of OHR that protects the safety and security of everyone in the community including the most vulnerable – Our Children.</p> <p>Yours Sincerely</p> <p>Alphington Grammar School</p>
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5	<p>Granting public access through school grounds represents a serious risk - who would be responsible for managing this risk?</p> <p>Plus the street surrounding the school are completely chaotic at drop-off/pick-up time without also creating a public thoroughfare for cyclists & walkers.</p> <p>An alternative could be an an/off ramp where the Darebin Creek trail underpasses Heidelberg Rd? This would give access to the track from either side of Heidelberg Rd (which currently doesn't exist & necessitates crossing a busy road.)</p>
6	<p>Please keep it private for the school. It is not safe to have members of the public walking through a school campus. The early years centre is just to the left of the school gate. Access to the Creek is being built from Farm Road for nearby residents.</p>
7	<p>I have very real concerns over public access through the school grounds. Surely the childrens safety needs to be the chief priority here.</p>
8	<p>If this was a public school it wouldn't be open for discussion. The school would get the rights to use the land end of story.</p> <p>The comments I have seen about this on various forums reek of racism and it's disgusting.</p> <p>There are plenty of ways to access the creek. There are other areas that I'd love to walk through for better access but I can't, so I just go around. Simple really.</p>
9	<p>This may be public land but it has direct access to a school. The safety of the children should be the ONLY consideration.</p> <p>There are plenty of paths to walk on, and this is a ridiculous proposal.</p> <p>I am a local resident and walking through this area is completely unnecessary.</p> <p>Time and money could be better spent on other things of much greater importance to the WHOLE community.</p>
10	<p>Keep as is - only Alphington Grammar School should have access. There are large groups of kids walking from the primary to secondary school buildings, and having this open to the public is a safety risk.</p>
11	<p>The land should stay with the school to help protect the safety of students rather than people passing through at all times. Plenty of other places people can access the creek.</p>
12	<p>SUBMISSION FROM JIM KATSIFOLIS & DANIELLE PERMEZEL - PARENTS OF AN ALPHINGTON GRAMMAR SCHOOL STUDENT -</p>
13	<p>Alphington Grammar School - various letters - Principal , Head of Primary , President PFA, Chair of School Council</p>

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14	<p>Dear Mr Gilbert</p> <p>PUBLIC ACCESS TO EASTERN PORTION OF OLD HEIDELBERG ROAD, ALPHINGTON (YOUR REFERENCE 18,958)</p> <p>SUBMISSION FROM– PARENTS OF AN ALPHINGTON GRAMMAR SCHOOL STUDENT We refer to the consultation process regarding public access to the Eastern Portion of Old Heidelberg Road, Alphington (Road). Background – Our Interest Our child attends Alphington Grammar School (School) - he is currently in the Primary School, and has attended the School since his kindergarten year in 2015. In the interests of full disclosure, we note that while xxxxx is a member of the School Council as a parent representative, we make this joint submission in our capacity solely as parents of a student at the School. The Road and School Safety Concerns One day in 2018 while in Grade Two our child told us that two of his classmates had encountered a stranger in the toilets of the School’s Primary Building. They alerted their teacher immediately. We were obviously alarmed, as were other parents who became aware of this incident. We subsequently came to understand that the Road is not part of the School’s property, rendering it impossible for the School to appropriately secure the premises against unwanted intruders, who may potentially want to harm School students and teachers. We learned of new safety measures and training for the Primary School students that were implemented in response to the increasing safety risks posed by incidents such as this. We highlight this incident to also note our understanding that the public can, unfortunately, access School property as a result of access issues surrounding the Road. Using the Road We appreciate that the Council needs to undertake a public consultation process in the interests of community input and transparency. However, given that the Darebin Bike Trail along the Yarra is separated from School property by an extremely high mesh fence, we see no valid reason why persons not on School business should need to enter the School, nor why they should have any legitimate need to access a relatively small parcel of land that is the Road. Surely only the School’s students, teachers and staff, and those connected with the School have a genuine need to walk over the Road while they go about School related business. This is really the only meaningful manner in which the Road can actually be used – ie: by those attending the School. The concept of anyone other than those on School business ‘using the Road’ is a misnomer, given its location within the boundaries of the School. We have met people in social situations who have been indignant as to their inability to ride their bikes up from the Darebin Bike Trail, through the School’s property and continue cycling around Alphington. They were not nearby, nor even City of Yarra, residents. We are surprised to say the least that people cannot appreciate the obvious safety risks that the School would face if the general public were able to access the School’s</p>
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	<p>property from the Bike trail. This would seem to be an inevitable longer term consequence of the Council accommodating the complaints of residents wanting greater access to the Road. As parents, we are extremely concerned as to the prospect of any increased public access to the School's property and facilities as an outcome of this consultation process.</p> <p>We urge the Council to take the safety needs of the School's students, staff, parents and wider School community seriously – surely these needs should prevail over the desires of nearby residents to walk over a small parcel of land that is bounded by the School, does not lead anywhere and cannot be used in any meaningful way that is not connected in some way to the School.</p>
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	Old Heidelberg Road - Have Your Say - SUBMISSIONS – Open Gate
1.	The corner from Old Heidelberg Rd and Lucerne Crescent is hazardous during high traffic for pedestrians, cyclists and cars (school drop off and pick up) and creates traffic back ups to Heidelberg Rd. The gated area should be repurposed to relieve these issues (turning circle or drop off car parking)
2.	My family and I live next to Sparks Reserve in Ivanhoe and my children attend Alphington Primary School. We would like to be able to walk/ride to and from school safely. Having access through Old Heidelberg Road and avoid crossing the dangerous bridge on Heidelberg Road would make a huge difference to us. I hope that a solution can be found before a child has a nasty accident.
3.	I strongly support the move to reopen Old Heidelberg Road access to Darebin Creek and Trail. I walk along the Darebin Creek Trail and Main Yarra Trail daily from Lucerne Crescent. I find having to access the Darebin Creek Trail by walking along Heidelberg Road to Sparkes Reserve is both unpleasant and unsafe. Due to fast moving traffic on this section of the road cyclists also ride on the narrow footpath adding significantly to the risk from traffic. I usually drive to Sparkes Reserve as I am nearly 70 and too frightened to walk this section of road/path to access the trails by walking from my home. I would really appreciate being able to access the trails via the section of road currently closed and inaccessible to the public.
4.	I have lived in Alphington for nearly fifty years and with my family have been dismayed by the old Heidelberg Road closure at Alphington School, blocking public access to Darebin Creek. It is a grievous case of private interests overriding public facilities. The school should be required, at the very least, to enter discussions with the Council to provide a solution with easy public access.

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5.	<p>Today the banks and surrounds of Darebin Creek immediately south of the Darebin Parklands are practically inaccessible to the public due to three main factors:</p> <p>(1) the substantial transport infrastructure (Hurstbridge rail line overpass and Heidelberg Road bridge);</p> <p>(2) the fact that LaTrobe Golf Club has closed the southern end of Farm Road; and</p> <p>(3) the recent gated closure of Old Heidelberg Road by Alphington Grammar School.</p> <p>Nothing much can be done about factors (1) and (2), but factor (3) can and should be alleviated immediately. AGS's gates constitute the unlawful closure of a public road reserve. They should be removed.</p> <p>Increasing access to this area would assist to protect and preserve it for future generations. It would also encourage more people to get out into the environment and enjoy its many benefits. For example, it would enable the numerous schoolchildren who have to cross Heidelberg Road each day to get to school in Alphington to walk or cycle to school without having to cross a very busy and dangerous road.</p> <p>An added reason why it is a great idea to reopen access to this part of Darebin Creek as soon as possible is that it will assist the development of a continuous walking (and maybe cycling?) trail along the north bank of the Yarra from the old APM mill site on Chandler Hwy, which is presently being redeveloped and is expected to have a final population of 5,000 residents when it is completed. A path from there to the junction of Darebin Creek and the Yarra would be a terrific community asset and be well used by thousands of people every day. It would make a significant contribution to improving the health and well-being of the whole local community.</p>
6.	<p>I am an Alphington resident, living a few streets away from Alphington Grammar school. My family consists of two active young children who would love to have safe and direct access to Darebin Creek. Whilst I understand that re-opening access to Old Heidelberg Rd to the public would not provide access to the Darebin Creek Trail immediately, we hope that the Department of Transport would consider constructing access to the path in the near future. In the meantime, accessing Old Heidelberg Rd on the portion of land currently licensed to Alphington Grammar would allow for more public outdoor space for the whole of the community to benefit from. Given the terms of Alphington</p>

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	Grammar's licence with the Council has not been revisited since 1953, it is entirely appropriate that Yarra City Council reviews this licence to consider the many changes made to the local residential community and re-enters a licence that allows for unrestricted public access to the Darebin Creek.
7.	My wife and I are local residents and frequently walk the Darebin Creek Trails. We would use the trails even more if ease of access was permitted both via Old Heidelberg Rd, and via Farm Rd/ the golf course gates at the end of it.
8.	As a local resident, I would love to see public access opened up again, for more ease of access to the bike path. It's very frustrating that access is blocked (both by the school and by the golf club). As someone who lives on St. Bernards Road, it means a near 10min walk down via Heidelberg Rd just to get to the trail. During the lockdowns, it was very frustrating to pass both the school and the golf club gates all shut, despite the very present need for public to get into nature with ease.
9.	With two young children, having more direct access to Darebin Creek, Sparks Reserve and surrounding parklands — without having to negotiate a treacherous stretch of Heidelberg Road — would make for a safer, more inviting experience for our whole family. At the moment, the prospect of riding our bikes down that portion of road means we look elsewhere. Direct access would allow for more regular use of this fantastic local amenity.
10.	Keep open
11.	Remain open and be fully accessible to the public.
12.	The locals have have been using this access for many years. I have lived here for 21 years and use this path regularly, this path was shown to me by my mother in law who had been using it to walk her dogs since 1965. The locals who enjoy and use this access have done so respectfully and out of school hours so it has no affect on the school. I cannot understand why the school would want to deny this access to locals. I would think that the school would be grateful for the presence of locals which if anything deters thieves and vandals. They should be encouraging locals to use that area.

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13.	<p>The map in the letter to residents dated May 2021 indicates 'the section of road that is currently closed'. The actual area of road reservation now closed is over six times greater in area than the indicated area. Furthermore the road reservation provides access to other significant areas of public land and other land, hence the letter does not tell the full story.</p> <p>It is understood that the current locked gates erected across the road by AGS (Alphington Grammar School) have been illegally erected. They must be left open and the 'no trespassing signs' removed immediately (within say 7 days). Council should direct this action immediately. The brick walls across the road imply ownership of the area by AGS and deter public access, so they must be removed by AGS in the short term (within say 28 days).</p> <p>Currently residents are forced to access Darebin Creek and the Darebin Creek Trail from Sparks Reserve, Ivanhoe which requires us to cycle and/or walk across the Heidelberg Road bridge which is unsafe for both pedestrians and cyclists. Access for residents of Alphington to the Darebin Creek Trail along Old Heidelberg Road is very desirable – particularly when heading north (to Northland, Darebin Park, Ivanhoe, etc). While there may eventually be other access to the Trail from Farm Road, the other potential access is not as suitable for us. All residents of Alphington who live in the Heidelberg Road area have to use the narrow Heidelberg Road bridge – including those with young children, strollers, disabled, students, elderly, cyclists, etc. Such access is unsafe, inconvenient, and adds route length. In summary, the existing access is unsafe and unsatisfactory.</p> <p>The location of the old footbridge (Heritage Place HO79 in the Planning Scheme) built in 1914 and damaged in a flood in 2003 should be noted. The bridge created a link to Clarke Road, Ivanhoe. Public access was available to the footbridge over Crown Land from the end of the Old Heidelberg Road reservation. We have lived in the area for over 25 years and were regular users of access along Old Heidelberg Road to Darebin Creek and also the footbridge. We have no information regarding plans to replace the footbridge, now or in the future.</p> <p>Students of AGS who travel along the Darebin Creek Trail to go to AGS, from Thornbury and other northern suburbs, from Kew and other southern suburbs, or even from Ivanhoe cannot directly access AGS from the Trail. They are forced to use alternative, longer, less-safe routes which is totally unsatisfactory.</p> <p>Parking associated with AGS in the surrounding streets and traffic congestion at certain times are major concerns to the residents of Alphington. AGS should be encouraged to maximise the area of 'off-road' car parking both on AGS grounds and on the Old Heidelberg Road reservation.</p> <p>We have no objection in principle to Council entering into a legal agreement of limited duration with AGS which only allows use of the road reservation (east of the line of the existing gates) by AGS for outdoor recreation and to provide exclusive vehicle access to AGS. The key requirements in the agreement would include:</p> <ul style="list-style-type: none"> • there shall be are no restrictions by AGS on pedestrians/cyclists using the road reservation; • no structures are to be built by AGS on the road reservation; • AGS is required to maximise the number of car parking spaces for staff on the road reservation and in the school grounds; and • AGS raises no objection to the installation of an unlocked gate or gap in the fence along the Darebin Creek Trail in the vicinity of the bridge
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	<p>over the Darebin Creek to allow access to the Trail.</p> <p>An appropriate gate on Old Heidelberg Road could be installed to allow access for AGS staff vehicles at start/end of the school day. Bollards on either side of the gate to control vehicular access would be required, but a brick fence is not acceptable.</p> <p>AGS could also be encouraged to include a future major off-road car parking facility in their Master Plan for the AGS property (similar to Ivanhoe Grammar in City of Banyule).</p>
14.	Nothing should happen to the land that precludes it from being an option for use/access for the Darebin Yarra Trail link.
15.	The Old Heidelberg Rd (gates) should remain open and accessible to the public outside of normal school hours.
16.	Yeah would love to get through the gates to be able to walk the whole old Heidelberg rd. Schools being a bit selfish

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17.	Open it up completely and let the public access green space with the least barriers. Green space is proven to improve mental wellbeing. Safe entry to bike trails is inclusive and safe.
18.	<p>Until recently I used to live in North Alphington (Bennett Street) where we have easy and safe access to the Darebin Creek Trail. This trail is a magnificent asset to the community along the creek and provides easy, safe access to outdoor space for exercise and recreation. While we lived in Bennett Street, my young children were 7 and under and loved to cycle every day, especially during lockdown. We would ride up and down the trail for hours each weekend.</p> <p>Now that I have moved to South Alphington (Riverview Grove), my children barely cycle any more because they are cut-off from the Darebin Creek trail by the fencing along Alphington Grammar School & LaTrobe Gold Club. They are frightened of cycling along the narrow pavement around the Grammar School to get to the creek.</p> <p>It is so sad to see their love of cycling and riding in the outdoors being replaced by fear due to the Grammar school refusing access to public land.</p> <p>I strongly believe that the Old Heidelberg road should be open to the public and would have minimal impact on the School. I do not think the school should have the right to "own" this public land just because it is next to the school. It is their civic duty to the community to be a role model and focus on the physical and mental health of our children by allowing easy access to the trail.</p> <p>I understand the school may have a traffic problem but it is their responsibility to have a traffic management plan and to encourage parents not to drive. Easy access to the bike trail would be a key enabler for this plan.</p> <p>It also produces an opportunity to restore the footbridge into Ivanhoe across the trail to further enable children to walk and ride to their schools, instead of having parent clog out roads with cars.</p> <p>Open the road and let the public access public land once again!</p>

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19.	<p>This section of road should remain in public hands, and be accessible to the public at all times. If the school does not have the right to deny the public access to Darebin Creek, then it should not have been allowed to effectively do so and this access should be restored immediately. Due to what I can only assume is a failure of local &/or state government, we already find ourselves in the ludicrous situation where a public walking/bike path that is almost entirely constructed abutting Alphington is not accessible from Alphington - forcing schoolchildren (& others)) who could otherwise safely travel into Alphington PS, childcare & sporting facilities to instead use Chandler Highway &/or busy Heidelberg Road. Alphington Grammar School &/or LaTrobe Golf Club should have been compelled to provide safe entry/exit at the time of construction. Now would seem to be a good time to address this issue as well.</p>
20.	<p>This section of road should be open to the public and it should be used to provide public access to Darebin Creek and the bike path. This is public land and should not be appropriated by Alphington Grammar for use which excludes the public. It would appear that the gates currently closing off Old Heidelberg Rd to the public are illegal.</p> <p>The licence in 1953 would have been issued to Parade College, the predecessor of Alphington Grammar, and the terms and timeframe of this licence are not disclosed in the information given. Whether it is still current would seem to be important.</p> <p>The local Alphington community agitated for a bike path for many years, and now that it has been built, there is no local access to it for Alphington residents. Negotiations with Latrobe Golf Club appear to not have progressed in this regard and this might provide an alternative. Both the school and the Golf Club are very possessive of their rights to the area, in opposition to local interest and benefit.</p> <p>My understanding is that originally, there was an easement to allow Old Heidelberg Road to go right to the creek. I do not know what is the status of that easement at this point, but it might be relevant.</p> <p>While the school is understandably concerned about keeping its students safe from public interference, this does not give it the right to unlawfully exclude the public from public land.</p> <p>The road could be excavated so that a bridge could be built over it to connect the two parts of the school and to allow public access to the creek and the bike path via a new bridge across the creek, thereby maintaining separation between school and public. This bridge across the creek should be built to the north of the school, towards Sparks Reserve, and would be an appropriate replacement for the bridge washed away in the flood some years ago.</p> <p>Opening the area currently closed off without using it to allow this access would have little public benefit. For many years the public had access though the school to the public land and the creek during non-school times, but the school has progressively closed this off, possibly without the right to do so, causing a significant loss of public amenity.</p>
21.	<p>It's simply private exclusive use of a public asset. The entitlement and arrogance of this private school is ridiculous. It should be opened up to provide access to the creek, and in future improved connectivity</p>

