
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.

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.

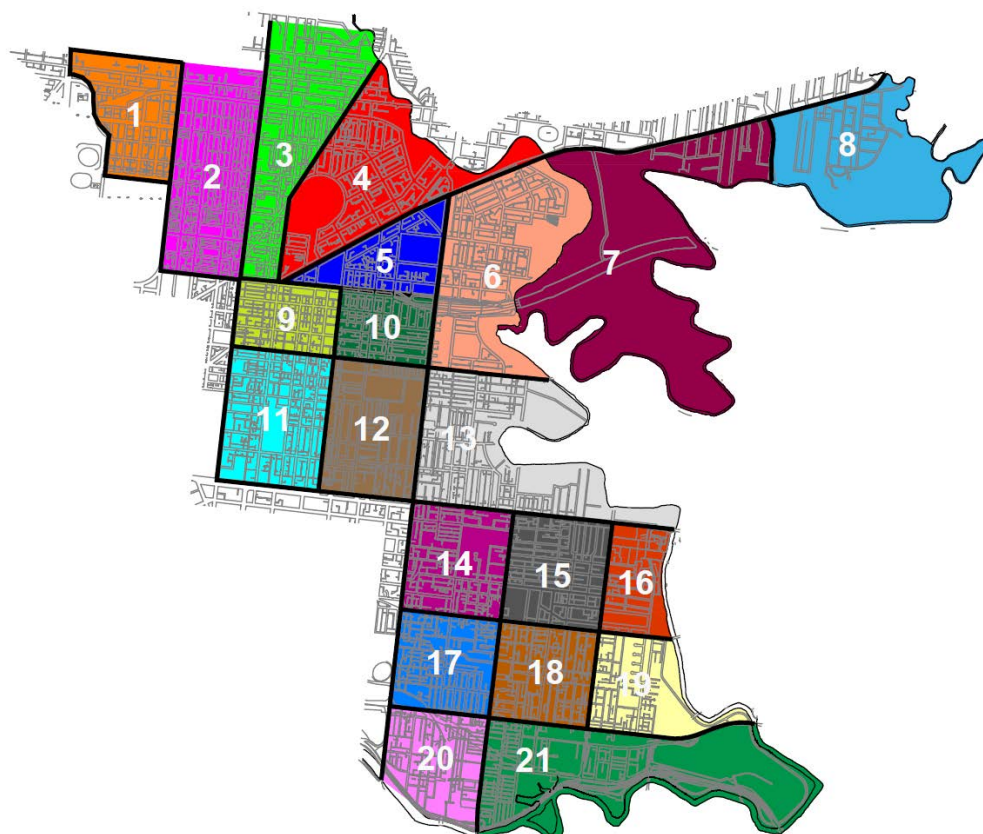
The LAPM process aims to improve places for people by managing vehicle traffic and improving conditions for pedestrians and cyclists. Methods to achieve this include:

- 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



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.

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.

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.

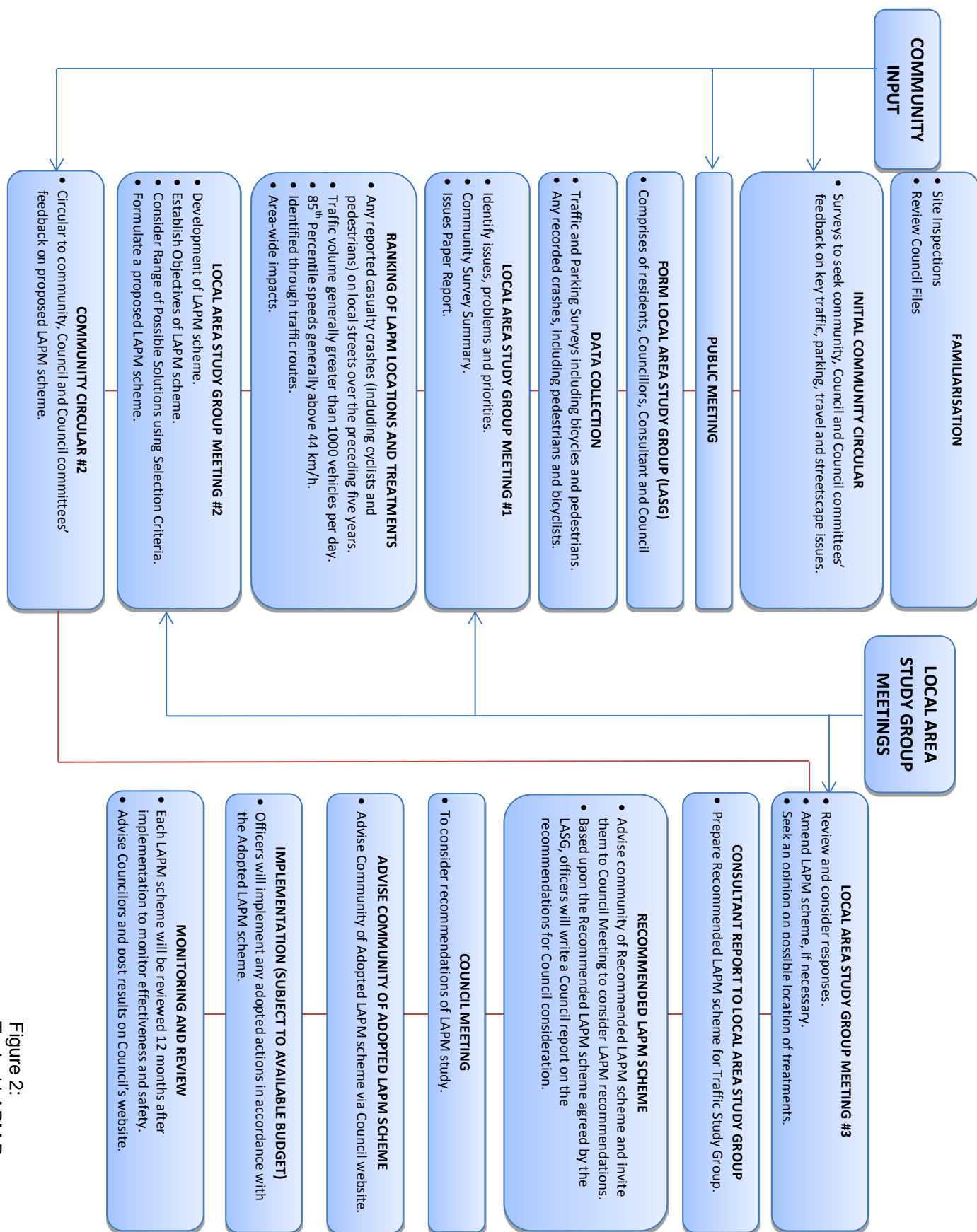


Figure 2:
Typical LAPM Process

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



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



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



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



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