

# Transport Action Plan Community Engagement Report



This report provides the data analysis and results for the Transport Action Plan community engagement and evaluates community participation. This consultation opened on 15 September and was live until 16 October 2023.

## Why we ran this engagement?

Yarra's population is growing rapidly, and our diverse community has complex transport needs. Our road network contains many historical streets as well as major transit corridors that are used by thousands of people each day.

Yarra's Transport Strategy (YTS) was developed to meet these challenges and provide a strategic direction for future transport projects in Yarra. It was unanimously adopted by Council in July 2022.

We have ambitious targets that we need to meet as part of the YTS – this requires actions and decisions to be consistently made. We want to create a city that is accessible to people of all ages and abilities, while reducing our transport emissions to meet our commitments towards net-zero emissions by 2030.

Yarra's draft Transport Action Plan (TAP) outlines the actions that we'll take to meet the ambitious targets in the Transport Strategy. It sets out a transparent framework to inform decision-making about transport in Yarra between 2023 and 2033.

This plan aims to:

- encourage sustainable transport
- create a more accessible city
- promote a healthy and active lifestyle
- reduce transport emissions

It will help to free up space on our streets, provide safe and fair access for everyone and have a positive impact on the environment.

## Objectives of this engagement

- Inform the community about the purpose of the TAP, its key outputs and how it connects with the Yarra Transport Strategy.
- Seek feedback from the community to understand if there is anything we've missed, anything we should be doing sooner (from year 2 onwards) and to understand the level of support for the actions included.

## Level of Community influence

- The community can influence whether projects and actions can be added or removed. Suggestions may be considered if they are in line with strategic objectives from the Yarra Transport Strategy.
- The community can influence when projects are delivered (prioritisation of certain projects may be considered from year 2 onwards).

## What did we ask?

### Participants were asked:

1. Please indicate your level of agreement with the following statement: 'The TAP builds on the YTS and responds to the transport needs of the Yarra community over the next 10 years.'
2. Are there any actions included in this 10-year plan that you think should be delivered sooner than scheduled?
3. Are there any actions that we've missed and that you think should be included?

#### 4. Do you have any other comments about the draft Transport Action Plan?

##### Methods included:

- Survey questions
- Two in-person pop up sessions at the following locations across the municipality:
  - **Alphington Park playground** on Saturday 16 September from 10am to 12 midday (Councillor Conversations with Community session).
  - **Citizens Park, Richmond** on Tuesday 10 October from 5pm to 7pm.

##### Who did we hear from?

The Your Say Yarra project page received a total of 1,218 views from 775 visitors during the consultation period from 15<sup>th</sup> September 2023 to 9am on 16<sup>th</sup> October 2023.

A total of 61 individual responses were received during the consultation via the online survey. Approximately 30 community members in total were engaged at the two in-person pop-up sessions.

The following demographic responses were received:

What's your connection to Yarra?	Numbers	Percentage
I live in Yarra	42	67.74%
I work in Yarra	3	4.84%
I travel through Yarra	2	3.23%
I visit Yarra	5	8.06%
I study in Yarra	1	1.61%
I own a property or mortgage in Yarra	6	9.68%
I rent in Yarra	2	3.23%
I own a business in Yarra	1	1.61%
What gender do you identify as?	Numbers	Percentage
Man	37	60.66%
Woman	18	29.51%
Non-binary	2	3.28%
I prefer not to say	4	6.56%
I identify as _____	0	0%
What is your age range?	Numbers	Percentage
Under 11	0	0%

12 to 17	0	0%
18 to 24	1	1.61%
25 to 34	17	27.42%
35 to 49	16	25.81%
50 to 59	12	19.35%
60 to 69	10	16.13%
70 to 84	3	4.84%
85 and older	0	0%
I prefer not to say	3	4.84%
<b>What suburb do you live in</b>	<b>Numbers</b>	<b>Percentage</b>
Abbotsford	6	9.68%
Alphington	4	6.45%
Burnley	0	0%
Carlton North	4	6.45%
Clifton Hill	2	3.23%
Collingwood	5	8.06%
Cremorne	0	0%
Fairfield	0	0%
Fitzroy	6	9.68%
Fitzroy North	7	11.29%
Princes Hill	0	0%
Richmond	17	27.42%
I live outside of Yarra	11	17.74%
<b>Select all that apply. I am.....</b>	<b>Numbers</b>	<b>Percentage</b>

