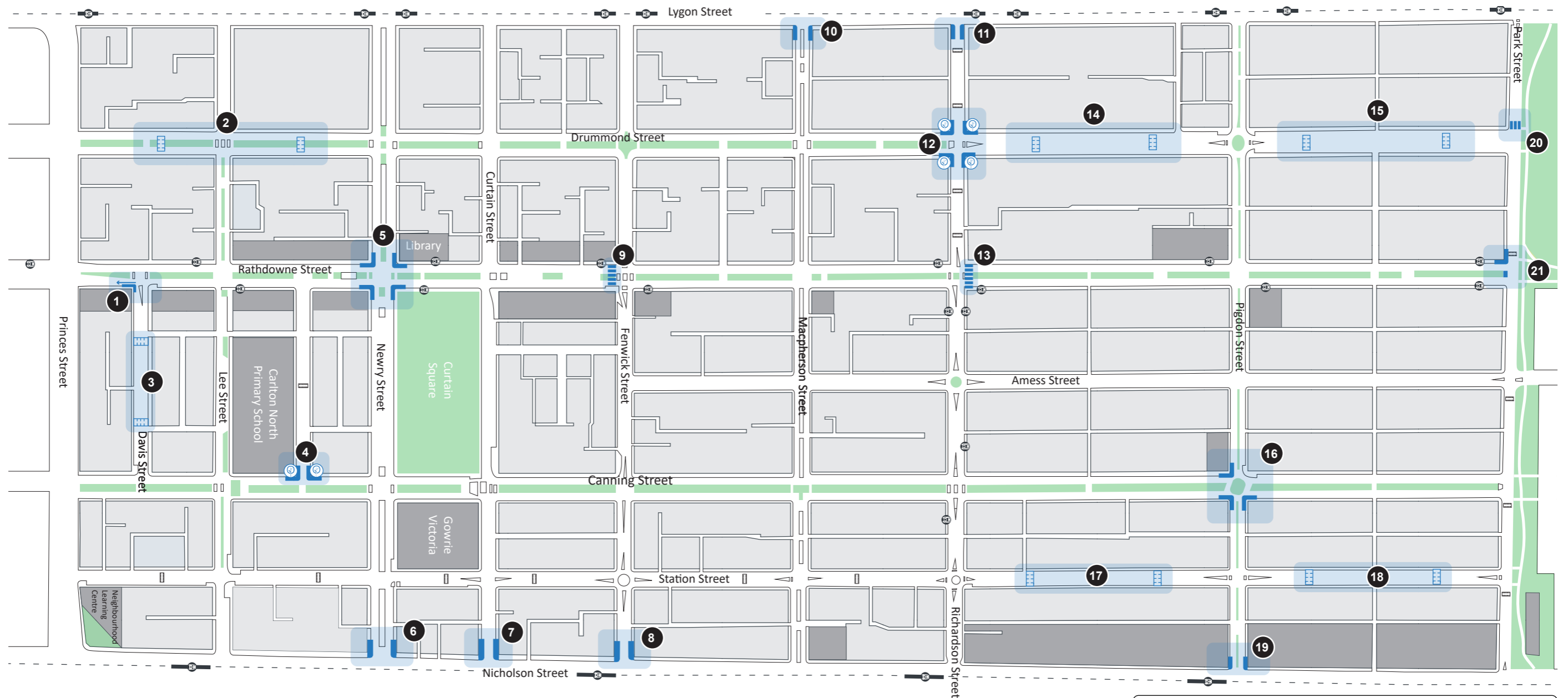


Treatment Recommendations Map

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

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



Legend



Treatment area	Kerb outstand / footpath extension
Trees / vegetation	Speed hump
Zebra crossing	Cycle lane continuity

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



Legend

-  Driving treatments
-  Greening treatments
-  Walking treatments
-  Place making treatments
-  Cycling treatments



- 1** Kerb extension to aligns with the existing kerb extension on the North side and realignment of the bike lane to suit.
Rathdowne Street and Davis Street (south-eastern side)