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22.	I would like to see access for the public, noting that Alphington Grammar does not pay municipal rates.
23.	<p>I'm 55 and have lived locally most of my life. As a kid, I enjoyed access to the creek, and the park on the other side of the creek via the bridge that was damaged in a storm and then removed. The bridge allowed my group of friends to meet up without having to use the narrow and dangerous stretch of Heidelberg road which is now the only way to legally cross the creek.</p> <p>Living on Lucerne crescent, not far from Old Heidelberg road, the access to the creek banks was the only place for the many dogs I've had to have a truly relaxing and natural walk/run.</p> <p>Please let us keep this access to this natural habitat that we have always enjoyed and respected.</p>
24.	<p>As a young family living in Alphington, south of Heidelberg Road, the Darebin Creek Trail is a key part of our local amenity for walking and cycling. However the only direct access to the Darebin Creek Trail via the Heidelberg Road from South Alphington is very dangerous, as the footpath is narrow and directly adjacent to a busy road.</p> <p>My understanding is that Old Heidelberg Road is public land that extends down the Darebin Creek Trail and pathway bridge over Darebin Creek which has been fenced off by Alphington Grammar School and closed to public access.</p> <p>I also understand that Alphington Grammar School pays no fees for access of this public land.</p> <p>I feel that Alphington Grammar School has taken possession of this public land illegally by fencing off the land and installing secured gates.</p> <p>With that Council should undertake the following:</p> <ul style="list-style-type: none"> • Terminate any licence / agreement / peppercorn lease with Alphington Grammar School • Instruct Alphington Grammar School to remove all the illegal fences and gates on the public land • Instruct Alphington Grammar School to alter the Darebin Creek Trail perimeter fencing so that it does not encroach on the public land and enables public access to the Darebin Creek Trail • Instruct Alphington Grammar School to construct a security fence along the southern and eastern boundaries of the Crown Land.

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25.	<p>As a young family living in Alphington, south of Heidelberg Road, the Darebin Creek Trail is a key part of our local amenity for walking and cycling. However the only direct access to the Darebin Creek Trail via the Heidelberg Road from South Alphington is very dangerous, as the footpath is narrow and directly adjacent to a busy road.</p> <p>My understanding is that Old Heidelberg Road is public land that extends down the Darebin Creek Trail and pathway bridge over Darebin Creek which has been fenced off by Alphington Grammar School and closed to public access.</p> <p>I also understand that Alphington Grammar School pays no fees for access of this public land.</p> <p>I feel that Alphington Grammar School has taken possession of this public land illegally by fencing off the land and installing secured gates.</p> <p>With that Council should undertake the following:</p> <ul style="list-style-type: none"> • Terminate any licence / agreement / peppercorn lease with Alphington Grammar School • Instruct Alphington Grammar School to remove all the illegal fences and gates on the public land • Instruct Alphington Grammar School to alter the Darebin Creek Trail perimeter fencing so that it does not encroach on the public land and enables public access to the Darebin Creek Trail • Instruct Alphington Grammar School to construct a security fence along the southern and eastern boundaries of the Crown Land.
26.	<p>Old Heidelberg Road is one of only two options to safely access the Darebin Yarra Link. Currently children and adults can only access the Link via the narrow dangerous footpath on Heidelberg Road across Darebin Creek.</p> <p>The Department of Transport has restarted consultation on access to the Darebin Yarra Link via Farm road. This proposal is still many years from completion and far from certain. Until the Farm rd access is confirmed, approved, budgeted and built, Old Heidelberg road should remain as an alternative option.</p> <p>In addition, the open space offered by the school oval, playground and basketball court is a valuable community resource that should be accessible when the school is not being used (eg. evenings, weekends and holidays). Opening access will provide visual security to the school, preventing minor crime (eg. vandalism, theft). Access to Old Heidelberg road would support this.</p> <p>Community Coalition to Build the Darebin Yarra Link</p>

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27.	<p>Re: Public access to Old Heidelberg Rd.</p> <p>Public access to the fenced off section of the road should be allowed. This is also a great opportunity to link Alphington to the Darebin Creek Trail for pedestrian and bike access. Current access from Alphington to the Trail requires riding along Heidelberg Road and then back tracking at Sparkes Reserve. Bike and pedestrian access along Old Heidelberg Rd will be much safer and shorter. This is particularly relevant with the large increase in the Alphington population as a consequence of the APM site redevelopment. Encouraging this population to use bike and public transport will be an important initiative to avoid traffic congestion in the area. An efficient link to the Darebin Creek Trail via Old Heidelberg Rd should be part of that initiative.</p>
28.	<p>Please re-open access to the public to the section of Old Heidelberg Road. It would be lovely to be able to walk or bike-ride through this area and enjoy this part of Darebin Creek, preferably also connecting with the Darebin Creek Trail and parklands. I do not believe that Alphington Grammar School should have exclusive use of this area, which could be important for the recreational activities and health of many City of Yarra residents.</p>
29.	<p>I would love it if this section of Old Heidelberg Rd was made accessible to the public. Living so close to the bike path, it is very odd that this section of Alphington does not have much access to it.</p> <p>So if there was a route through to the bike path via Old Heidelberg Rd that would be great.</p>
30.	<p>I would very much like to see the reopening of Old Heidelberg Road. It will allow access to Darebin Creek Trail and the Napier Waller Reserve, which unfortunately is not possible due to the gates and fences erected by Alphington Grammar School and I am positive once Old Heidelberg Road is reopened it will be supported by a community that enjoy walking, cycling and the natural environment in and around the Darebin Creek and Trail and will also encourage more people to get out into the Darebin Creek environment and enjoy its beauty.</p>
31.	<p>Alphington Grammar has no legal basis to unilaterally install gates to limit access to that area of Darebin Creek. I find this kind of stealthy annexation offensive and hence will insist vigorously that the area remains open for public access and that the school be chastised appropriately.</p>
32.	<p>I would like to see the gates unlocked and public access restored through to the Darebin creek trail. This will make it easier to design walking and cycling itineraries that begin/end at Alphington station, currently only accessible from the Darebin Creek trail via a long detour.</p>
33.	<p>I would like to continue to have access to the creek via Old Heidelberg Rd and am disappointed the School has locked out the community. Of the 50 years of living here there has never been a problem with community access until the new school erected the gates and locked them.</p>
34.	<p>I would love to see an open access to Darebin Creek.</p>

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35.	Access to this portion of the river is limited, and it would be great to see pathways become public use again.
36.	I'd like to see it open for community use.
37.	Old Heidelberg rd (a public road) has historically allowed Alphington residents access to the Darebin creek and in recent past a safe walking route to Ivanhoe. Alphington Grammar has only been in the area since the late 80's prior to that it was Parade Junior that had the license from Northcote council not AGS. In 1914 a foot bridge was built across the creek with permission from the existing owner of Flowerdale, Charles Trescowthick you could cross the bridge and walk up a small lane to Clarke st Ivanhoe. At present South Alphington residents have to walk along the narrow footpath next to a very busy Heidelberg rd. There is no local access on the southern side of Alphington to the Darebin Bike path. The Grammar school chose to build on either side of ols Heidelberg rd and then to take it upon themselves to install gates and now to lock them, Surely there are many legal questions to ask here??
38.	Please leave the gate open Trust the locals
39.	Return it to the residents as it should always have been. Alphington residents are teased by the tantaslising close bike path, but have no access. Being able to enter via Old Heidelberg Road would be a valuable opportunity, and for no real loss of amenity for the school that 'appears to have taken matters into their own hands and commandeered the road for themselves".
40.	The underlying status of the road seems to be that it is still a public way, subject to an old agreement, an arrangement that arguably no longer applies or needs to be rejustified. The utility of public access is much greater than the utility of restricting access. It also a matter of access to a larger space. The AG has long sought to keep the public away from public land, along with the nearby golf course. This is profoundly undemocratic, and possibly illegal or unconstitutional. Post pandemic it's even harder to justify. Yarra will do the right thing I hope.
41.	This is public land and it should be open and accessible to people wanting to walk and cycle to and from the creek to other destinations. For women and children especially, having more connections means more points of escape (even if this hopefully just remains a perception of safety issue). More connections to the creek means better accessibility (including to the school and other local destinations); more people walking and cycling create safer transport and recreational networks, not putting up fences. I appeal to the Councillors to make a good decision for a more accessible outcome for all the community, (and not to a private school's ill-founded claims).
42.	Access to the public
43.	Please open this up to the public. Fresh air and exercise are about the most important things in the world and should be available to all! It is criminal that a private organisation can stop public access.

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44.	The existing public land (Old Heidelberg Road) should remain in public ownership, and the gates should be removed. The public acquisition overlay should be applied, to allow a public path (for pedestrians and bike riders) to continue all the way down to the creek, connecting with the Darebin Creek Trail.
45.	Please open it for public access
46.	I want public access to be reinstated as was its original intention. Long term there could be a path connecting to the Darebin Creek Trail
47.	I would urge the Council to allow public access to the eastern portion of Old Heidelberg Road so our community can access the Darebin Creek and the bike track - Alphington residents over 30 years ago or more, were the first community to agitate for a bike path linking our community to the Main Yarra Trail - so people could cycle to work and our children could cycle safely to school - now the bike path has been built but NO access for Alphington/Fairfield residents!! Our only access is along the narrow and very dangerous footpath adjacent to Heidelberg Road to Sparks Reserve access. At present the Alphington Grammar School has erected gates preventing access without any consultation with residents - Old Heidelberg Road is a public road and should remain so for all residents and the general public - it should not be just for a select few.
48.	There is no doubt this public road should be open to the public to enable access not only to Darebin creek but also to the walking/bike track that runs along it. I write on behalf of the Alphington Primary School Council who unanimously agree that access should be provided for children travelling by bike/ scooter or on foot to school from neighbouring suburbs, particularly Ivanhoe and other nearby suburbs. Currently the only access is along the narrow pathway across the Heidelberg Rd bridge crossing Darebin Creek adjacent to the busy 4-lane road. Currently there is no alternative safe pathway.
49.	I would love to see this section of road made public as it provides additional access for everybody to Darebin Creek and the surrounds. Having it only accessible to the school no longer makes sense.
50.	Open it up for public access please.
51.	A path to allow public access to the creek should be identified and opened up. The college should then purchase the remainder of the public land (which includes part of their sporting field) at market prices

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52.	This section of public road should remain public property for the purpose of providing future access to the path to the Darebin Yarra Bridge & Trail as an alternative to gaining access via the Latrobe Golf Club should arrangements with the gold club be further delayed.
53.	I would like to see access reinstated to provide direct through access to the walking path along the creek.
54.	<p>Thank you very much for providing the opportunity to give feedback on public access to Old Heidelberg Road, Alphington.</p> <p>As residents of Como St, Alphington for 15 years we would be extremely pleased to regain access to the Darebin Creek from this section of Alphington.</p> <p>When the extension of the Yarra Bike Trail was completed we could not see why common sense had not provided pedestrian access from riverside Alphington down to link up with the bike/walking track. To gain access now we need to walk along busy Heidelberg Road to access Sparks Reserve and the trail.</p> <p>If we were able to simply walk down Old Heidelberg Road to access the new track without encountering the noise of busy Heidelberg Road it would make a big difference to the enjoyment of exercising - walking, dog, bike.</p> <p>I would like to see an access path join the end of Old Heidelberg Road to the Yarra Trail Bike Path near Sparks Reserve.</p> <p>As you say in your letter, 'the area has experienced significant growth' and the suburb we bought into is changing. With the huge Yarra Bend development; and apartment living increasing, there are growing numbers of people in our Alphington Park and on our streets. To access Sparks Reserve and the Trail without first negotiating busy Heidelberg Road would make a significant difference for the better for friends, neighbours and our community.</p>

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55.	<p>I would recommend that access is granted to the local community</p> <p>Already people have made a make shift track from the Ivanhoe side of the bridge to take a short cut onto the bike paths (This will eventually cause erosion)</p> <p>Makes sense to provide a proper path for riverside Alphington et al to access the paths without having to walk down Heidelberg Road.</p>
56.	<p>As the area has experienced significant growth any council land that can be accessed so residents can enjoy and use the local amenities should be maximised so we encourage Council to remove the gates and return the land for public use.</p>
57.	<p>As the area has experienced significant growth any council land that can be accessed so residents can enjoy and use the local amenities should be maximised so we encourage Council to remove the gates and return the land for public use.</p> <p>Thank you</p>
58.	<p>I would like free and open access from old Heidelberg Rd down to the Darebin creek. Heidelberg Rd and the road bridge over the Darebin Creek is too narrow to safely navigate with cyclists, people with prams, people with dogs young kids etc.</p> <p>It is much safer and nicer to walk down the northern boundary of Alphington Grammar to access the great new bike and walking track.</p>
59.	<p>Opening it up would better serve the broader community and provide a safer thoroughfare (rather than that busy and narrow bridge) than to keep it the exclusive domain of a few private school kids.</p>
60.	<p>Reopen to public access</p>
61.	<p>Thank you for reaching out to the community on this matter.</p> <p>I would like public access to be reinstated to enable access to the creek & parklands, and the bike track, without the need to cross the main bridge at Heidelberg. The foot path on the main bridge is not safe to cross as there is no separation of traffic & pedestrian. The footpath is not wide enough</p>

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62.	<p>We live in Clark Road Ivanhoe. Our property runs down to the creek directly opposite Alphington Grammar, so we are neighbours. For us, access into Alphington was always across the creek and then walking up through Old Heidelberg Road. Years ago there was a foot bridge that our daughters used to walk to Alphington PS. That was washed away in a flood, so after that it was dodgy stepping stones but now with the new bike path bridges being installed that community access is again possible between our two neighbourhoods. Can I point out that at the moment the only access between Ivanhoe and Alphington is along busy Heidelberg Road? A very skinny and scary footpath with traffic hurtling past. The wind from a bus or large truck can sometimes almost knocks you off your feet. The less people, especially kids riding/walking to school, are forced to use that route, the safer the greater public will be. So for that reason alone I think council should consider not allowing Alphington Grammar to block off the road and begin talks with the school as to how to manage the obvious needs the school has in providing security, while also maintaining the right of way that our two neighbourhoods needs and deserves.</p> <p>And really what right do they have in the first place. The school in the past when it was Parade presumably bought land either side of the road. That road and our community right to access it was there well before the school. Just building a wall does not give them ownership.</p> <p>And although this does not affect us directly, there is also the issue of Alphington residents having access to the new bike path. Which in the last year and a half of covid restrictions has become extremely popular. At the moment there is no access on the Alphington side. A fact we find appalling given that most of the new section of the path is built on the Alphington side. Access down through Old Heidelberg road which goes all the way to the creek seems a no brainer to us. The road is already there. It is owned by the state. It should remain open and a route to the bike path built.</p>
63.	<p>We would like to have access to Darebin Creek again for regular exercise. The Alphington community is growing rapidly with the Yarra Bend development adding very large numbers of people and vehicles to our small parkland. Being able to walk at the eastern end of Alphington will add significantly to our capacity to walk and meet up with neighbours in our community.</p>
64.	<p>Access for cyclists</p>
65.	<p>Open the road</p>
66.	<p>I would like access to the creek and trail, it is inconvenient and more dangerous to have to walk around and down Heidelberg road, and encourages trespassing through the school given how inconvenient it is</p>
67.	<p>An excellent opportunity to get much better connections for bike paths. Please make it happen!!</p>

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68.	I am a City of Yarra resident in a neighbouring street to Old Heidelberg Road. I request that the public access to that section of Old Heidelberg Rd and the Darebin Creek be restored when the licence to the school expires. I further request that the previous footbridge access over the Darebin Creek be re-established, as this would allow access to the Darebin Creek walking and bicycling trail without having to use the dangerously narrow footpath on the Heidelberg Road - Darebin Creek bridge. (Access to that walking and cycling trail was sought but not granted from the Latrobe Golf Club; it could now be gained from a City of Yarra-controlled public roadway.)
69.	I am a regular cyclist through that area. To have that old road open would be a godsend to my travels to the Capital Trail. At the moment my choices are: 1. Darebin Parklands (very difficult with a heavy load of shopping) 2. Heidelberg Rd Dangerous (out of the question for me) 3. Yarra Trail (long way around) Opening Old Heidelberg Rd would give me safe/r access to Yarralea St then on to the Capital Trail.
70.	Open the road to the significant volume of cycle commuter traffic for the benefit of Alphington and all surrounding suburbs.
71.	Public access needed. How did Iga grant public land to private ownership?
72.	Public access should be reinstated between Old Heidelberg Rd and the Darebin Creek and the Creek Trail. Two key changes make this important: first, the dramatic enhancement of access and use of the Darebin Creek connection to the Yarra River and Main Yarra Trail has enabled many more users to access off-street exercise opportunities and green spaces; Second, that the COVID-19 impacts on recreation in local contexts, the 'trying out' of more and different places to walk dogs, ride bikes and go for a run is enhanced by local connectivity. This reinstatement of access will leverage the multimillion dollar investment in the Darebin Ck-MYT bridges and pathways - huge benefits from a small investment.
73.	bike access to Alphington would be useful by opening it up.
74.	Hi All, opening up this part of the road to the trail would help cyclists, walkers and other trail users better connect to the Darebin and Yarra trails. Would love to see this happen.