A person living with a disability.	1	1.61%
A member of the LGBTIQA+ community.	13	20.97%
Someone of Aboriginal or Torres Strait Islander descent.	0	0%
None of the above.	41	66.13%
I prefer not to say.	7	11.29%

## Engagement Promotion

Engagement and Communications Activity
Your Say Yarra (YSY) project page
News item on Yarra City Council corporate website
Post cards and corflute signs with trackable QR codes
Social media posts - Facebook and Instagram
Council's email newsletters – Your Say Yarra and Yarra Life
Targeted emails to stakeholders - community groups, government agencies and Yarra City Council's Advisory Committees

## What did we hear?

### Key findings

- The majority of participants live in Yarra (68%)
- The highest proportion of participants lived in Richmond (27%). This was followed by suburbs outside of Yarra (17.4%) then Fitzroy North (11%)
- The majority of the participants were aged between 25 to 69 years old with the highest proportion of participants indicating they were in the 25-34 age group (27%)
- The majority of participants identified as 'man' (61%), 29% identified as 'woman' and 3% identified as 'non-binary'
- Approximately 21% of the participants indicated they were a member of the LGBTIQA community
- Close to three quarters (72.6%) participants either agreed or strongly agreed with the statement 'The Transport Action Plan builds on the Yarra Transport Strategy and responds to the transport needs of the Yarra community over the next 10 years'
- A number of verbatim comments were received for the following open-ended questions which were carefully analysed and considered in the finalisation of the TAP:
  - Are there any actions included in this 10-year plan that you think should be delivered sooner than scheduled?
  - Are there any actions that we've missed and that you think should be included?
  - Do you have any other comments about the draft Transport Action Plan?

# Evaluating the engagement

Objective	Evaluation
Inform the community about the purpose of the TAP, its key outputs and how it connects with the Yarra Transport Strategy.	<p>During the engagement planning process, we actively sought to remove any known barriers to allow all interested stakeholders to participate (including CALD &amp; people with disability).</p> <p>The TAP Your Say Yarra page received 775 visitors across the 4-week consultation period</p> <p>Good reach of community through Council social media channels and email newsletters.</p> <p>There were approximately 30 in-person conversations with community throughout the 2 pop up sessions</p>
<p>Seek feedback from the community to understand if there is anything we've missed, anything we should be doing sooner (from year 2 onwards).</p> <p>Understand the level of support for the actions included.</p>	<p>There was good contribution rate on the TAP YSY page</p> <p>Responses received were generally thoughtful, informed and considered and related to the content discussed.</p> <p>Feedback received has indicated support for the actions included.</p>

## Changes proposed

The following include the summary of changes proposed in the finalisation of the Transport Action Plan. These changes have been informed by community feedback received during the consultation, additional Councillor feedback, further consultation with internal stakeholders, recent State Government announcements and recent incidents regarding pedestrian safety and other recent developments.

- A reference has been added to getting better transport outcomes at Victorian School Building Authority school expansion projects in Yarra.
- Suburb details have been removed for each action to free up space for other information that makes the actions clearer. Instead, a new map shows the geographical location of each action.
- The Draft Financial Sustainability Strategy is referenced.
- Actions regarding e-scooters have been updated to reflect recent State Government announcements and council resolutions.
- The pedestrian safety issue at St Georges Rd and the Capital City trail is referenced specifically as something requiring action following the recent incidents.
- A reference to the Climate Emergency Plan has been added.
- A reference to the reducing emissions associated with the council car fleet has been added.
- The Yarra Parking Strategy has been renamed the Yarra Kerbside and Parking Strategy. This name change reflects the broader question of better managing Yarra's kerbside space which includes car parking.
- Actions regarding e-vehicle charging are clearer including a commitment to producing a discussion paper, additional information on charging opportunities on the website and a policy that considers the parking strategy and curbside management objectives.
- All New Deal for Cycling corridor upgrades and intersection upgrades are now listed sequentially to make them easier to read.
- A reference has been added to the need to advocate for upgrades to Yarra's five active transport bridges.
- Johnson Street has been added as a New Deal for Cycling corridor study (in year 9).
- Advocacy to VicRoads regarding the issues with unprotected left turns at pedestrian signal crossings has been added.
- There is now a commitment to producing a strategic new Deal for Walking Audit which inform furthermore detailed work to support walking in Yarra.