- 2** Speed humps located adjacent to trees (or trees planted where needed) to minimise loss of parking. Subject to Australian Standard spacing requirements.
Drummond Street between Princes and Newry Street



- 3** Speed humps located adjacent to trees (or trees planted where needed) to minimise loss of parking. Subject to Australian Standard spacing requirements.
Davis Street




- 4** Kerb extensions to reduce size of intersection and provide space for pedestrians and opportunity to introduce greenery, tree planting and passive irrigation.
O'Grady Street and Canning Street




- 5** Kerb extensions to reduce size of intersection and opportunity to introduce greenery, tree planting and passive irrigation. Include kerb extension and raise median strip to improve pedestrian safety.
Rathdowne Street and Newry Street



- 6** Kerb extensions on minor road (Newry Street) to decrease pedestrian crossing distance. Enhance with greenery, seating, bike parking and discuss with other Council department the possibility of integrating artwork.
Nicholson Street at Newry Street



- 7** Kerb extensions on minor road (Curtain Street) to decrease pedestrian crossing distance. Enhance with greenery, seating, bike parking and discuss with other Council department the possibility of integrating artwork.
Nicholson Street at Curtain Street



- 8** Kerb extensions on minor road to reduce size of intersection and opportunity to introduce greenery, tree planting and passive irrigation. Incorporate bike parking.
Nicholson Street at Fenwick Street



- 9** New raised zebra crossing to promote pedestrian prioritisation. Include flashing warning lights it meets the warrants (addressed as part of design process).
Rathdowne Street at Fenwick Street


- 10** Kerb extensions on minor road to reduce size of intersection and opportunity to introduce greenery, tree planting and passive irrigation.
Macpherson Street and Lygon Street




- 11** Kerb extensions on minor road to reduce size of intersection and opportunity to introduce greenery, tree planting and passive irrigation.
Richardson Street and Lygon Street


- 12** Kerb extensions to reduce size of intersection and provide space for pedestrians and opportunity to introduce greenery, tree planting and passive irrigation.
Drummond Street and Richardson Street


- 13** Raise existing zebra crossing to promote pedestrian prioritisation. Include flashing warning lights it meets the warrants (addressed as part of design process).
Rathdowne Street at Richardson Street



- 14** Speed humps located adjacent to trees (or trees planted where needed) to minimise loss of parking. Subject to Australian Standard spacing requirements.
Drummond Street between Richardson and Pigdon Street



- 15** Calming treatments with combination of speed humps, road narrowings, integrated with plantings. Speed humps located adjacent to trees (or trees planted where needed) to minimise loss of parking. Subject to Australian Standard spacing requirements.
Drummond Street between Pigdon and Park Street



- 16** Kerb extensions to reduce size of intersection and provide space for pedestrians with opportunity to introduce greenery and passive irrigation.
Canning Street and Pigdon Street




- 17** Speed humps located adjacent to trees (or trees planted where needed) to minimise loss of parking. Subject to Australian Standard spacing requirements.
Station Street between Richardson and Pigdon Street




- 18** Speed humps located adjacent to trees (or trees planted where needed) to minimise loss of parking. Subject to Australian Standard spacing requirements.
Station Street between Pigdon and Park Street

- 19** Kerb extensions on minor road (Newry Street) to decrease pedestrian crossing distance. Enhance with greenery, seating, and bike parking. Treatment may take up one parking bay width only in Pigdon and will not encroach on bike or traffic lane.
Nicholson Street at Pigdon Street

- 20** New raised zebra crossing integrated with speed hump (west side only) to promote pedestrian and cyclist prioritisation, widened to provide separation of use. Include flashing warning lights it meets the warrants (addressed as part of design process).
Park Street at Drummond Street

- 21** Kerb extension on west side of intersection and raised centre median on Rathdowne Street to reduce crossing widths, improve pedestrian visibility, and opportunity to introduce greenery, tree planting and passive irrigation. Kerb extension on east side not possible due to requirements of bus turning circle.
Park Street and Rathdowne Street