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75.	Please reopen Old Heidelberg Rd access through to the bike trails.
76.	Open for cycling access and not cars. Reinstate public access to public land pls.
77.	<p>Revoke the licence and reopen the road to the public. It can also be used by the school but not exclusively. The road should provide safe ad direct public access to the creek.</p> <p>The area is far more populated now than when the licence was granted 68 years ago and the road should be returned to public use.</p>
78.	It's a shame this is not public access to walk or cycle.
79.	I would love it to be open for public use.
80.	Please reopen to close the missing link in the cycle path.
81.	Please allow public access for walking and cycling as this will make businesses in Alphington more easily accessible.
82.	This section of road should be connected via a bridge and shared path to the Darebin Trail. This would enable a valuable transport link from the new (and hopefully extended) Heidelberg Road bike lanes with the Darebin Trail and via that the Yarra Trail.
83.	Public access needed- bike connections crucial
84.	Open to public access for bikes to use
85.	It would be great to see it open to public as a link between Alphington and the Darebin creek.
86.	Allow open access to bikes and pedestrians
87.	Non motorised (bikes, walkers, runners) should be able to access Darebin Creek more directly. It is ridiculous that we are squeezed on to the narrow footpath (east side of Heidelberg Road) or forced to navigate a multi-lane high speed highway.
88.	I would like to see residents of Alphington and Ivanhoe being able to more easily access the open space along Darebin creek, including reinstating the footbridge across the creek. The current access requires doing so through the City of Banyule or City of Darebin.
89.	We would like to see this area open up to pedestrians and bike riders to connect with the existing trail . This would allow people to avoid having to use busy Heidelberg Rd to access the trail from Alphington.

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90.	<p>I think that this restriction should be opened to the public so it can be used for the local community. Restricting it for use of Alphington Grammar clearly prevents this and the current arrangement should be changed.</p> <p>The opening would also allow a more direct access to the recently constructed bike and walking track adjacent to La Trobe Golf Course.</p> <p>I look forward to the Council changing the current arrangement.</p>
91.	<p>It would be good to have public access restored so as to allow people to access Darebin Creek. This would also reduce the amount of foot and bicycle traffic on the footpath which runs alongside Heidelberg Road. It feels quite risky when using this footpath as it is quite narrow, and Heidelberg Road quite busy.</p>
92.	<p>Having enjoyed the access to Darebin parklands via the school grounds in the past, I was gob smacked when Alphington Grammar had the arrogance to close access.</p> <p>It's public land.</p> <p>Walking with young children on Heidelberg Road along the bridge is very narrow and dangerous with cars whizzing by.</p> <p>I believe residents should have easy access restored.</p> <p>The Grammar school makes residents lives a daily misery with parking issues, rude parents etc .</p> <p>Give us back what has always belonged to the local community.</p>
93.	<p>I would like to see this section of Old Heidelberg Road remain open and be accessible to the public, particularly to provide access to the Darebin Creek Trail. My children currently need to access the trail by crossing Darebin Creek on the East side of Heidelberg Rd which is very dangerous, in sections the distance from the roadway curb to the bridge fence is less than 1m with no median meaning bicycles and scooters are definitely out of the question.</p>
94.	<p>I would like to be able to walk down this road and get access to the bike/walking path along the creek, without having to walk along Heidelberg Rd. It is a very narrow footpath across the bridge. And it will allow me quick access to the path.</p>
95.	<p>The installation of the gates is completely inappropriate and ought to be removed, providing access for pedestrians to the creek. The school was closed for a large chunk of last year and physical/outdoor activities were severely limited during various lockdowns - the inability to access public areas along this road caused additional and unnecessary annoyance.</p>
96.	<p>it would be great to be able to access the creek from old Heidelberg Rd. It is a bit annoying that the school gives the impression that it is there land and keeps the public out if indeed it is council land and the public could have access. now that the walk/cycle path along the creek has been completed it would be great to have an option to access that path from the Yarra side of heidelberg Rd. thanks vicki white</p>

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97.	<p>I live in Como Street, Alphington and, being a pensioner, I walk nearly every day. There are many people, young, old, disabled, children and pets who enjoy walking in this beautiful suburb. The close proximity of the Darebin Creek area is a bonus. By opening this road up again it would give everybody access to this area and maybe the trail that runs up past the golf course? It is a very long way to access this walking path at the moment.</p> <p>I believe the removal of the gates will give much pleasure and exercise to not only the residents of this area, but also the many people who visit this area because the word is spreading about the Alphington.</p> <p>Surely this land should be available to the wider public and not a private school.</p>
98.	I would like access to Darebin creek walking trails from Old Heidelberg rd
99.	i would like to see access reinstated and a footbridge constructed over the Darebin creek to enable ease of pedestrian access to Ivanhoe and for ease of access for people living in the Darebin part of Alphington to the Yarra part of Alphington by bike
100.	The access should be returned to public use as this is public land and will allow residents better access to Darebin Creek Trail. Lockdowns in Victoria have shown how important access and availability of recreational land is to the public. I hope the private school can understand the changing needs of the many over the few.
101.	<p>We live diagonally opposite Alphington Grammar in Lucerne Crescent.</p> <p>The section of Old Heidelberg Road licensed to Alphington Grammar needs to be re-opened for public access to the Darebin Parklands, Sparkes Reserve and the newly built bike path.</p> <p>Given the significant increase in traffic and resident numbers in the area, the current narrow foot bridge across the yarra river is now hazardous and unsafe for pedestrian travel.</p> <p>The opening of this section of Old Heidelberg Road would allow safe access for pedestrians across the yarra river without the need to put their safety at risk walking across the pedestrian car bridge on Heidelberg Road.</p> <p>This would also benefit the safety of students from Alphington Grammar.</p>
102.	The Eastern section of Lower Heidelberg road should be open to the public to allow access to Darebin Creek. This area is a community asset and should not be restricted to a small interest group who do not have community interest at heart. As the inner city areas become higher population density, public open space is used more and more and is vital to the amenity of the local community. The area should be accessible to all, not just a select few.

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103.	I live diagonally opposite Alphington Grammar in Lucerne Crescent. I would like to see this part of the road open for public use again. My children and I would like access to the creek to walk the dog. It would be a great spot to access the bike trail and build a connection. I would like access to the bike trail from Alphington South so we don't have to use the dangerous bridge along Heidelberg rd that drivers speed along (to enter via Sparks Reserve). I am scared one of my children will be hit by a car.
104.	I would support public access to Darebin Creek from Old Heidelberg Rd. The pathway on the Heidelberg Rd bridge section that crosses the creek is very narrow and dangerous, especially for children on bicycles, , so an alternative access point would be highly supported.
105.	<p>Thanks for inviting the the community to provide input and thanks to the local resident who provided the additional information showing Council owned land (12 -18 Old Heidleberg Road) via the AFADA community email advice.</p> <p>This area along the Darebin Creek is: -</p> <p># steeped in history (eg former hotels for travellers on each side of the Darebin Creek when the creek was in flood);</p> <p># provides a valuable opportunity for the Alphington and East Ivanhoe communities to regain safe access to their local green space and</p> <p># protects what remains of the traditional wildlife corridor (via Darebin Creek Trail and Yarra Main Trail)</p> <p>Please NOTE: the local communities are still waiting for Vic Roads to select the most suitable of the five identified Darebin Creek Trail access options. It is imperative that all of the relevant authorities urgently acknowledge the real risk and safety hazard (of the narrow footpath on Heidleberg Road) being the only access to the Darebin Creek Trail.</p>
106.	I would like to see Old Heidelberg Road link up with the Darebin Creek Trail. Access to the Trail is currently nonexistent south of Parklands Avenue, North Alphington, so this entry point would benefit many Alphington residents as well as Alphington Grammar School students and staff.
107.	I'm all for public access if it provides direct public access to the Darebin Creek Trail. As a resident of Alphington who lives south of Heidelberg Rd, it would be great to be able to get to the trail without walking with our dog along the narrow footpath on the Heidelberg Rd bridge between Alphington and Ivanhoe.

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108.	<p>We live in Constances Street, Alphington and have done so since 1990.</p> <p>Public access to this section of Old Heidelberg Road should be reinstated and enforced by the Yarra City Council. Although the map attached to your feedback page shows a relatively short section of road that does not connect to Darebin Creek or the Darebin Creek Trail, we understand that a Victorian State title's office search shows that a considerable portion of the flat land to the south and west of Darebin Creek in this area is in public hands and that the road connects to the Creek and the Trail. The title search also shows that the road and public land allows public access to the western end of the old footbridge across the creek that was washed away some years ago.</p> <p>In our view, the road and public land should be used to allow access to the Darebin Creek Trail from the south side of Heidelberg Road. Currently, there is no such access for Alphington residents south of Heidelberg Road without taking a long diversion through the Darebin Parklands or crossing the Heidelberg Road bridge which has only a narrow and exposed footpath which is unsafe.</p> <p>We used to regularly use the flat land to the south and west of Darebin Creek before access was prevented by Alphington Grammar. We also used to walk to the Fairy Hills part of Ivanhoe across the footbridge before it was destroyed. That footbridge should be reinstated which would further improve access to and use of the Darebin Creek Trail.</p> <p>In our view, every effort should be made by the Yarra Council and other relevant public authorities to reinstate and maintain public access to Old Heidelberg Road and the public land connected to it. The loss of public open spaces is a perennial problem especially in areas close to Melbourne city where increasing population density means that public open space should be preserved and access provided wherever possible.</p>
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109.	<p>First, I wish to correct an error of fact in your letter. Any licence that was granted would have been issued to Parade Preparatory College (or its parent body). Parade took possession of the site in 1953 and a school ran there until 1988-89 when the site was sold to Alphington Grammar School (or probably to the Greek Orthodox Church). AGS commenced in 1988 -89. I assume that the licence was transferred and that Council records contain evidence of this. FYI see: https://www.parade.vic.edu.au/Our_Heritage.aspx AND https://alphington.vic.edu.au/about/our-history/</p> <p>Secondly, I ask that Council make public the actual licence document so that residents can see the terms of the licence granted. Council should also explain to residents the extent of AGS ownership as it appears from title searches that part of the sports grounds remain Council property.</p> <p>USAGE: Residents used to have access via a bridge across Darebin Creek. Access to the bridge was across the land now reserved for the school. Children accessed Alphington Primary School this way and it was a popular and used access to Sparks Reserve. It washed away and was not rebuilt.</p> <p>Access to the now closed area of Old Heidelberg Road is only useful if it goes somewhere ie access across the now sports grounds to the creek and across the creek. Consideration of opening Old Heidelberg Road should include consideration of:</p> <ul style="list-style-type: none"> - public policy in licensing and essentially gifting public lands to private ownership - legal ownership of the Old Heidelberg Road land and part or all of the land used by AGS as sports fields - potential for public access across Darebin Creek and to the bike path and walking trails - Locking off of the 'sports fields' along the creek for private school use - safety considerations for children at the school <p>I would support opening up the access if this included ensuring practical public access to the creek etc as above. If Council decides to retain the licence then a substantial (ie thousands of \$) annual fee should be imposed.</p>
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110.	<p>I live at Lucerne Crescent, Alphington, and am a Yarra Council rate payer. To say I was dismayed by the unannounced blockage of old Heidelberg Road is an understatement. Frankly, it looked like the school appropriated the land from public access on its own initiative.</p> <p>I ask that the gates be removed. They are an outrage. Thank you for consulting now.</p>
111.	I think that this section of Heidelberg Road should be available for public access.
112.	<p>Before the footbridge was removed in the 1990's local residents could easily and safely cross from South Alphington to Sparks Reserve and the walking track along Darebin Creek. Since then the path has been beautifully expanded and is and provides foot and bike access through Darebin Park all the way to East Kew BUT there is no way of accessing it from South Alphington.</p> <p>Ideally the footbridge would be replaced and Old Heidelberg Road opened to allow access to it.</p>
113.	<p>I'd like to be able to access this section of Darebin creek as I live locally and this would save time and avoid walking along h berg rd. I'd also like to see the old foot bridge across to Ivanhoe that was lost in the floods re instated</p>
114.	Would like it fully open to all members of the public for safe access for everyone.
115.	<p>Public access to the section of road must be retained, the gates must be removed or opened to the public to reinstate public access. The section of road provides an important access point to this section of the Darebin Creek, which is regularly used by the public (particularly on weekends and after school hours) and an important community resource. Without this section of road there is no public access to this section of the creek and the reserve along the creek bank, it will become private access only effectively privatising a public asset and removing public access to this section of the Darebin Creek bank . In addition, there is a ford across the creek at the bottom of this section of road, easily accessed in the summer months and maintained by local residents who reinstate it each year after winter to allow access from Sparks Reserve, across Darebin Creek and into Alphington via this section of road. If the road access is not maintained this important public access route will be gone for ever. If the section of road is not retained, it effectively privatises access to the creek and creek reserve, encouraging</p>

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	other private land owners to fence off other sections of public access to creek and river reserves. The section of creek access via the road is access regularly and is an important public resource that must be maintained. This public asset provides a key link to a the creek and should be maintained.
116.	Public access to the significantly upgraded trails, in this area, should be enhanced, including the Darebin Creek public footbridge, that was washed away in the late 1990's, be reinstated by Yarra & Banyule Councils.
117.	I believe the access to Darebin Creek should be reinstated, with the ridiculous increase in local housing density going hand in hand with increases in our rates it now behoves the council to ensure local residents have as much easy access to local areas of recreation as possible.
118.	The section of road should be open to the public, it could also be shared with Alphington Grammar. Every effort should be made to join up sections of the Darebin Creek trail which is extensively used by all residents nearby. We are in Alphington, the other side of Chandler Hwy and regularly walk our dog in this area. It is good that this is discussed openly.
119.	Access should be available to the public to allow safe access to the trails
120.	I'd like access to the Darebin Creek trail from Old Heidelberg Rd. I do not believe the school should be allowed to close off access along a public thoroughfare. Camberwell Grammar has dealt with a similar issue and public access has been maintained.
121.	This is a public road. It should be open to the public. AGS has no right to close off this road. It has been a public right of way to Darebin Creek parklands for more than 170 years. It should be reopened immediately.
122.	I would appreciate public access be granted to the Eastern aspect of Old Heidelberg Road as I would like walk/run along Darebin Creek. I live on Parkview road, Alphington.
123.	Keep it public. From Miriam
124.	I believe this section of Old Heid Rd should be accessible to the local community, therefore the gates should be removed.