- There is a new commitment to develop a micro mobility/shared transport hub implementation policy (this would include parking guidelines for e-scooters and e-bike share) and to rollout them out. Other features of the hubs could include bike repair stations, car share bays etc. to provide one stop shop for similar types of things.
- Reference is made to delivery of previously completed Local Area Traffic Management and Local Area Placemaking projects.
- Actions around the Cremorne precinct now include commitments made as part of the Urban Design Framework (UDF).
- The Roads to Parks program has been added as study and infrastructure work
- There is a commitment to maintain a web portal providing information on e-vehicle charging in Yarra.
- Advocacy has been added regarding streamlining of State Gov statutory processes required for relatively minor infrastructure works.

## Verbatim comments

The following verbatim comments were received for **‘Are there any actions included in this 10-year plan that you think should be delivered sooner than scheduled?’**

### Comments

Connection within Yarra to the North East Bicycle Corridor, advocate and consultation within the 2024 UDLP process, identify safe connections and travel patterns within Yarra, new bridge may be required. Prioritising on road public transport during peak hours as a minimum.

Nearly all.

The steps plan looks way too slow and should be accelerated

We have a 2-3 year window to get ahead of sustainable travel needs or we will embed driving EVs

Baker St can be sorted now

There should be 30km zones near schools all the time (Kent and Buckingham for example) and rat runs closed (Johnson St at Buckingham)

More bike lock hoops

This team does wonderful work to improve our LGA's livability and accessibility for those other than in cars. To support with many of the drafted actions being delivered sooner, a focus should be put on improving the resourcing of the active transport team and budget allocated to studies and infrastructure rollout, to get them done faster.

Specific items in the draft plan which could be fast tracked include the Copin St new deal for cycling study, currently slated for 2026 which is a fair way off, meaning any potential infrastructure of street modification wouldn't occur until 2029-30(!) as I understand it.

None more so than others.

Elizabeth St bike lanes permanent design treatments

Coppin St Corridor: Palmer Street roundabout upgrade

Deliver a Bruns St/St Georges Rd Tram Stop Corridor Plan

More protected bike lanes

There is a misalignment between the 10-year plan and carshare policy. According to the plan, the deadline to review the policy is in 2027. However, the review date according to the policy is 2024. Since carshare policy was approved in July 2019, reviewing it sooner is more appropriate

Protection of pedestrians against bikes, scooters etc. I walk all the time on footpaths and often cyclists do not warn you of their approach. They are often speeding and pass you within inches. It is alarming and dangerous. Cyclists do not dismount across foot bridges as the signage suggests. The new walk way at the end of Gibbs Street looks like a recipe for a serious accident. Please take this seriously. You try and protect cyclists against cars with special bike lanes in the roads, but you do not provide any safe walking space for narrow paths and footbridges

OMF7 and OMF8 (30 & 40km/h zones) are shown as spread across 10 years. These ought to be rolled out more quickly, if possible.

Most of the cycling & pedestrian infrastructure improvements should be front-loaded (done in a "pop-up" fashion if needs be).

Elizabeth St west bike lanes to permanent. If design is to be completed in year 2, why is delivery in year 7? Is this an error? Apart from the fact that I ride on Elizabeth St most days and want permanent ASAP, after sitting on the shelf for five years the plans won't have currency and would need more community engagement, might not be current with Yarra's standards if they change in that time etc I understand that the eastern section is delayed due to the Big Housing Build, that seems reasonable

Improving safety for pedestrians and cyclists, limiting use of private cars

Bike lanes

As a city committed to being Age friendly, the city of Yarra must prioritise the walkability of our streets. This plan is very very light on walking improvements and actions. More actions to encourage pedestrians and enhance walk ability must be included.

Tram upgrades - such as accessible stops needs to be done as soon as possible

Speed limit reductions (30kph) should be introduced immediately as this will underpin success of the strategy goals - especially increasing cycling and walking for women and children.

Improvements for cyclists and pedestrians

Bike education and infrastructure is the priority

Brunswick St and St Georges Road review and upgrade. At least 3 major incidents have occurred here in the past 6 months with cars hitting cyclists.

Encouraging residents to consider public transport options or non car options.

More safe bike lanes

We could do a lot more, the ambition in this plan is low. A key factor is funding but the parking review can solve this problem: we should reduce the subsidy for parking and dedicate the additional income to transport plan initiatives.

Maximize the opportunities for cycling and walking safely to all possible destinations

Micromobility lanes need consideration. E-scooters, e-bikes etc are unsafe to be riding on the road.

None given finances of Yarra Council

Anything that can make cycling safer should be delivered at the earliest possible date.

Safe bicycle infrastructure is urgently needed. Please prioritise.

Safe bike infrastructure needs to be a high priority. The design should also be consistent with surrounding councils to ensure ease of use.

Sooner is always better for safer streets! But the plan looks good

Every route must be safe and comfortable for cycling

unsure

I'd like anything related to cyclist safety to be delivered sooner rather than later, but am also aware of budget constraints.

Increased bike lanes

Lobbying DTP to assist with Removal/narrowing of Alexandra Parade? The cycling and walking improvements look great and the intention to bring forward fully separated biking lanes 2022-2025 is critical.

Left turn only from Como Street into Heidelberg Road during school drop off and pick up times.

A left turn only during school drop off and pick up times sign in Como St at the Heidelberg entry point. As a result of significant traffic movement around student drop off and pick up times from Alphington Grammar, traffic turning right into Heidelberg Rd from Como St block access to other traffic for periods often exceeding 10 minutes. This leads to waiting traffic to block Constance St completely for extended times. This is all exacerbated by parked cars on both sides of Como St between Constance St and Heidelberg Rd which only allows one lane of vehicle movement...

Please consider left turn only for all traffic exiting Como St into Heidelberg Rd between 8:30am and 9:30am and again between 3:00pm and 4:00pm on school days.

NDC 35 and 36 - infrastructure improvements to Scotchmere and Holden Street intersections with St Georges Road. These are notoriously dangerous spots for pedestrians and cars.

Scooters and bicycles off pavements. Pavements are for pedestrians not playgrounds for large men on scooters. What is the difference between litter and discarded scooters/e-bikes?

Increasing public transport use, greater and sooner, as part of the climate crisis response

All active transport actions should be brought forward before any further car incentives. While I am a strong supporter of rapid transformation in the face of poly crises, urban renewal requires incrementalism, hypotheses and testing to maintain political will. Political courage is critical, councillors need to understand that fear of change is regressive.

Ride to School day should be every single day of the week (see: bici bus in Spain) and is an incredibly powerful tool - fuming and depressed drivers can't take their seething rage out on children.

All of the cycling plans!

Less focus on bicycles and more on pedestrians.

The study of the Coppin Street Cycling Corridor should be advanced to review the feasibility and benefit of those measures. The mid-block sections are more hazardous than the intersections as the median trees do not allow drivers to give riders sufficient space when they pass riders in the narrow "door zone" bike lane. I have had multiple near misses with dooring and have been lucky that there haven't been drivers in the adjacent lane who may have been unable to take evasive action. This is also exacerbated as Coppin Street is a popular rat run between Swan At, Bridge Rd, Victoria St and Hoddle St.

Actually following through on all the plans, visions, statements, commitments.

I'm happy with the time lines.

Scramble crossing at Brunswick St/Johnson Street

Langridge Street protected bike lanes

Coppin Street protected bike lanes all the way along

New bridges on the Yarra River

Plans with schools, this should be a higher priority. Children (& their parents) should feel safe to walk and ride to school. Schools in the area of the Medically Supervised Injecting Room and near Richmond Traders/Bridge/Swan St intersections need more personnel.