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125.	<p>I was very surprised to learn that this section of Old Heidelberg Road remains public land which the school has effectively appropriated to its own use. However, public access to this short section of road would seem to be of limited utility unless the public can also obtain access to Darebin Creek.</p> <p>It is unclear from the background information what rights the school has under its licence and whether these can be revoked or varied in any circumstances. If it were possible, I would support the Council seeking to secure a public right of access to Darebin Creek via the road as part of an agreed resolution to the status of the land.</p>
126.	<p>With more and more people needing access to open spaces, the action of Alphington Grammar in constructing gates in Old Heidelberg Road deprives many of us access to Darebin Creek from Old Heidelberg Road. This is a very selfish action on behalf of Alphington Grammar and should be reversed at the earliest opportunity</p>
127.	<p>I would like to see public access to Darebin Creek.</p>
128.	<p>Private schools should pay for public land and not block public land access.</p>
129.	<p>We support the move to re open the access to Darebin Creek and trail for all to use This is a particularly good idea in consideration of the extra influx of residents in the APM site, allowing movement out of the Apm site away from main roads</p>
130.	<p>I would like to see public access from old Heidelberg rd through to the amazing walking and bike trail along darebin creek. The grammar school and adjacent golf course mean it is a very long way for pedestrians and cyclists in the area to detour in order to access the trail.</p>
131.	<p>I would like to be able to access to the Darebin Creek without crossing the Heidelberg Road bridge. Years ago there was a beautiful little bridge across the creek. Unfortunately it was washed away in a large storm. It was fantastic. We should also be able to access the Yarra Trail from our area (South of Heidelberg Road).</p>
132.	<p>I'd like to see this section of the road to be open and accessible to the public and us residents who live near by. It would be so wonderful to have easy access to walking and maybe cycling trail along the north bank of the Yarra. It will be an amazing asset and will be used by many people every day. Especially as more and more people move into Yarra Bend and Council has said that final population will be 5000(!) people, this path will be used by many who live in the area. The reasons to keep it open and accessible to residents in the area OUTWEIGH the reasons to keep it closed TREMENDOUSLY.</p>

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133.	Access should be available to the public to allow safe access to the trails
134.	I support the reopen of the old Heidelberg Old to access the Darebin Creek. This will contribute the better use of the land for community wellbeing's.
135.	<p>Until the recent erection of gates I have walked down Old Heidelberg Road through the school since 1983.</p> <p>The washing away of the footbridge at the bottom of the lane way from Clarke road Ivanhoe around 1990 has meant there is no foot access between Fairy Hills and Alphington unless one either crosses the Darebin creek when low or the dangerously narrow footpath on Heidelberg Road.</p> <p>It would be a great access point to the bike path as anyone in the southern pocket of Alphington east of Chandler Highway has to either take their chances on the narrow footpath on Heidelberg Road to Sparks Reserve, or negotiate the building works in the new Yarra Bend project.</p> <p>The bike path is an asset but the fencing of it and the erection of the gates has resulted in loss of any access.</p> <p>.</p>
136.	The road should be open and join with the path which runs along the creek north south. It is simply incredible that the main creek path cannot be accessed in this area south of Heidelberg Road except by crossing the bridge on the main road, a bridge which has an unusually narrow and unsafe path, and is unusually dangerous for bikes and people with pets, with no protective rails or structure. I have lived south of Heidelberg Road for about 28 years.
137.	<p>As a Yarra Bend resident living on the south side of Heidelberg Road it be very useful to be able to gain access to the Darebin Creek Trail without having to cross or walk down the busy main road. Alternatively access to the walking trail to the North or South of Latrobe Gold Club would be very useful. We as a family believe in easy access to public walkways and parks.</p> <p>Many thanks.</p>
138.	Please open to allow easy access to the trail and parkland. Not fair that residents are cut off by private schools and private golf clubs.
139.	Bike access
140.	As a nearby resident of over 40 years I resent the fact that I can no longer walk down through the entrance to the school off old Heidelberg Road. I was always able to walk my dogs down there and walk along the creek. There were no gates they were no fences to what is now the bike trail. Give us back what still is ours.

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141.	Public access
142.	Access should be free for all
143.	Open the road so that the public and, most pertinent, the Alphintonians have access to the wonderful nature at their doorstep. It would also encourage more people to use the facility and enjoy the serenity for walking or cycling.
144.	As a previous resident and Early education teacher in close proximity, I believe the general public are entitled to access this area: eastern section of Old Heidelberg Road in Alphington, to access Darebin creek, it should NOT be for the exclusive use of Alphington Grammar.
145.	<p>To Ivan Gilbert, I live my young family on Lucerne Crescent in Alphington and I would live to see the reopening of Old Heidelberg Road near Alphington Grammar.</p> <p>To access the track currently my family and I need to cycle or walk onto busy Heidelberg Road and cross the narrow bridge the get to the Napier Walker Reserve and Darebin Parklands. This is incredibly dangerous as cars drive very quickly along this stretch of road and my 4 yo daughter was nearly hit by a car as she negotiated this stretch to gain access to the parkland.</p> <p>I believe it would be so beneficial for the whole community if the gate was removed on Old Heidelberg Road and we could access the parkland without having to go into busy main roads.</p> <p>With the huge development at the old APM wouldn't it be terrific if this could link up with the tracks in the north side of the Yarra for the near 5000 new residents to enjoy?</p> <p>Improving this access will encourage more people onto bikes and off roads and it will provide a crucial link to the Kew area for teenagers attending school there.</p> <p>I cannot support this reopening of Old Heidelberg Road more. It makes sense for all those that enjoy walking and cycling in the natural environment, improves mental health and physical health and allows a safe point of entry for everyone on the bike path and walking tracks.</p>
146.	Open to allow public access

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147.	I strongly believe this road should be open for public use and access to Darebin Creek
148.	<p>I support the reopening Old Heidelberg Road, which has been closed to the public by the gates erected by Alphington Grammar School.</p> <p>The Old Heidelberg Road reserve (which is a public road reserve with a lawful right of way open to everyone) runs down the northern edge of the Alphington Grammar School site to the point where the Darebin Creek Trail crosses Darebin Creek, opposite Sparkes Reserve, Ivanhoe.</p> <p>If access to the Trail along the Old Heidelberg Road alignment was restored, it would be possible to gain access to the Darebin Creek Trail and the Napier Waller Reserve from the Southern side of Heidelberg Road, which is not possible today due to the gates and fences erected by Alphington Grammar School.</p> <p>Many local residents in Alphington believe reopening Old Heidelberg Road is a great idea and that it will be supported by all those who enjoy walking, cycling and the natural environment in and around Darebin Creek and Trail. Thousands of people use Darebin Creek Trail daily.</p> <p>There is a lot of beautiful landscape around Darebin Creek and also a great deal of local history. There is a famous painting by Eugene von Guerard of the farm that once occupied this area of Darebin Creek 160 years ago: https://www.alphington.org.au/acconline/2020/6/25/m1qdljwrrhmszmhrrqfe1rn93m06nf</p> <p>Increasing access to this area would assist to protect and preserve it for future generations. It would also encourage more people to get out into the Darebin Creek environment and enjoy its beauty.</p> <p>Another reason why it is a great idea to reopen access to this part of Darebin Creek as soon as possible is that it will assist in the development of a continuous walking (and maybe cycling) trail along the north bank of the Yarra from the old APM mill site on Chandler Hwy, which is presently being redeveloped and is expected to have a final population of 5,000 residents when completed in the near future. A path from there to the junction of Darebin Creek and the Yarra would be a terrific community asset and be well used by thousands of people every day.</p>
149.	<p>I would like to see this section of road returned rightly to public use.</p> <p>I note that the local MP, Kat Theophanous, is currently trying to establish access for the Alphington community to the bike path that runs below the Grammar and the golf club. Could this be part of that solution?</p>

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150.	it would be great to be able to access the park
151.	please open it up to the public. I am disabled, use a wheelchair, and cannot access the park if I have to use the existing Heidelberg Rd footpath because it's too dangerous
152.	We would like to be able access Darebin creek and the gates prevent us from getting there
153.	<p>It has been a great disadvantage to have any access to the Darebin creek cut off by both the school and Golf club, our local area has now been cut off to the new track and access has needed to be found going into another suburb. It is disappointing that planning for the area, walk/bike tracks, fences, school and golf course, did not take into account the residents there use of the area and how this would affect us.</p> <p>My family and I would very much like to be able to access the route down to the Darebin creek again as it is a wonderful environment to enjoy especially as the influx of new residents (literally thousands more) will be using the wet lands and Alphington park.</p> <p>Simply having a gate open so we can walk through to the track would be appreciated.</p>
154.	<p>I would like the gates to be left permanently open as they had always been up until recently.</p> <p>It is a popular path to walk down to the track along the creek. Our world is becoming more and more privatised and fenced off and taken up over by various fiefdoms. The loss of shared public amenity turns us all against each other - closed off and fearful. The default position should always be "keep it open".</p> <p>(another eg: the Latrobe golf course stopping people walking along the north bank of the Yarra.)</p>
155.	I would love to be able to access the Yarra trail from Heidelberg rd. Be great for the kids and dog.
156.	We'd like public access to Darebin Creek please
157.	I would love to be able to access Darebin creek trail from the river side of Alphington without having to walk along Heidelberg Rd. The footpath along Heidleberg Rd is narrow and dangerous especially for children, bikes, and dogs and family groups. Because of the nature of the access to the trail I have felt discouraged from using it despite many years living in Alphington. I dislike walking next to cars and trucks whizzing past and having to breathe in car fumes while taking a walk. I used to use the trail via old Heidelberg Rd when I first moved into the area in 1989. Access could be via old Heidelberg Rd as it used to be or by an arrangement with the golf club. I personally would prefer to join the trail via old Heidelberg Rd.
158.	We live in Lucerne Crescent and find it difficult to access Darebin Creek safely with three young children. we are currently forced to use the Heidelberg Road Bridge which is narrow . We believe the road should be open to pedestrians.

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159.	<p>With the ever increasing population in the "Yarra Bend- Old APM" site Alphington Park is becoming busy and there is need for more open area access. I would like the access to the creek re-established.</p> <p>It would be wonderful to have access to the Darebin Creek bike path.</p> <p>Our current access is in East Ivanhoe via Sparks Reserve- to get there we have to cross the very narrow and dangerous footpath and bridge on Heidelberg Road between Old Heidelberg Road and The Boulevard.</p> <p>If nothing can be done through the Alphington Grammar, then can we have the footpath widened with safety barriers similar to Merri Creek Bridge on Heidelberg Road?</p>
160.	Public access to the creek should be given priority.
161.	The gates on public land need to be removed. I often cycle through this area. There should be no restriction of access to members of the public and certainly no person or institution should have the right to build gates on public land.
162.	<p>I would strongly favour pedestrian access to Darebin Creek.</p> <p>It is unsafe for our children to walk to school along Heidelberg Rd, particularly the section between The Boulevard and Old Heidelberg Rd, where the footpath meets the road with no barrier.</p>
163.	Get rid of the gates. The school has systematically stopped locals using that land since the footbridge got washed away in the Fairfield floods. I feel locked out of my own area!
164.	It should be open to the public so students who go to Alphington Primary can access it with other having to go on Upper Heidelberg Road
165.	I would like to see it opened up for pedestrian access.
166.	Remove the gates. It is public space.
167.	<p>Please open it so I can get to the walking path.</p> <p>It's so dangerous on the narrow path across the creek and crossing Heidelberg Rd to enter at Sparks Rd.</p> <p>Last week I had to run, as I don't get a lot of notice when the cars come around the bend at Tower Hotel vicinity. My glasses came off my shirt and a car drove over them. They were \$800 bifocals.</p>
168.	Public access should remain.
169.	Should let public have access to the creek

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170.	Make sure it is open to the public as is fair.
171.	Old Heidelberg Road should be reopened and extended to be used as an access to the Darebin Creek Trail for cyclists and pedestrians. It is too far to go up to The Boulevard to access the trail for residents around Alphington and Fairfield, and that area of Heidelberg Road is not very safe for cyclists.
172.	It is vital to keep the road accessible to the whole community and to use it to provide access to the Darebin Creek and the path along it. There is no access to that path for local residents unless they walk along the dangerously narrow footpath to Sparks Reserve.
173.	I think it needs to be open to the public, these gates shouldn't block public access to public land. Please remove these gates
174.	Gates removed to allow public acces to the land owned by the council.
175.	The road should be open to all

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176.	<p>The road should be re-opened and public access should continue to be provided along the road to access the Darebin Creek.</p> <ol style="list-style-type: none"> 1. The school unlawfully exercised exclusive access to the road since late 2019 when it constructed the gates across the road. Prior to the construction the community enjoyed access to the road and fringing walking paths. 2. On the 2 January 2020 I complained to the City of Yarra that access to the public road was denied by the school. I am aware that other Alphington residents also complained at or around this time. Accordingly, the local community did not accept the unilateral actions of the school to secure exclusive right to the road at the time they build the offending structures. 3. The reason I complained was that my mother-in-law was a resident at Alphington Aged Care, a facility located on Old Heidelberg Road near where the road was closed. My mother-in-law was blind, wheelchair bound and suffered mild dementia. We used to use the ramps leading off the footpath which are now located behind the gates to walk her in her wheelchair to the south of the road. The closure of the footpaths by the school's gates meant that we could not use these ramps. It was difficult for my mother-in-law who experienced discomfort in having to be wheeled over the road gutters instead of a ramp. Closure of the footpaths continue to create mobility problems for residents with disabilities, especially those located in the adjacent aged care facility. 4. The road has historic significance. Prior to 1847 the road was a track from Melbourne servicing a ford crossing the Darebin Creek which continued onto Heidelberg. In 1847 the track was made into a road and a wooden bridge installed where it approached the Darebin Creek and it then continued into what is now Sparks Reserve. This bridge was ultimately replaced with the current bridge in 1863 and Heidelberg road realigned to the new bridge's upstream location. The Old Heidelberg Road therefore extends to the banks of the Darebin Creek rather than several meters back as illustrated in the map on the Council's website. The road is a vestige of a significant historical road that used to service colonial travel from Melbourne to Heidelberg (and Eltham) and it should be preserved. 5. Local residents continued to use the old road and crossing until recent times. In recognition of the active use of the Old Heidelberg Road no council authority has ever gazetted a notice of discontinuance. When the Christian Brothers acquired the "Flowerdale" property in 1953, which then encompassed the road, and the subsequent granting of a licence by the City of Northcote to allow the Brothers to occupy the road in 1953 for the purposes of establishing a school, no actions were taken at that time to disallow the local community from continuing to use the road. 6. The road has provided access for Alphington residents to the Crown water frontage fringing Darebin Creek for over 173 years. Residents have generally used this right for recreational purposes for either walking along the frontage or to cross the Creek to access Sparks Reserve. Alphington residents have in recent years found their access to Crown water frontages of both Darebin Creek and the Yarra River unreasonably denied by adjoining landowners (notably, access from Farm Road to Darebin Creek has been denied by the LaTrobe Golf Club and access to the Yarra River from Alphington and Coate Parks have been denied due to safety concerns arising from the Yarra Bend property development). Given these recent restrictions, it would be unreasonable and oppressive to further deny residents access to Crown water frontage alongside the Darebin Creek as they are entitled under ss.401A(1) Land Act 1958 (Vic.)
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177.	Keep the gates open to allow public use of the open space outside school hours.
178.	<p>Thank you for providing the opportunity to give feedback on public access to Old Heidelberg Road, Alphington.</p> <p>As the area has experienced significant growth any council land that can be accessed so residents can enjoy and use the local amenities should be maximised so we encourage Council to remove the gates and return the land for public use.</p>
179.	I think it should be open to the public so everyone can enjoy the bike path more easily.
180.	I think it should be open to allow the walk or ride to school easier for kids.
181.	This section of road should provide public access to the bike path. As a nearby resident I see this primarily as a safety issue, this acces would provide a safe walking/cycling path for the many kinder, primary and secondary students who currently walk along Heidelberg Road over the Darebin creek which is crowded and dangerous (bikes must currently dismount as two cannot pass and it is frightening walking prams/kids with scooters etc there)
182.	Please connect up the bike track so kids can get to Alphington primary school, community can access Alphington parks and surrounds
183.	Need to keep access to Darebin Creek open to the public
184.	I would like to see this section of road open to the public to provide access to the paths as there are no other access points in this area.
185.	Please open it up and allow kids of Sth Alphington riding bikes to Kew High (our zoned High school) to access the new bike path safely. Kids of south Alphington riding along the very narrow footpath of Heidelberg Rd to reach access to path at Sparks Reserve. This is very dangerous and we feel excluded from the hugely expensive and much anticipated path that runs through our neighbourhood.
186.	<p>We would like access to darebin Creek from old Heidelberg Rd. It is unsafe as pedestrians and cyclists to cross the narrow dual carriageway bridge.</p> <p>It is not ok for only the privileged few of alphington grammar to have access.</p>
187.	We have lived directly across the creek from the school (now AGS) for 40+ years and observed the gradual erosion of access from Ivanhoe to Lucerne Cre. via Darebin Creek. Using Old Heidelberg Rd to provide safer public access to the bike path via an extension of the bike path around north western portion of the northern school oval would be a fantastic improvement of the use of Old Heidelberg Rd.