30kph limits

Improved way finding

Improved public reporting

Protected bike lanes - remove car parking and add them - keep all traffic forms moving. Stop removing any bike lanes that are already there .



Bike infrastructure needs to be implemented rapidly and with reduced consultation. Rollouts are simply too slow to produce the required uptake to address council and state emissions targets.

No, I would like the process in it's entirety to be delivered sooner than 10 years. More than incremental change pace.

All the actions for improving the pedestrian environments and addressing universal access and design principles in Yarra need to be the top priority

The following verbatim comments were received for '**Are there any actions that we've missed and that you think should be included?**'

### Comments

Walking and cycling connection at Riverwalk for users who can't negotiate the tight turns on Saltas ramp, upgrade Riverwalk through to Flockhart to provide an alternate route via quite back streets to Gipps St bridge. Ensure advocacy for bridge connecting to Hawthorn to Boxhill continues

"See last question

Kent and Buckingham should have more cycling support and 30kmh

Close Johnson to cars at Buckingham Lambert should be one way plus cycling"

Widening mixed walking/bike paths, like park st. It's so busy!

"1. Better explanation of what the strategic corridors are and mean between the CBD and eastern suburbs via Highett St, and why they are expected to be a game-changer for commuters in the east.

2. Recognising the need to future-proof our bike racks and bike parking areas at/around amenities, residences, parks, etc. to promote more bike riding. This should be achieved with larger spaces provided for cargo bikes so that families are encouraged to arrive at their destination via bike too, not just individuals, further encouraging the next generation to cycle.

3. A focus on re-designing our streets - and this doesn't need to be an incredibly expensive exercise. Re-designing our streets to make them narrower (incl. at intersections which should not flare out with vehicle turn lanes), with traffic calming measures e.g. trees or bike lanes, or simple murals, plant beds, and poles, that narrow the intersection, remove turning lanes, allow food business to potentially expand their footprint, and provide pedestrians greater walkability. It also reduces the requirement for pedestrian crossing buttons which are expensive state infrastructure items. Have a look at the following YouTube video to get a better idea - titled ""How Asphalt Art Makes This Baltimore Community Safer | Bloomberg Philanthropies"". This should be paired with the existing draft action item of advocacy for 30kmph streets and 40kmph arterials.

4. Continue with additional raised zebra crossings that match the sidewalk height to support those with mobility issues from needing to drop down from sidewalk to the road height, help with better drainage, and act as a traffic calming measure by forcing vehicles to slow down and be more responsive.

5. Continued advocacy with Vic state government to support them moving away from by-gone attitudes about how vehicle throughput efficiency and other traffic engineering goals are not what is best for a city, neighbourhood or its people.

6. Advocacy with Vic state government to remove the left turn green light/all green when pedestrians have a 'green man'. Stick with a red left turn light until the green man has turned red. Also, promote extension of the length of the green man to support those who need more time to cross. This is important to prevent injuries or worse as impatient vehicles cross the path of pedestrians too often.

7. Advocacy with Yarra Trams to promote dedicated tram right of way. This will improve PT reliability, safety, and encourage greater patronage and therefore investment in PT, while taking cars off the road and reducing community GHG emissions.

8. Advocacy at a local government and state government level to promote car share services for those that need a car - far more financially sustainable for almost all individuals (car cost calculators back this up) compared to owning or leasing/financing a car.

9 Advocacy for the removal of parking minimums for new developments (either residential or commercial). This ties in with the transport action plan as it will naturally promote transportation other than via cars, i.e. active transportation. Instead, adequate numbers and types of bike racking could be promoted in new residential and commercial developments, or replacing inefficient curb-side parking spaces."

Get rid of the shared e-scooter scheme, they're a hazard to pedestrians and cyclists. Get rid of cafe footpath tables - they clog up the footpath and prevent pedestrian through traffic - particularly bad example is outside "My oh my" on Swan Street

"Yes - separated bike lanes along the entirety of major roads such as Johnston Street, Bridge Road and Nicholson Street (Abbotsford).

Also, better connections between existing bike lanes, e.g. Albert Street to Wellington Street, Wellington Street/Nicholson Street to Heidelberg Road."

Pedestrianise Smith Street

As above. Protection of walkers against bikes scooters etc.

Nicholson street, it is the most obvious street to have cycle infrastructure as it is the nexus of a lot of existing cycling lanes. Brunswick Street is an already attractive street to cycle on. Nicholson street is a nightmare.

Cycling access to Richmond from the west (i.e from East Melbourne/Jolimont) needs to be improved. While cycling has been made vastly easier and more comfortable across most of Yarra, much of Richmond remains car-centric and feels somewhat dangerous to cycle. If at least one safe (segregated and/or 30km/h) East/West cycling route into and out of Richmond could be established—along the lines of Wellington Street as a North/South corridor in Collingwood—then Richmond would feel less hostile to active transport.

Electric car charging solutions. People are desperate and willing to pay for infrastructure. Most Yarra residents cannot buy electric cars as most do not have off street parking and there is no option to purchase street charging infrastructure. I agree with the actions to reduce car use, but some residents cannot avoid car usage due to the nature of their work. The climate crisis requires that electric charging infrastructure is part of any transport strategy.

"There is a general lack of good, safe, well-signed connectivity with neighbouring cities' cycle networks. Also happens when something (e.g. a freeway) needs to be crossed.

Cases in point would be cycling into Melbourne City from Richmond, and crossing the Eastern Freeway to get to Clifton Hill - the "options" there being using Hoddle Street (yeah, nah) or a pedestrian-only footbridge off Trennery Crescent.

Suggest working more closely and publicly with neighbouring councils & VicRoads (naming and shaming if necessary when progress is slow)."

Discouragement of private vehicles - reduce parking for residents and commuters

Advocating for all crossings to go green for walkers automatically.

Making sure all crossings allow enough time for any footpath user to cross safely, regardless of age or mobility.

Advocate for longer crossing times at all intersections to encourage pedestrians and to enhance age friendliness/universal access

There's not enough for pedestrians and the mobility impaired. It is VERY highly skewed towards cycling.

Accessible tram stops need to be a priority

Safety of women and children overall - better lighting at tram stops and underpasses and transport junctions eg station exits

I want even more improvements for cyclists and pedestrians

Reduction of on street parking on shopping streets.

It is hard to see where the issues associated with electric scooters and bikes are being sorted out

Linking Cremorne to the Yarra Trail. Currently cyclists and walkers have to cross the City Link entry road to get to the Trail. There is no crossing, there are blind spots and cars travel very fast . It makes it incredibly dangerous to cross.

No

(1) Most important is to make road surfaces safer by sealing over dangerous stone surfaces that can trip pedestrians crossing streets and destabilise bikes and wheel chairs. In Richmond Mary St has some horrible examples but also the newly installed dangerous surface on Cameron St is particularly bad because it's in such a busy zone that cyclists losing balance on the rough surface could be killed. (2) data is important - I didn't notice any new initiatives to collect data on pedestrian, wheelchair, bike and scooter usage - there's some great new technology for this purpose that should not be very expensive

Lower speed limits in residential roads. Low enough to dissuade any driver taking any shortcut off a main road.

Make all residential streets more bike and pedestrian friendly

They are mostly piecemeal that will not put a dent in car usage

Consideration and expansion of micro-mobility lanes

Two that I think should be added are a fully subsidised walk to school program for all primary school students in Yarra's catchment area. Council appoint and pay for staff to operate a walk to school program, thereby reducing vehicular traffic around schools at drop off and pick up times. Secondly, a left turn only out of Como St, Alphington into Heidelberg Rd at school drop off and pick up times to allow traffic out of Como St at peak times.

A cycle/walk connection to Hawthorn at the end of Crown St following on from the Highbury St bike route would greatly enhance cyclist safety as the Bridge Rd route competing with traffic is very dangerous.