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188.	Access to the Darebin creek bike path
189.	Please keep access to the creek for everyone. It should be a public area.
190.	Allow public access to Darebin creek path for both pedestrians and bikes. Crossing the bridge across Heidelberg Road to get to Sparks Reserve is dangerous for the community and an accident waiting to happen.
191.	I would like that section opened to public access as it was designed for originally to allow access to that area and the creek .
192.	Allow public access to Darebin creek path for both pedestrians and bikes.
193.	Access should be maintained.
194.	I would like the Old Heidelberg Rd be used to provide access to the Darebin Creek shared path from Alphington, given that VicRoads, Council and other responsible authorities do not seem to be able to reach agreement with the Latrobe Golf Course in a timely fashion on delivering the previously announced access point. This would avoid the need for pedestrians and cyclists, particularly families with young children, to travel over the narrow and dangerous Heidelberg Road footpath over the Darebin Creek.
195.	Open it up please, with the new development at YarraBend more access points to the river will only benefit the community. It is a bit rude that the school have taken it upon themselves to erect gates.
196.	Everyone should have access to the creek. I haven't seen data which supports access being gated for safety reasons. Has there been any assault? Or is this another example of exclusivity by stealth.
197.	How unfair to block access to the Darebin Creek at the Grammar School gates. The pathway that runs beside the creek and beautiful shrubbery is no doubt maintained by our local City of Yarra. Surely more members of the public - walkers and dog walkers - use the area than those who are fortunately able to attend the school. Access to walkers is important for access for walkers, who have minimal 'footprint' on the fragile land, less important for cyclists (in fact I would discourage their access).
198.	Return this public amenity to the public & allow public access to the Darebin Creek path. Crossing the Darebin Creek from Alphington via Heidelberg Rd to get to Sparks Reserve is not safe.
199.	Allow public access.

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200.	This is public access to public land. Darebin Creek is a public recreation resource. There is no way this school should be able to block access let alone put up gates. Outrageous entitlement. Thank you for revisiting this!
201.	Please open Old Heidelberg Rd for access to the public, it would allow much easier access to the Darebin Creek trail. Thank you
202.	The school should not be locking out rate-paying residents from accessing public land. Gates should be removed.
203.	There is no access to the Yarra River walking/bike trail in this part of Alphington. This was open to the community when we moved here 36 years ago and should never have been closed off. We totally support the opening or removal of the gates to return public access to the river.
204.	Yes the access should be public to the creek but mainly should connect to the bike path on the other side of the creek. At the moment there is no safe way to ride from the south side of Heidelberg road to north side. The path on the bridge over Heidelberg road is way too narrow.
205.	It should be a public space, it shouldn't just be for a private school to utilise.
206.	Open the area up to the public! These privileged private institutions suck taxpayers moneys for opulent buildings and then give the middle finger to the public. Fuck them!!
207.	Allow public access to Darebin creek path for both pedestrians and bikes. Crossing the bridge across Heidelberg road to get to sparks reserve is a public safety issue .
208.	It should be open to the public at all times.
209.	Open the gates so the residents can access darebin creek without having to walk along Heidelberg rd near sparkes reserve. It's dangerous for pedestrians on that section of Heidelberg rd
210.	There should be community access to Darebin creek via Old Heidelberg Rd.
211.	I would like to see the gates remain open for access for all to the Darebin Creek.
212.	I want public access to it
213.	Get rid of the gates. The public have a right to gain access to the creek. This isnt the 19th century.
214.	Public Access

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215.	I would like pedestrian access to the creek and gates removed
216.	Like so many others, I want this opened up. The Alphington residents on the south side of Heidelberg Road have no easy access to the Darebin creek and the Darebin creek trail leading to Willsmere park and Kew Billabong. All residents from Grange road to Chronos Care centre have no access to one of the most important tracks and creeks running through it. Access via Sparks reserve is possible, but the busy Heidelberg bridge with its narrow path makes this a natural barrier that most people avoid, especially with children on bikes or with dogs on lead.
217.	I would like there to be pedestrian access to Darebin Creek/ Sparks Reserve.
218.	I would like the public to have access to this section of road.
219.	We would like pedestrian access to Darebin Creek restored to the public. We often walk the pathway and it is a only a moments inattention by motorists, cyclists or pedestrians and disaster would strike whilst walking across the bridge. People do not walk single file and there's no room!
220.	This section of road should be public however it is unclear to me whether providing public access to the road in any way allows access to the river and trail. The school would fight this very strongly. What are the legal considerations- this is totally unclear from what has been provided.
221.	Access should be open at all times to the public. Locals have no direct access to the new bike trail along the creek, and this is a perfect spot to provide access for Alphington locals.
222.	Although it doesn't have much of an effect on me now , as I access from Ivanhoe, I'd welcome public access. It seems unfair on residents of Aplington who are so close, but so far from this beautiful track. Cyclists commuting to the city are forced on to Heidelberg Rd, which is pretty scary, or to go significantly backwards, with a dangerous right hand turn to get to Sparks Reserve. We are considering downsizing to Aplington and this lack of access is a part of our decision in terms of location.
223.	Access to this section of Old Heidelberg Rd should be returned to the public, to facilitate access to Darebin Creek and the public path that runs beside the Creek.
224.	I think that it is important that local residents have access to what was previously public land. In many ways it can be advantageous to the school, as the local residents will keep an eye out for any problems which the school may have used as a reason to lock it off from the public. The same sort of thing has happened with Ivanhoe Grammar. Taking over and fencing off what had always been public access.

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225.	Allow the road to be used to access the bike path. My children have to bike across the bridge to use the bike path to get to Kew High, endangering both themselves and the pedestrians
226.	Access should be given to the public for access to Darebin Creek and the bike path. The gates installed by Alphington Grammar should be removed.
227.	I would like the gates removed in order for a path to be constructed for Alphington residents and the general public to access the creek — and ultimately the Darebin Creek Trail. Currently this access is via a narrow and dangerous footpath on Heidelberg Rd. It is appropriate to revisit the licencing arrangements that allowed Alphington Grammar to block this access, given population growth over recent years (and projected growth with Yarrabend development) and the given creation of the Darebin Creek trail and it's connection to the Main Yarra Trail.
228.	<p>Lack of access from the South Alphington area means that cyclists and pedestrians have to brave Heidelberg Rd, where the footpath across Darebin Creek is very narrow and dangerous. It is particularly dangerous for students who ride to schools in Kew.</p> <p>Latrobe Golf Club has in the past said they would consider an access point to the Darebin Creek trail - we all knew that this would never happen.</p> <p>I would strongly recommend that access the given via a dedicated path via Old Heidelberg Road and the south bank of Darebin Creek that joins the Darebin Creek trail. This would also allow easier access for children from Alphington PS and Gum Nut child care to access Sparks reserve. In the last week I saw kindergarten children being herded along Heidelberg Rd to and from Sparks reserve - it was obviously fraught (carers making sure the kids had both hands on the fencing across Darebin Creek), and represents a risk to safety of the children and their carers.</p>
229.	I stay with my uncles sometimes and have always walked their dogs at this creek. For the last 28 years of my life we've enjoyed this creek. I don't think this is remotely fair for any of the residents.
230.	<p>My view is that this section of Old Heidelberg Road should remain open and be accessible to the public.</p> <p>There are NO access points to the Yarra Trail and access to the public via this section of Old Heidelberg Road would, firstly show City of Yarra is listening to ratepayers in this area of Alphington to make the Yarra Trail accessible (especially for those with young children and family members at the aged care centre) and secondly, offers City of Yarra an opportunity to build access onto the Yarra Trail that is safer than via Heidleberg Road, respects boundaries of Alphington Grammar school.</p>

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	In addition, this part of Alphington will increase significantly in population given development underway. It makes strategic sense to open and develop access for the public onto the Yarra trail.
231.	<p>I think this road, being a public road, should be open to the public, and the public should definitely have access to the Darebin Creek path and corridor.</p> <p>For the Alphington community on south side of Heidelberg Road to have no access to the creek and trail in their own suburb, is not only a poor community outcome, it is also a poor reflection on the community values of the two private institutions that are using public lands along the creek, and monopolising a public corridor asset in the Darebin Creek.</p> <p>The School can still maintain its uses across either side of the road, but the public path must run down through the Old Heidelberg Road extension and connect into the Darebin trail.</p> <p>Access from Old Heidelberg Road directly to the Darebin Creek Trail would benefit the local and wider community in a number of ways:</p> <ul style="list-style-type: none"> - Finally secure a public access to the creek corridor for the Alphington community, - Create a much safer path across the creek for Alphington school children heading north-east to Ivanhoe Grammar or homes in that area, who currently have to use the dangerously narrow footpath on the Heidelberg Rd bridge, - Ensure that longer term, the creek corridor and environs are maintained as public assets for the community, rather than the current situation where all of these public assets and amenity are monopolised by two private entities, Alphington Grammar and the Latrobe Golf Course, <p>I would thoroughly support the situation where the Old Heidelberg Road extension is clearly a public street and has direct access and signage to the Darebin creek trail.</p>
232.	I would like to see public access to the creek.

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233.	<p>I live in Alphington, near Alphington Primary School.</p> <p>I often walk around the neighbourhood for exercise/recreational purposes.</p> <p>The gates at Old Heidelberg Road impede access to the Darebin creek and to walking paths close by.</p> <p>My current access points to these paths are via Chandler Highway and north of the bridge over Heidelberg Road.</p> <p>I have some mobility issues and cannot walk a full circuit.</p> <p>Opening up Old Heidelberg Road will allow me access to more significant and pleasant exercise/recreational amenity which should be available to everyone in the area.</p> <p>Opening Old Heidelberg Road will benefit all residents in the area and others rather than a small private group.</p>
234.	<p>The exclusive use of this public asset by a business is not acceptable.</p> <p>The opportunity for this section of public land to be used for public access into the Darebin Creek Bike trail is obvious and should be pursued.</p> <p>At the very least this section of public road should be open for public access at the weekends with public access to the playing fields as compensation for the road being used by the school during weekdays.</p>
235.	<p>I moved to Lucerne Crescent 25 years ago. For some years my wife and I periodically walked down Old Heidelberg Road to the creek. That is now impossible for the reasons you have stated. We would prefer to be able to do that walk after school hours.</p>
236.	<p>Yes to access the Darebin creek trail from Old Heidelberg rd.</p>
237.	<p>I would like all residents of Alphington to be allowed SAFE access to Darebin creek path.</p> <p>I have lived in Alphington for 30 years. My children attended Kew High school and were not able to ride safely to school due to no safe route</p> <p>The traffic on Heidelberg road is busy, the walking path is narrow and single file only.</p> <p>I do not like walking across Heidelberg road as the traffic is very close to the path.</p> <p>My dog is also very hesitant and frightened to walk along Heidelberg road to access Sparks reserve and the Darebin trail.</p> <p>Access to Darebin creek path via old Heidelberg road is an absolute necessity!</p> <p>We need SAFE public access to the Darebin path.</p>
238.	<p>It is unsafe walking along Heidelberg RD and access to the path is paramount for Alphington residence.</p>
239.	<p>Roads are for the public. Access should be for all</p>

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240.	Full access for the public. And a walking track to link with the trail along the data in creek.
241.	<p>I live with my family on Geneva Rd Alphington and have written to Yarra Council a few times regarding access to the Darebin creek trail.</p> <p>I remain surprised that there is no access to the trail from this part of Alphington and that we have to use Heidelberg Road (to get to Sparks reserve); it is a matter of time before there is a major adverse event on the Heidelberg Rd bridge (over Darebin Creek) given how close the traffic runs to the bridge's footpath. I feel very unsafe crossing this bridge with three young children.</p> <p>If a link to the trail cannot be created at LaTrobe golf course, it would make sense to use this section of Old Heidelberg Rd for this purpose.</p>
242.	<p>This road should be open to the public to use. Further is a great opportunity to create an access path to the new Darebin creek path, instead of the narrow and dangerous route across the Heidelberg road bridge.</p> <p>Certainly a private school should not have exclusive use of public property.</p>
243.	I believe that the gates should be removed and public access should be provided to the Darebin Creek walking/cycling path
244.	I am a resident of Alphington and walk a lot in the area . I would think it would be highly beneficial for pedestrians ,and pushbikes to create a pass from old Heidelberg Road to Darebin Creek Trial and the big lawn area the school calls their own . It is not very social to fence off sporting grounds to other users , regardless if managed or used by a school . The example would be Chelworth park which is open for public use , yet administered by a private school.
245.	I strongly believe the community should maintain ownership and access to the Old Alphington Rd segment within the school. As a resident of 30 years+ in the small enclave that is devoid of access to the new bike path, I'd like to see the road linked up to the path with a hard surface feeder path, a gate into the Main trail and also providing access to the creek (I highly recommend this also be included into the adjacent Golf Course, as the barriers to our creek are implied bu denying access to the roads that were intended like Farm Rd and Old Alphington Rd. I strongly believe Yarra City Council need to support the local community in this area, as the crippling development of our small area leaves us land locked among over sized and unwanted development projects such as APM, Tower Hotel, House Of Lights, Ex 7/11 (Darebin) and any other plans submitted
246.	I would like to see this section of the road accessible outside of school hours. We used to walk along that section of the road to access the Darebin creek trail and this was great and easy for us. We live very nearby and have never seen or heard of any issues with this.

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247.	<p>My family lives very close to Alphington Grammar and we need to have more direct and SAFE access to the Darebin and Yarra walking and bike paths, for both commuting and recreation.</p> <ul style="list-style-type: none"> - This pocket of Alphington/Yarra is cut off from safe access to the paths. - Until last year, we had walking access to the paths through the school via Old Heidelberg Road on weekends and out-of-school hours, although this was for walking only and not bikes - The only access now is by crossing the Heidelberg Road bridge, where it is apparently illegal to ride bikes on the footpath and unsafe to ride on the road. This is particularly dangerous for children and families. - If we cannot use Old Heidelberg Road, we need alternative safe access to these paths. Two suggestions are: <ol style="list-style-type: none"> 1. a bike/footbridge across Darebin Creek parallel to the existing road bridge. 2. an access path from Farm Road via Latrobe golf course
248.	I would like to be able to access the Darebin Creek Trail
249.	<p>I'd like to be able to get to the Darebin Creek Trail without having to cross the bridge on Heidelberg road.</p> <p>The path on the bridge is in very poor condition, and has to be walked if you're riding a bike.</p>
250.	I feel that it should be open to pedestrians as it is a long walk around to get onto this lovely trail.
251.	I would like to see public access and access to Darebin creek.
252.	Allow access for the public to move through to the darebin creek trail. Crossing the creek on heidelberg road is dangerous for adults, kids, bikes and pets.
253.	Hello, I would like to see public access to the Darebin Creek walking track.
254.	<p>I would like to retain public access to Darebin Creek through the retention of open access to this section of road.</p> <p>I would also comment that my understanding of the history of Alphington Grammar is that it opened for its first intake of Year 7 students in 1989. Prior to that date, the Catholic church ran the middle school years of Parade College from that site.</p>

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255.	I would like the public to be able to access Darebin Creek and therefore the public trails Cheers
256.	Please allow pedestrian access to the creek from old Heidelberg rd. I would love to walk here more but don't due to lack of access. I see many joggers squeezing through the gates/fence and through the school in any case but this is not something I can do because I usually have a pram with me. I think it would also be safer if there was another exit point from the Darebin creek trail at the bottom of the school. At present if there was someone I was uncomfortable with following me there is a long stretch of trail that can't be exited due to the school's gates and fences
257.	There should be access to the creek and cycle path along Old Heidelberg Road
258.	As local Alphington residents, we would really like to see the Old Heidelberg Road reopened to the public so that we may have access walking to Darebin Creek. Many thanks. Katrine Morris 32 Como Street Alphington
259.	Public access should be granted for access to Darebin Creek, no gate was there in 2019 and parts of 2020 as i used to use that path, but wasn't able to when they locked the gate.
260.	I would like the road remain accessible to the public. It is not appropriate for a private businesses to claim public amenities for private use regardless of how often they are used by the public and I believe will set a precedent for future claims to public land and roads. Thank you for consulting to help resolve this matter.
261.	Connect it to the Darebin Creek Trail for a safer link for pedestrians and cyclists
262.	Provide public access from this road to Darebin Creek.
263.	Shared access for pedestrians, sensor / solar lighting and appropriate barriers to avoid access to; or allow footage to be taken of school children, perhaps consider using some traffic calming installations to seem the flow and speed of traffic.

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264.	It should be open for pedestrian and bike access to the darebin creek trail. In particular it would be much safer for bikes coming from that direction to be able to connect to the date in creek from old Heidelberg rd, rather than having to ride over sparks reserve on Heidelberg road.
265.	The Alphington Grammar School gates along the northern and southern footpaths that inhibit access to Darebin Creek must be removed. Darebin Creek should be fully accessible to the public from Old Heidelberg Road. I would benefit from this change personally as well, as I often walk in this area for exercise and relaxation. Thank you for your attention.
266.	It should remain open and allow access to Darebin creek. I live in Fairfield and like to walk around the area.
267.	I live and work in Alphington. It would be good to see this road allowing pedestrian and bike access to the Creek and bike trail.
268.	<p>I would like to see full walking & cycling public access reinstated on Old Heidelberg Rd to Darebin Ck. I do not see it as a replacement for the access to the Darebin Ck Trail along Farm Rd, but as an important historic connection to Darebin Ck at the original road crossing. Information & interpretive signs here would enhance this aspect.</p> <p>I believe strongly that the Farm Rd link to the cycle path needs to be made, immediately, as per the very first plans all those years ago. I find the attitude of the golf club to the link reprehensible. Knowing some of the history of the area, & knowing how much extra land the golf club gained when the Yarra River was re-routed for the Eastern Freeway in the 1970's, their behaviour is very selfish. Their attitude towards their neighbours, the residents of this part of Alphington, especially school students riding to Kew High & other schools, is appalling. I believe both aspects need to be considered in this matter.</p>
269.	Access open for the creek trail please
270.	A path that walkers/cyclists can access down to the current path along the creek
271.	It would be great for it to be opened up and connected to existing bike paths. That way I could travel with my young children from Fairfield to Alphington all off the roads.
272.	I would like access to the Yarra trail from this road, at the moment my 5 year old and I have to ride along a very narrow strip of footpath on Heidelberg road while navigating heavy traffic and other bikes and pedestrian.
273.	Please allow public access to Darebin Creek
274.	Connect the road to the bike path to negate the need to cross over the narrow Heidelberg Rd bike bridge. Cheaper than doing the link next to the golf club!

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275.	Public access. Bicycle path, walking path.
276.	Please open the road to the public so that the bike path can be easily accessed. This would solve the issue of bike path access in Alphington. Having this open would be so much safer for pedestrians than walking along the narrow footpath on Heidelberg Rd to get to/from Ivanhoe. Many families with children would make use of this, staying away from the traffic.
277.	I would like the road to be opened in order to ease access to the creek and bike track. At present the bike track and creek can only be accessed from the Alphington side by travelling down heidelberg rd on a narrow pathway next to the busy road and through sparks park; opening up the old road would improve access to the elderly and to adults with children
278.	I would like to see it open to the public to provide access to the walking track & Darebin Creek
279.	I would like for this to become access to the public to the Yarra Bike Path trail. This would solve the problem for Alphington South residents needing to cross Heidelberg Rd and the narrow path to access the bike path.
280.	Open for public access to the creek by foot and cycle.
281.	I would like the gates to be removed so there is pedestrian access to Darebin Creek
282.	It should be open to the walking public at all times. At the very least, all hours outside of 9am to 330pm.
283.	I have lived by the school for over 40 years. Always enjoyed access to creek and in the early years even a footbridge. Now I can't get through the gates of Ivanhoe Grammar. I believe that it is illegal to deny public access to the creek as it's public land! Please support the local community to restore access to the creek.
284.	Open access. It would be very helpful and improve safety if access could be enabled through to the Darebin creek trail that passes behind the school. Currently residents with children who live in this section of Alphington have to pass over the very busy and narrow road bridge near sparks reserve. Taking children across this on the narrow footpath, especially if they have bikes or scooters is very dangerous and could be avoided with access to the trail through old Heidelberg road and the grammar school.
285.	Access given to public so as to access darebin creek trail. Current accord trail is currently only possible by Heidelberg Rd over the creek which is very narrow and dangerous.
286.	I'd like public footpath access to the Darebin creek.

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287.	I am a resident of Alphington and would like to be able to access Darebin creek/bike track through this section of road.
288.	We would like to see community access restored to this section of the road.
289.	<p>More public access</p> <p>Seems like a no-brainer to me. It's public land. Alphington is full of private owners extending boundaries eg public laneways closed off by private garages. Absurd!</p>
290.	We would like safe access from the end of Lucerne Crescent to the pathways and parkland, without having to use the very busy section of narrow footpath along the main continuation of Heidelberg Road up to ivanhoe
291.	Definitely allow access
292.	We would very much like to access the Darebin Creek pathways from Heidelberg Road. I use a disability scooter and it would be a much safer route, as well as a more pleasant one, for me and my children
293.	Please open to allow public access to Darebin Creek pathways (foot and bike traffic)
294.	<p>It would be fantastic if it were opened and connected to the Yarra Bike Trail, as this would overcome the intractable problem of access via Farm Rd through the Latrobe Golf Course. This problem is a safety matter, as without the access from south Alphington to the Yarra Bike Trail our kids are put at risk using the dangerous Darebin Bridge on the way to school in Kew.</p> <p>At minimum it should be opened to the public - it's not private land.</p>
295.	as a resident of Lucerne Crescent I would like the road restored to public use for access to Darebin creek, potentially with access to the new shared bike path
296.	<p>This section of the road must be kept for public access.</p> <p>With the school's philosophy of encroaching on public areas, it is becoming less and less possible to access public areas such as bike paths, walking trails and the creek. This has increased over the past 10 years.</p>
297.	Open gates and fences for access through to the creek path. This needs to be addressed at the golf course also. The path should be permeable for all surrounding residents and visitors.

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298.	<p>Public access should be allowed to ensure access to the new bike path on Darebin Creek.</p> <p>There should also be consideration of a substantial traffic management solution using the campus / school land.</p> <p>The school regularly places their own 'no standing' signs on Lucerne Crescent to accomodate bus parking during pick up and drop off, with a regular traffic jam of impatient parents and passing golfers and residents who drive unsafely in their frustration. Many schools create slip lanes or ring roads to manage these issues. Alphington Grammar School seems to have never committed to solving this problem and its related safety risks.</p> <p>Old Heidelberg Road and the crown land below the school would seem to be a source of a number of solutions to this problem as the school continues to grow. I wish them every success but hope they can take a more responsible position on this issue for the benefit of residents, school community and others in the area.</p>
299.	<p>Hello - thank you for this survey. I have been hugely concerned for many years about this issue. It is essential to have pedestrian and bicycle access to the Darabin Creek path via Old Heidelberg Road. A visual survey of pedestrian and bicycle traffic across the nearby Heidelberg Road Bridge (over the creek) will prove that many people, especially children, are in very close proximity to fast moving traffic. This is an unnecessary risk because we can provide an alternative, safe route on the nearby quiet streets.</p> <p>Access does not need to be over the oval (although that is crown land and should not be exclusive). It can follow the line of the Old Heidelberg Road down to the creek path.</p>
300.	<p>I would like to have access to the creek from Old Heidelberg Rd returned to residents. I have lived in Alphington for just over 40 years and up until recently when the new gates went up, I have walked my dogs down to the creek every day. I acknowledge the need for the school to maintain a safe environment for students during school hours and when before and after school care is operating but am very distressed at the actions taken by Alphington Grammar to install lockable gates and then refuse residents entry to our creek and this historically significant site. I want the gates dismantled and access returned to residents.</p>
301.	<p>I would like to see the gates removed so that there is access to the Darebin Creek Trail. A pathway could be installed (with fencing if necessary) to connect Old Heidelberg Road with the end of the nearest pedestrian bridge. This is something which would make access to the river and park areas easier for me because I currently have to walk along the busy main road to access areas such as Sparks Reserve.</p>
302.	<p>I would very much like access to Darebin Creek by the removal of the gates erected at the north and south.</p>

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303.	<p>It should remain open and accessible to the public.</p> <p>Currently my small children have to walk/ride down the Heidelberg Road footpath (~1.5m) steep hill (~>1:10) opposing on-coming two-lanes of traffic travelling ~60km/h on narrow traffic lanes (~3.3m) over a bridge with narrow footpath (~1.3m) consisting of uneven surfaces (pit covers, change in materials) and a bridge parapet that is probably only ~1.2m high. It seems safer that they should stay on local council roads.</p> <p>The bridge is probably 50-70 years old and would not meet current standards. Warning signs for cyclist to dismount are only an administrative risk control and the risk should be eliminated.</p> <p>Heidelberg Road is Road Maintenance Category 2 road, so totally unsafe to force pedestrians, children, elderly and cyclist on, when a local council road can be used.</p> <p>What are the traffic road accident statistics on this section of Heidelberg Road, as this would assist the argument to discourage the use of Heidelberg Road for peds/cyclists/etc., noting that cyclist numbers have probably exploded due to the opening of the new bridges on Darebin Creek Trail, which will link up with cyclist going to Alphington Wetlands and Yarra Trail near Chandler Hwy and Fairfield Boathouse.</p> <p>Further, security will be improved for AGS with high pedestrian/cyclist traffic passing their site.</p> <p>Farm Road should also be open and accessible to the public via Latrobe Golf Course to the Darebin Creek Trail.</p> <p>Well done!!!!!!!!!!!!!!!!!!!!!!!!!!!!</p>
304.	<p>Local residents need safe access to Darebin Creek and the bike trail. Access along Heidelberg Rd is unsafe and inconvenient, especially for young families. I believe local residents would respect school property. It seems ridiculous that local Alphington residents can not access this tremendous community resource safely. We are good neighbours to the schools in our suburb, this is a way for the school to give back to the community.</p>

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305.	<p>I believe public property should be public and everyone should have access to it.</p> <p>The school does not have rights to fence off public areas, it is effectively misusing public property for private reasons.</p> <p>I therefore object Alphington grammar School to use that road for private purposes.</p>
306.	<p>Restoring access to the public to Darebin Creek via this roadway provides an accessway to the Darebin Creek Trail that is sorely lacking for residents of Alphington south of Heidelberg Road. Currently the only safe way for cyclists to enter the Darebin Creek Trail from this part of Alphington is to enter via Darebin Parklands - the entrance at Sparks Reserve requires either use of Heidelberg Road itself, or a narrow footpath on the southern side of Heidelberg Road. This is impractical and dangerous for families and less confident cyclists. Restored public access to this roadway, coupled with a connection to the Darebin Creek Trail in the vicinity of the current bridge from Sparks Reserve, will enhance the utility of cycle networks in the area, especially given the expected influx of new cyclists through the completion of the YarraBend project. Ideally, the connection between the Darebin Creek Trail and this neighbourhood would have been best developed using a right of way at the end of Farm Road, but restored access through this public land could provide the next best solution to this problem.</p>

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307.	<p>Hi. Thankyou for the opportunity to have my say on this. Just a matter of correction: in 1953 Alphington Grammar did not exist. In fact, Parade College had the license for access from the former City of Northcote. Alphington Grammar never renewed the license so has never had legal access. You should update your page so as not to mislead people.</p> <p>Under the Parade College license, the Collage allowed access to the public down to Darabin Creek as there was a bridge that crossed over from Alphington to Ivanhoe that was constantly used. That bridge washed away under the City of Yarra's watch and was never replace. As you will know, we now have a shared bike/pedestrian pathway that runs the full length of Alphington and this pathway has cut off Alphington residents from the Creek altogether. The only way we can join that path is via Old Heidelberg Rd (which the school has illegally locked.) Additionally, Parade College had a lot of local students who were part of our local community and therefore the College was also part of our community and behaved as such. Alphington Grammar is not part of our local community. They disregard local residents and do not care about our amenity at all. When the Grammar school wanted to do some building works, they would not consider the residents and the the continual parking issues their school continues to create. Not one resident was unhappy about the build, all we were asking for was additional provision of parking on the school premises. They fought every submission. We won at VTAC and then a federal government initiative disregarded that VTAC direction. Planning approval was not required, so they built what they wanted without the parking. They are not part of our community and very few children from the school are local.</p> <p>Alphington Grammar built their gates and locked us out without consultation. Prior to the lockout, we could walk to Darabin Creek and enjoy the amenity of the area. We could still access the creek once the joint bike/pedestrian pathway was built and in fact could access that pathway via Old Heidelberg Rd. With the locked gate, that access has been taken away - illegally and without consideration of their neighbourhood.</p> <p>We are a lovely community and have enjoyed access to the waterways in the area for years. Now that the shared pathway has blocked access and the gate has been locked, I can throw a stone in the creek from my house, but I can't walk there unless I leave my suburb to do so. This is utterly unacceptable. Why should one member of the community get absolute access at the expense of everyone else. If this school had any sense of community, it would leave those gates open.</p> <p>If it is a licensing discussion, then why can't the community take on the license...via our council. Why would Alphington Grammar get to have exclusivity. Surely that license should be granted to the greater need not to one unneighbourly resident.</p> <p>By locking those gates the school has caused great community anxiety and distress. We are being locked out of the amenity of our area...one of the reasons we all decided to live here. The Grammar school behaves like a bully. When they built their new hall they were not meant to have anything but school functions there. Now we have every weekend full of activity at the hall – unrelated to the school as they are running a business and getting extra revenue. No matter what this school says, it does not care about our community at all.</p>
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308.	<p>This section of public land must be re-opened for public access.</p> <p>Irrespective of the licence granted by Council in 1953, it is inappropriate for the school to erect permanent structures and assume total and unhibited control over this land.</p> <p>The area has undergone significant growth and change since the licence was first granted including an increase in the residential population as well as a significant increase in pedestrian and vehicle traffic and it is no longer appropriate.</p> <p>This land should be opened up to provide both residents and students access to the Darebin Parklands and new bike/walking path. The existing vehicle/pedestrian bridge on Heidelberg Road is no longer fit for purpose and is dangerous for pedestrians to use.</p> <p>This area of land needs to be opened up and public access allowed so that there is an alternative and safer route for both residents and students to cross the Yarra River between Ivanhoe East and Alphington rather than existing narrow pedestrian/vehicle bridge on Heidelberg Road.</p> <p>I accept that licences can be granted for private entities to use public land, however this should continue without review for such a long period of time (68 years) and should be the subject of regular and stringent review. Such arrangements should not result in unfettered control and the construction of permanent fixtures that prevent its use by the public, particularly when there are significant issues of pedestrian safety.</p>
309.	Please open up access to the public. It should not be private
310.	I would like pedestrian access to Darebin creek via old Heidelberg road. Access across the bridge footpath is inadequate and feels quiet unsaved for pedestrians.
311.	<p>I would like to see it open for public access excluding cars and a segregated bike and walking track provided to link Heidelberg road with the existing path along Darebin creek.</p> <p>If the School is concerned about safety a fence similar to the one on the side of the existing path could be installed.</p>
312.	It should remain open to preserve both current and future access

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313.	I would like to see the local community to have access down old Heidelberg Rd to the creek. Public permanent access
314.	I definitely want to see this returned to the public realm whilst maintaining availability for the non-exclusive use of Alphington Grammar. If Alphington Grammar continue to utilise the space for formal or informal activities related to the school they should contribute in cash or kind to the good upkeep and maintenance of the space in question.
315.	I would like for it to allow my family access to Darebin Creek, please.
316.	With a growing population and the limited green space in the inner suburbs of Yarra, any restrictions to public on being able to use the sports facilities and gain access to Darebin Creek Trail should be removed.
317.	It would be lovely to have access to the darebin creek via this path.
318.	Should definitely be opened, with thoroughfare through to Darebin Creek. The road is being treated by Alphington Grammar as private land; it is not, and must be relinquished from exclusive school use for the benefit of the whole community. This thoroughfare is also ideal for providing bicycle and pedestrian access from Alphington to the Main Yarra trail that runs along the creek. The only access at present is via Heidelberg Rd and through Sparks reserve in Ivanhoe. This effectively makes the trail inaccessible from Alphington except those hardy souls willing to risk their lives riding along Heidelberg Rd. Public land = public access
319.	I'd like to see gates removed and access to the public once again allowed to Darebin creek.
320.	John says it advisable to leave it as public access for those who wish to walk down to the river. instead of being monopolized by a privileged few.

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321.	<p>Thank you for alerting us to the review of the use for Old Heidelberg Road being reconsidered.</p> <p>I would welcome access to Darebin Creek from this area however it would be far preferable to me and my family to grant public access to the creek through the La Trobe Golf Course where there is a far easier route for cutting across from one side to another.</p> <p>Please can you add this comment into your deliberations.</p>
322.	<p>Hello,</p> <p>Thank you for your letter drop.</p> <p>I think this road should be opened for public access.</p>
323.	<p>To whom it may concern, I am providing feed back re: public access to Old Heidelberg rd, Alphington. The missing link to safely accessing the bike/shared path (Yarra Trail) was blocked by the La Trobe golf course. In the absence of accessing the trail from Farm rd that splits the driving range and the club house of the La Trobe golf course, access to the path from Alphington Grammar is the smartest and best solution. This would allow hundreds of children safer passage to schools and parks which makes this proposal a no brainer and a MUST. It is a parsimonious and effect solution to avoid the high risk point of the bridge on Heidelberg rd. This must happen and the sooner the better.</p> <p>Department of Ecology, Environment & Evolution Animal Ethics Committee Member</p>

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324.	<p>Dear Ivan</p> <p>Thankyou for your note regarding public access to Old Heidelberg Road.</p> <p>I am a resident in Chamouni Street, and I feel we are sometimes a forgotten part of the City of Yarra, so I appreciate that the Council is taking notice of this issue.</p> <p>Prior to the public road being cut off, I would often take the kids for a walk through that section of the road, and through to the creek. Since the bike path has been installed along the creek with the large fences and the school has cut off access with prison style gates, this is no longer possible.</p> <p>There are two points I would like to make:</p> <p>1. It is actually ridiculous that the residents in this part of Alphington (bounded by Lucerne and Park Road) live a few hundred metres from Darebin Creek, but have no legal way of accessing the creek in this section - where we live. The school and the gold club have effectively cordoned it off.</p> <p>We either have to cross Heidelberg Road to get to Sparks Reserve, on the skinny bridge (which I do not let my kids do because cars whiz by at 70km/hr, some 50cm from people and kids on scooters/bikes with no barrier in between to stop people from falling to their death into oncoming traffic if they happen to stumble or trip) or some people end up breaking through the fences illegally, which I don't support.</p> <p>I fully support restoring access of this section of Heidelberg Road to the public in a safe way. I think it would actually provide a level of passive surveillance and connect the school to the local community.</p> <p>2. We would appreciate access to the bike track that runs through this section of Alphington. It is totally preposterous that Bikes Victoria and the other stakeholder put this through along the creek, but cut off access to the residents that live on this side of Alphington.</p> <p>Thank you again</p>
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325.	Ivan The land occupied currently by Alphington Grammar was licenced to Parade College as a junior school in 1953 not to AGS. At that time there was free access to a bridge that crossed the creek. It would be very useful to pass through AGS and not us the unsafe, narrow footpath along Heidleberg Rd. At the same time access could be provided to the bike path. At the moment the beginning can only be reached by taking an unnecessary risk along the main road.
326.	I am writing in regards to the decision that is to be made on Old Heidelberg Road, Alphington. I believe that closing this road would be of inconvenience to people residing in this area, due to high congestion of traffic as a lot of people use this road to exit the school and for other purposes. furthermore on Como street there is a preschool which already causes a lot of traffic waiting on a narrow street during peak hour. And with a lot of road projects happening around Melbourne, there is a lot of construction workers travelling east, with local residents who work in the cbd using Heidelberg road everyday, in the future this roads high traffic should die down abit with road projects being completed. Thankyou for taking this into consideration. Kind regards. Save the trees.
327.	I am providing feedback re: public access to Old Heidelberg Rd, Alphington. The missing link to safely accessing the bike/shared path (Yarra Trail) was blocked by the La Trobe golf course. In the absence of accessing the trail from Farm Rd that splits the driving range and the club house of the La Trobe golf course, access to the path from Alphington Grammar is the smartest and best solution. This would allow hundreds of children safer passage to schools and parks which makes this proposal perfect. It would avoid the high-risk point for cyclists, of the bridge on Heidelberg Rd.
328.	I think it is vital that pedestrian access to the Darebin Creek be made available once more to local residents. This should not be during school hours but certainly in the weekends. It has long been a public right of way, and only in recent years have the gates remained locked..This should not be during school hours but certainly in the weekends. It has long been a public right of way, and only in recent years have the gates remained locked. It was Parade College that leased the area in 1953, Alphington Grammar was founded in the 1980's. Does Alphington Grammar own the land in question or lease it, and what about the oval area near Darebin Creek.Yours faithfully,Katriona Fahey

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329.	<p>Further to our telephone discussion this morning: Old Heidelberg Road has historically provided a convenient, popular and safe link for pedestrians including school students between Alphington and Ivanhoe, crossing Darebin Creek via a small bridge. A flood in the 1990s destroyed the recently reconstructed pedestrian bridge. Had it been replaced it is most unlikely the school could have prevented access . There is now an ideal opportunity to construct a dedicated bike/pedestrian path from Old Heidelberg Road, joining the recently completed bike path that runs along the perimeter of the school grounds. At present access to the path is only possible from Sparks Reserve, Ivanhoe on the other side of Darebin Creek. Note, Alphington Grammar did not exist in 1953; it was established in the late 1980s</p> <p>Access via Old Heidelberg Road to the new bike path would be of immense value to City of Yarra residents and visitors.</p>
330.	<p>Regarding Public access to Old Heidelberg Road ref: 18,958 - Ed is concerned about encroachment and exclusion from the green spaces and believes we need to do everything we can to preserve access to those green spaces in the interest of peoples mental health and community wellbeing. Residents have traditionally had access to this land. In recent times Alphington Grammar School do not appear to be focused on the general community wellbeing and Ed thinks they need to start viewing themselves a part of the community rather than in opposition.</p>

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331.	<p>Dear Yarra Council,</p> <p>I am writing in response to your consultation about Old Heidelberg Rd at the Alphington Grammar School.</p> <p>I do not think is appropriate for the school to install gates, and effectively privatise public space.</p> <p>I also question whether, in the event that the public access to the road is restored, local residents would be able to access Darebin Creek?</p> <p>I would like to take this opportunity to also ask for better traffic management around the school.</p> <p>Parents routinely double park around the area during drop-off and pick-up times, and conduct dangerous u-turns or 3-point-turns, blocking access for local residents.</p> <p>I think the area should be assessed for a potential one-way traffic flow, at a minimum, during these peak school times.</p> <p>Regards,</p>
332.	<p>Dear Sir,</p> <p>Thank you for the opportunity to make submission on the above topic. Kaye and I are long term residents of Alphington and for many years used and enjoyed free access to the Darebin Creek along the eastern section of Old Heidelberg Road particularly when the footbridge to Clark Road was operational. It afforded a much more pleasant pedestrian access than having to use the very narrow footpath along Heidelberg Road, with fast moving vehicles passing less than a metre away. We availed of the free passage along the bottom end of Old Heidelberg Road on the clear understand that Council and Parade College, the then owner of the School property, had entered into an agreement that allowed the school to utilise the closed section of road reserve as part of its school grounds on the basis that residents and the public had free access along the roadway to the old ford site and footbridge to Clark Street. We were advised of this agreement from two local councillors who represented our ward in the late 1970's . It is acknowledge that the footbridge has been washed away and the two Councils don't seem to be keen to have it restored but the Old Heidelberg Road access agreement offers a safer route for the Alphington residents of access to the Darebin Creek and the trail without having to use the dangerous and at times congested Heidelberg Road route. We therefore seek the continuation of public rights under the original agreement.</p> <p>If however the Council does accede to the closure of the road then I would expect that the School would be required to pay full commercial rates for the land and not simply be gifted the land.</p>

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333.	<p>Dear Councillors</p> <p>Subject: Public access to Darebin Creek via Old Heidelberg Road Council reference: 18,958</p> <p>I refer to the Council's May 2021 letter to residents (residing in the area south of Heidelberg Road and east of Grange Road) regarding public access to Darebin Creek via Old Heidelberg Road. We reside at 32 Latrobe Avenue in YarraBend. My wife and I regularly walk along the Yarra River and Darebin Creek, often returning to YarraBend from Sparks Reserve along Heidelberg Road.</p> <p>The footpath along Heidelberg Road from Sparks Reserve to Old Heidelberg Road is barely a metre wide in places and, has no verge between it and the road. Traffic travelling along that stretch of Heidelberg Road moves at a pace - 60kms per hour - which makes walking two abreast on this footpath nerve-wracking. The air-wash from passing vehicles, particularly trucks and buses, is significant and, the gutter does not provide much of a barrier to a vehicle/pedestrian collision if the driver lost control and the vehicle mounted the pavement.</p> <p>On our walk today, we photographed a group of pre-schoolers being shepherded from Sparks Reserve to their kindergarten in Alphington (see the two photographs attached). We took these photographs because we think they show the safety concerns we have about pedestrians having to use Heidelberg Road to access/exit Darebin Creek. If pedestrians were able to use Old Heidelberg Road we think most people would choose, for safety reasons, to do that in preference to walking down Heidelberg Road.</p>
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334.	<p>We wish to object to the restriction of public access to Old Heidelberg Road.</p> <p>Our young family escaped the pollution and congestion of inner Melbourne 20 years ago to enjoy the bucolic spaces of Alphington. We would often spend evenings and weekends wandering along the `wild` Darebin Creek and adjoining open spaces.</p> <p>Until recently no fences restricted access and adjoining landholders, such as Alphington Grammar School and Alphington Golf Club, accepted and even encouraged the vacarious `ownership` of their open spaces by adjoining locals, who could act as protective eyes of their property. Old Heidelberg Road provided a direct and accessible link from Alphington to the Darebin Creek environment which is otherwise closed off by private property.</p> <p>The recent lock downs have highlighted the importance of natural open space , especially `wild`remnant creeks and rivers, to provide mental and spiritual support for our densely urbanized community.</p> <p>Many institutions openly welcome the community to utilize their open spaces whilst maintaining their rights, security and integrity. Examples can be found in local public schools,university campuses and local sports clubs.</p> <p>The City of Yarra City should consider agreements with the landholders controlling the ancient Darebin Creek and confluent Yarra River corridors bounding Alphington, the Alphington Grammar School and Alphington Golf Course, to ensure on-going community access.</p> <p>The new walls and locked gates across the public owner historic Old Heidelberg Road exclude the local Alphington community from enjoying access to the remaining natural world along the Darebin Creek. We request our council exert it's rights and reopens the roadway.</p>
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335.	<p>Dear Sir</p> <p>I write to protest the lack of public access to the eastern section of Old Heidelberg Rd, blocking access to the Darebin creek since the installment of gates by Alphington Grammar.</p> <p>I have been a resident of Lucerne Crescent for 35 years and until the gates were installed about 18 months ago, I had access to the Darebin creek, and to Sparks Reserve on the other side of the creek, without having to go via the narrow foot path path along busy Heidelberg Rd.</p> <p>The loss of this access has deprived me and lots of residents easy access to the relatively new bike path, which gives wonderful access to Darebin Parklands and beyond into Fairfield.</p> <p>I understand there are plans to link the new bike path with the walking track along the north side of the yarra from the old APM site, so this would be another advantage of returning access to Darebin Creek and the bike path via the Alphington Grammar School.</p> <p>It's distressing to see the gradual erosion of access since the Alphington Grammar school has taken over from Parade College, which gave easy access.</p> <p>This is particularly concerning when the council is making so much effort to offer walking and bike riding facilities in the Yarra Council area.</p>
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336.	<p>I am writing in response to your reference 18958 “public access to Old Heidelberg Road, Alphington”.</p> <p>I have lived at 65 Lucerne Crescent, Alphington since 1972. When I first arrived the La Trobe Golf Club driving range was open access public space and the Christian Brothers who resided in Trescowthick House were happy to allow local residents to use the Parade School grounds. I often walked my dogs there and had many pleasant conversations with the Brothers. In addition the iron footbridge provided access across Darebin Creek. Many local residents also crossed the creek at the site of the river ford from Old Heidelberg Road to Sparks Reserve. The Christian Brothers were happy to use the flood plain which was public land and share access with the local residents. This happy situation continued until Parade College consolidated its school in Bundoora and sold the site to the Greek School (which became Alphington Grammar) around 1988.</p> <p>Unfortunately, Alphington Grammar tried to discourage local residents from using the public land. They built tennis courts and marked out a soccer ground which in my judgement, infringed on public space. The iron footbridge was washed away twice but on the second occasion was not rebuilt. The construction of the so called missing link in of the bike path exacerbated the alienation of the public land in 2010.</p> <p>For most of the time until 1994 this part of Alphington was in the City of Northcote when it was reassigned to the City of Yarra. This changing of municipal boundaries has been detrimental to the proper consideration of the history of the area and the rights of the local residents.</p> <p>When the school erected gates to keep locals out of what they considered their ground, a number of residents complained to the local councillors but received no remedy. In addition there was a VCAT hearing regarding the bike path in 2009. The building of the bike path provided no access from Alphington so local residents are being slowly but comprehensively alienated from Darebin Creek and the public land in the local neighbourhood. It is paradoxical that as the population of the suburb is increasing at an incredible rate because of the subdivision of generous blocks and the Alphington Paper Mill development that more of the limited and diminishing public open space should be lost. Consequently I am strongly opposed to any closure and the existence of gates preventing access to road reserves and public open space. I believe that the Eastern portion of Old Heidelberg Road should remain open to the public. In addition I request the Council to ascertain the progress of planning for Alphington access to the bike path.</p>
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337.	<p>Hello Ivan,</p> <p>The Darebin Creek Trail is a key part of the local amenity for walking and cycling. However the only direct access to the Darebin Creek Trail via the Heidelberg Road from South Alphington is very dangerous, as the footpath is narrow and directly adjacent to a busy road.</p> <p>This is a key safety risk to the disabled, young children, students and elderly plus pedestrians and cyclists in general.</p> <p>Considering the local traffic of primary and secondary students, on a daily basis to and from Alphington, an initiative to provide safe pedestrian and cycling access will in some way help to reduce the “drop-off/pick-up” vehicle traffic and inherent risks. Speaking of which, a vehicle related student fatality occurred at Alphington Grammar in 2003 so the risks are very familiar to the local community.</p> <p>AFADA’s understanding is that Old Heidelberg Road is public land that extends down the Darebin Creek Trail and pathway bridge over Darebin Creek (see attached map highlighted in yellow), which has been fenced off by Alphington Grammar School and closed to public access.</p> <p>AFADA also understands that Alphington Grammar School pays no fees for access of this public land.</p> <p>AFADA feels that Alphington Grammar School has taken possession of this public land illegally by fencing off the land and installing secured gates.</p> <p>With that Council should undertake the following:</p> <ul style="list-style-type: none"> • Terminate any licence / agreement / peppercorn lease with Alphington Grammar School • Instruct Alphington Grammar School to remove all the illegal fences and gates on the public land • Instruct Alphington Grammar School to alter the Darebin Creek Trail perimeter fencing so that it does not encroach on the public land and enables public access to the Darebin Creek Trail • Instruct Alphington Grammar School to construct a security fence along the southern and eastern boundaries of the Crown Land. <p>In addition to Public Access to Old Heidelberg Road, the community would like the reinstatement of the old Darebin Creek Footbridge which provided a link to Clarke Road, Ivanhoe. The 1914 footbridge was washed away in the 2003 floods. The community would like Council to work with Banyule Council in reinstating the footbridge. A reference to the old footbridge is attached.</p> <p>Regards, AFADA</p>
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338.	Streets Alive Community Group - submission Old Heidelberg Road should be open to members of the public along its full length, enabling access all the way to Darebin Creek and the Darebin Creek Trail, irrespective of whether people choose to walk, roll on a wheelchair, cycle or get dropped off by a driver. Old Heidelberg Road is public land and should remain in public ownership and under public management, to enable people to access adjoining areas of either public or private land.
339.	petition from the residents of Alphington requesting the re-opening of the fenced and gated section of Old Heidelberg Road.

Attachment 9 - Attachment 9 - Listing of submissions suggesting more limited access to O.H. Rd

	Old Heidelberg Road - Have Your Say - SUBMISSIONS - Miscellaneous
1.	<p>I am making a submission on behalf of Darebin Creek Management Committee (DCMC). We would like to see the eastern section of Old Heidelberg Road remain open to the public. Further, we would like to see the road connected to the Darebin Creek Shared trail through construction of a public path running along the southern bank of Darebin Creek to just south of the Sparks Reserve bridge.</p> <p>Currently there is no connection between South Alphington and the shared trail meaning that school children on bikes and pedestrians have to use the narrow and dangerous footpath on the Heidelberg Road Bridge to reach the shared trail via Sparks Reserve. Access to the shared trail via Old Heidelberg Road would benefit students commuting to Alphington Grammar from south of the Yarra as well as South Alphington students commuting to Kew Schools.</p> <p>Darebin Creek Management Committee Inc.</p>
2.	Allow the school to use the land but give segregated public access to the creek
3.	<p>We need access to the creek which we have had for the 40 years I have lived in the area. For years we have walked via public access across the school grounds; long before Alphington Grammar came into existence. There was a trade off when the bike path was put through but we have been left out of access to the bike path that promised so much 20-30 years ago. The footbridge should be restored so we can once again safely access Ivanhoe on foot or bike. We urgently need proper access to the bike path on the South side of Alphington.</p>
4.	<p>Maybe you should look at the real issue, we do not need bike lanes on Heidelberg road, watch how many users use it during the day!!! Hardly any!! Maybe in covid families were cycling as we had limitations in place, numbers are no longer high. Yes one child went to Alphington but we live in Fairfield which has the same postcode.</p>
5.	<p>We live in Eaglemont and regularly walk along the Darebin Creek trail and Streets nearby.</p> <p>As members of the public and residents living nearby we seek Council's assurance that the access to the Darebin Creek and it's surrounds remain open to and accessible to the public.</p> <p>This can be done whilst protecting the security of the Grammar School which can locate fencing on it's own boundary.</p> <p>Problem solved</p>

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6.	<p>As a resident who lives on Lucerne Crescent in Alphington I have witnessed the increase in bicycle and pedestrian recreational traffic coming from the city (west) end of our street. This tells me that people from within and beyond our suburb feel a connection to the streets that border the river corridor and see this as a possible continuous journey, albeit that they need to deviate to Heidelberg Rd at various points along that journey. This traffic will increase with the gradual completion of the Paper Mill site in the years to come and if we retain bicycle lanes on Heidelberg Road.</p> <p>I enjoy and value this use of our street for recreation and travel.</p> <p>In reality, there is no gate through which locals can access the Darebin Creek Trail through the school. Pedestrians need to climb through a marine wire fence - so this is not a realistic and accessible option for many people.</p> <p>I also value the presence of two schools in our immediate part of the suburb even though my children attend schools in another suburb, and despite the traffic challenges at some times of the day, I think that we need to continue to value the access to education for young people as a priority in our community.</p> <p>These two uses of the river and Heidelberg Rd corridor create a further challenge and risk in that pedestrians and cyclists (of all abilities) travelling through the area south of Heidelberg Rd need to return to to either the narrow footpath on Heidelberg Rd to cross the bridge at Darebin Creek, before accessing the trail to travel north or east on the creek trail or to cross Heidelberg Rd on the northern side. Both these options bring cyclists close to the busy road at a point where cars from both directions are gathering speed on downhill approaches.</p> <p>From a travel and recreational perspective it makes clear sense to open a permanent and safe connection between Lucerne Crescent and the Darebin Creek Trail at some point so that there safer is grade separation between foot, bicycle and vehicle traffic.</p> <p>While the planning option exists for the Council to reinstate public access for pedestrians and bicycles to Old Heidelberg Rd and I would support this if the students and the school can be safely and practically accommodated and compensated for the possible loss of amenity on their site, I would also argue that there is another possible solution which is to make the connection through Farm Road. This could provide a simpler and safer solution to providing access to the Darebin Creek Trail. This would have the greater benefit of limiting the collision of schools traffic and pedestrian and cycle traffic, improving safety for all user groups. Golf patrons would represent a much smaller group and therefore create a safer combination of traffic. I also have some sympathy for the school in needing to manage the safety and security of students with through traffic passing very close to campus - though there may also be ways to accommodate and manage this risk.</p> <p>While respecting the amenity of the members of the golf club, I cannot see that the increased traffic would do anything to harm their business at</p>
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Attachment 9 - Attachment 9 - Listing of submissions suggesting more limited access to O.H. Rd

	<p>the points required for access and egress at the point where Farm Road comes near to the Darebin Creek trail.</p> <p>Given the limited space on which the school can expand I would also support discussion about whether some land should be annexed from the golf club if the school is asked to reinstate the public use of Old Heidelberg Road.</p> <p>The other option, which I imagine would be less attractive to the LaTrobe Gold Club, would be to cut through the golf course at another point further back along the river corridor, e.g. on the river side of Alphington Park, though this may have an impact on the wildlife and wetlands which would be unlikely to gain support from local residents.</p> <p>If the decision is made not to proceed with a safer and more permanent connection between Lucerne Crescent and the Darebin Creek Trail, then the Council should consider a safer permanent bicycle bridge on the southern side of the bridge crossing Darebin Creek on Heidelberg Rd.</p>
7.	Public pedestrian and cycling access to link with the creek OR sell it / lease it at market rates to Alphington Grammar and donate the funds to Darebin Parklands

Attachment 9 - Attachment 9 - Listing of submissions suggesting more limited access to O.H. Rd

8.	Looks like an adverse land possession claim by the school. Public pedestrian access to Darebin Creek needs to be maintained. If gates needed then appropriate signage allowing access are needed.
9.	I am a resident of Old Heidelberg Road. While I value access to Darebin Creek, I do not support the idea of a foot thoroughfare via Old Heidelberg Rd. I am concerned about the potential increase in traffic and pressure on the already limited car parking in the area. I would consider supporting the idea if permit parking were designated (including the possibility of visitor passes) for Old Heidelberg Road residents.
10.	<p>As a resident of Old Heidelberg Road, I would like this to remain closed for public access. Old Heidelberg Road is an already crowded street, and the increase in foot and car traffic from creating this thoroughfare will be a challenge for nearby residents.</p> <p>Although I can appreciate the sentiment behind this initiative, the entrance to Sparks Reserve is only a short 350m away, along Heidelberg Road, and is readily accessible to residents to the west of Darebin Creek, so I do not feel that this gate is essential for the community.</p> <p>If the Council were to go ahead and open this up, it would be good to employ some "opening hours" for this gate, as is done in other parks in other Council areas - eg. Maranoa Gardens (Boroondara). Another concern for my household is an increase in crime due to the proximity and ease of access to/from the park, particularly in the evening. Providing a closing time for this gate will reduce the risk of this.</p>
11.	This section of the road should remain open for pedestrian access outside school hours. It could be put to even better use by allowing access to the Darebin Creek bike path. This would provide cheaper & better access than the state government's Farm Rd access proposal
12.	<p>I am a property owner in Lucerne Crescent - and would like to see this piece of land opened to the Public (at a minimum - it should be opened outside of standard schools hours)</p> <p>We regularly walk to the Darebin Creek path with our young dogs - with the narrow bridge quite dangerous to cross at times if the dogs become distracted or there are people passing etc</p> <p>Re-opening Old Heidelberg Road to the public will make it safer for families in our area to be able to enjoy Darebin Creek.</p>
13.	Would like to see it open for certain pre determined times for public access. A balance between security for their staff and students and the public amenity is needed. Existing footpath on Heidelberg Rd is too dangerous.

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14.	<p>I fully support the opening of the east section of Old Heidelberg Road to the public.</p> <p>As a resident of Lucerne Crescent, this would allow access to the Darebin Creek to be much easier and safer. Currently we have to use the bridge on Heidelberg Rd, the footpath of which is very narrow. This can be unsafe when walking our dogs.</p> <p>At the very least it should be open to the public outside of standard school hours.</p>
15.	<p>This should be configured to allow public access without endangering or interfering with school children. As a matter of safety because it feels like a matter of time before a car mounts the footpath in the area from the Boulevard to Old Heidelberg Road. Also with young students riding bikes along this very narrow foot path.</p>
16.	<p>Leave as is ,as security to the school is paramount ,there is plenty of access to the darebin creek.</p>
17.	<p>Public spaces should have public access, regardless of what's between a road and that public space. Keep the gate if you like, but make the space accessible to the general public.</p>
18.	<p>I live in Como Street Alphington (a short distance from Alphington Grammar) and make use of the new Darebin Creek Trail on a daily basis. To access the trail I walk along the Heidelberg Road footpath - which I consider to be the most dangerous footpath I have ever encountered. The footpath is relatively narrow and immediately adjacent to the very busy Heidelberg Road. On a number of instances I have been walking along this footpath and a large truck or bus has passed me with less than a meter of clearance. I often take my children along this footpath to access the Darebin Creek Trail and every time my concern for their safety is extreme - just one little silly lapse of judgement could have catastrophic consequences. Given this, I would see the provision of an alternative and much safer access path to the Darebin Creek Trail as a very high priority and I would like to see this land used towards this purpose. To the extent that this would require the cooperation of Alphington Grammar, I would highlight that the Alphington community accommodates the traffic challenges that accompany the school with good grace - and these challenges are not insignificant. Cooperation with access to the Darebin Creek Trail could be presented as a reasonable gesture of goodwill back to the community.</p>

Attachment 9 - Attachment 9 - Listing of submissions suggesting more limited access to O.H. Rd

19.	<p>The land was originally leased to Parade College, I assume Alphington Grammar took over that lease</p> <p>Access to the Creek and the Fairy Hills side was always available to the public until the bridge was washed away. It appears that the school administration used the removal of the bridge as an opportunity to begin closing off access to the public.</p> <p>With the advent of the pathway connection to the Main Yarra Trail, Alphington residents always assumed they would once again gain access to the creek and to the new trail from the Alphington side of the creek. That has not happened Residents need to go to Darebin Parklands, Darebin; Sparks Reserve, Banyule or the Access adjacent to the Guide Dogs Site in Kew to gain access.</p> <p>Yet, there are at least two locked gates in Alphington which could provide direct access.</p> <p>As the Alphington Grammar gates are electrically controlled surely they could be timer enabled to provide access to the creek or from the path to Alphington outside of school hours and during weekends. And access to the claimed part of Old Heidelberg Rd could be opened up on weekends.</p> <p>Thanks for the opportunity to comment.</p>
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Attachment 10 - Attachment 10 - Old Heidelberg Road - Photographs & location plans

Attachment 1

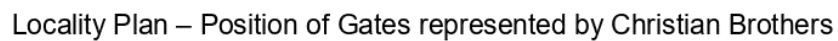
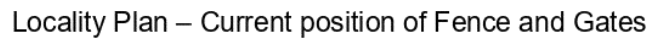
Photographs and Location Plans (New and Old)



Alphington Grammar Fence & Gates Old Heidelberg Rd- Looking East



Alphington Grammar Fence & Gates Old Heidelberg Rd- Looking West



8.6 Active Transport Advisory Committee Membership

Reference	D21/126586
Author	Rhys Thomas - Senior Governance Advisor
Authoriser	Group Manager Chief Executive's Office

Purpose

1. To appoint community members to the Active Transport Advisory Committee.

Critical analysis

History and background

2. In June 2021, Council established an Active Transport Advisory Committee as a successor to the Bicycle Advisory Committee which was dissolved at the same time.
3. The intention of this new advisory committee was to broaden the role of the former Bicycle Advisory Committee to provide similar advice in relation to other means of 'active transport' (i.e. beyond bicycles) – reflecting the interconnectedness of transport planning in the municipality and align closely with the nature of organisational expertise and decision-making. While Council had historically considered cycling as a stand-alone transport mode, this is no longer the case, with Council now conducting its transport planning in a more integrated way than ever.
4. Further, Council is addressing challenges presented by the fast changing nature of personal transport, with developments such as ride sharing, car share schemes, dockless bicycle hire, power-assisted bicycles and the growth in what were traditionally regarded as toy vehicles (like scooters and skateboards) all making their presence felt within the past decade. It was felt that a broadening of the role of the Bicycle Advisory Committee would enable Council officers and the Council itself to better respond to these developments.
5. On this basis, Council resolved to establish an Active Transport Advisory Committee with the following objectives:
 - (a) To provide advice and recommendations to Council in matters of relevance to travel throughout the municipality by means of self-powered active transport, such as:
 - (i) Bicycles;
 - (ii) Kick scooters;
 - (iii) Skateboards; and
 - (iv) Walking/running; and
 - (b) To provide advice and recommendations to Council in relation to the established and emerging role of power-assisted transport as part of the community transport mix, including the role of:
 - (i) Electric assisted bicycles;
 - (ii) Electric scooters; and
 - (iii) Powered 'rideables' (e.g. hover boards, segways, electric skateboards).
6. The committee was determined to comprise eight community members, in addition to two Councillors.

Discussion

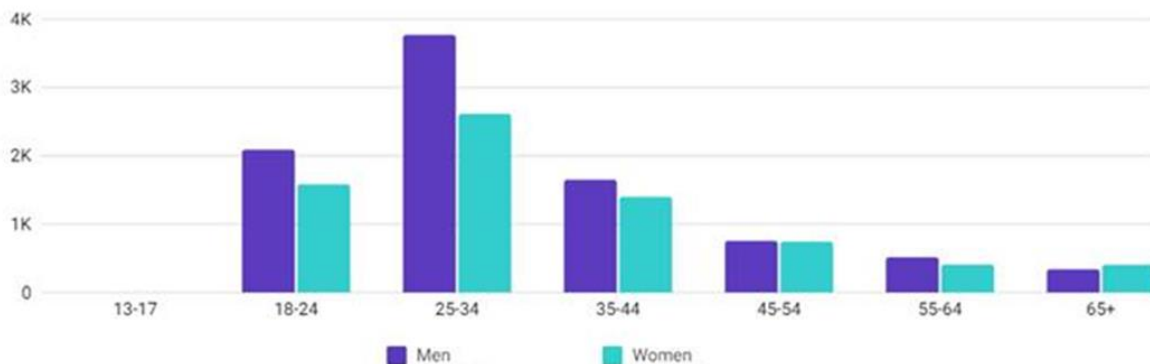
7. Following the 24 June 2021 resolution, a public expression of interest process was undertaken to identify potential candidates for appointment to the committee.

8. The expression of interest resulted in the receipt of 23 applications, which are provided to Councillors in **Attachment One** (confidential due to the inclusion of personally identifying information).
9. Following the receipt of these applications, an assessment was conducted by the Senior Governance Advisor with a view to recommending appointments that meet the published selection criteria, being:
 - (a) a capacity to consult and represent a wide range of views;
 - (b) an understanding of the needs of a range of different transport users; and
 - (c) a capacity to analyse information and advice on issues affecting transport users.
10. In addition, care was taken to recommend a membership comprising:
 - (a) members from different locations across the municipality;
 - (b) members with expertise and experience with different forms of active transport; and
 - (c) a diverse gender and other demographic mix.
11. Following this process, eight recommendations have been made and are presented in **Attachment One**.

Options

Community and stakeholder engagement

12. The social media campaign involved the placement of an advertisement on both Facebook and Instagram. The advertisement reached 16,781 users in total (almost 10,000 on Facebook and approximately 7,000 on Instagram).
13. The number of unique users reached during this campaign by age and gender is shown below:



14. Throughout the process, internal discussions have been held with officers in Council's Strategic Transport Unit. While these discussions assisted in applying the selection criteria to the process, the final appointment recommendations in **Attachment One** have been made by the Senior Governance Advisor - independently of the Strategic Transport Unit.

Policy analysis

Alignment to Community Vision and Council Plan

15. The City of Yarra Council Plan 2017-2021 commits Council to *"maintain a culture of transparency, governance, ethical practice and management of risks that instils a high level of community respect and confidence in Council decision-making"*.
16. The establishment of Advisory Committees and a public process to appoint members provides an opportunity to demonstrate this commitment to transparent governance.

Climate emergency and sustainability implications

17. The broadening of the role of the Bicycle Advisory Committee to support the move away from the use of motor vehicles provides a chance to make a difference in what is a significant carbon emitter in Yarra. Fostering a community that seeks sustainable transport alternatives would be a meaningful and long-lasting response to the climate emergency.

Community and social implications

18. Council's advisory and other committees provide a connection between members of the community and Councillors and staff and provide an opportunity for direct involvement in the decision-making process. Community involvement in committees also provides connections between like-minded community members and a degree of community development and strengthening.

Economic development implications

19. The advice provided in this report does not have any economic development implications.

Human rights and gender equality implications

20. The advice provided in this report does not have any human rights implications.
21. Among the selection criteria for membership in both terms of reference is a desire for the membership to include "a diverse gender and other demographic mix". While this is not a binding target, the application process attracted sufficient interest to ensure that a gender balanced committee can be achieved.

Operational analysis

Financial and resource impacts

22. The precise cost to Council of an Advisory Committee is difficult to quantify.
23. Minor costs are associated with meeting logistics, such as catering, transport reimbursements, room hire (where relevant) and printing and mailing. The most significant costs are associated with officer time for meeting preparation, communication with members, attendance at meetings (including overtime) and preparation of meeting minutes. Further costs are incurred for officer time associated with committee administration, such as maintenance of Council's website, communication with membership, public advertising and committee selection processes.

Legal Implications

24. There are no legal implications arising from the matters addressed in this report.

Conclusion

25. It is recommended that Council appoint eight community members to the Active Transport Advisory Committee as set out in **Attachment One** to this report.

RECOMMENDATION

1. That Council appoint:
(a) _____, _____, _____ and _____ to a four year term; and
(b) _____, _____, _____ and _____ to a two year term
on the Active Transport Advisory Committee, with the terms concluding on 30 June 2025 and 30 June 2023 respectively.
2. That Council thank all applicants who put themselves forward for consideration as member of the Active Transport Advisory Committee.

Attachments

- 1 Active Transport Advisory Committee expressions of interest evaluation - *Confidential*