Remove parking from our high streets and use the space for more beneficial things eg bike lanes, art spaces, pop ups, wider footpaths etc

Accessible tram stops. More cycling routes.

Modal filters, like Canning street. I realise the TAP and YTS are quite high-level, (I love the priority diagram!) but I couldn't see any modal filters mentioned, as we know from Canning street these are cheap, quick ways to ensure traffic is local only, and improve conditions for active transport.

Removing cars from certain streets (e.g Brunswick, Smith)

Yes, significantly more rainbow cross walks in LBGTQA+ areas such as smith street in Fitzroy. More vibrant in colour, they are too dull currently

1. Sharp corner of Trenerry Cres Abbotsford : remove the corner wall of AEU to improve safety and visibility for pedestrians and cyclists
2. Improve the unpleasant walk from Clifton Hill station to the Queens Parade transport hub - especially around the underpass

Is there any chance of giving cyclists right of way on the inner railway circle shared path at Brunswick Road North? That intersection is not in keeping with the others along that route.

The Transport Strategy 2022-2032 commits (at p76) to "develop an Electric Vehicle Strategy to guide decision-making and policy". Why is this commitment not delivered in the Plan?

Managing Alexandra Parade. This road slices Fitzroy in half and creates a huge barrier to active transportation. There is ample room to add parking and install separated bike lanes. Reducing existing vehicle lanes and lowering speed limits would assist with making the place more appealing. Ultimately it's in the hands of the state government to underground or otherwise adjust the nightmare that is the Eastern freeway>Alexandra Parade>College Crescent.

See above

As discussed above

Improving visibility of pedestrian and school crossings. Specifically North Fitzroy PS on Alfred Cres. This is such a busy area and people speed (bikes and cars) around there and go through the crossing.

Scooters and e-bikes of pavements. Zero tolerance.

Deregulation and cutting red tape for businesses who may want to add bicycle parking (undercover or otherwise) to the front of their business. This could mean a quick and simple process (online form) for applying for a 'fietsvlonder', a removable 6-10 bike parking station which fits in one standard carpark: <https://www.fastcompany.com/90780018/dutch-design-swap-car-parking-for-bike-racks>

It should have a quick assessment process and then businesses could rent this from council. If successful, council could then look to make it permanent. Otherwise, the platform could be removed for another carpark. This test and assess process has multiple benefits and will allow council to more effectively roll out the 50 bicycle hoops per year targeted, while also involving small businesses which stand to gain the most from increasing active transport.

Sorting out the junction of Lennox and Victoria St. It's not safe for either pedestrians or cyclists

There should be a plan developed for a circle walking path that connects the whole of the City of Yarra, not just disconnected paths. Remember you are trying to encourage active transport and walking is the number 1 form of transport and should receive the most funding. Keep in mind that not everyone wants to or can ride a bicycle. Also if you are planning for bicycles for older people you should encourage tricycle use so all bicycle infrastructure should be build to accommodate tricycles.

There are significant gaps in the existing east-west cycling route through Richmond that need addressing. For example, the current route requires riders to turn right from a side road onto Burnley Street, a busy arterial road and B-double route. This is something only a brave and fearless rider would be cable of and is a barrier for cycling growth. The entire route should be reviewed by competent transport engineers.

Concrete \$\$ commitments

Close smith street to traffic (between Gertrude & Johnstone), and turn into a tram way + dining precinct + pedestrian mall

Ebike subsidies and bicycle parking on the road for bikes like in Amsterdam

How we manage when there are multiple young children needed in various parts of our community for sports etc. this is a real challenge for single and dual parents.

Dedicated on road parking for share scooters and bicycles.

Consultation with commuters - who ride bikes - as to how they would ride in if they had more options - .

Princes St/Alexandra parade safe cycle route or alternative main route.  
High st/Queens Pde meeting point safe bike crossing so that inner circle can cross to hoddle street at the south.

Incomplete footpaths north end of Hoddle St.

Extensive protected bike lane routes such as the current Wellington Street bike lanes.

Widening footpaths, advocating for automatic pedestrian crossing signals that last the duration of a light sequence, well constructed (wide, well aligned to desire lines, etc) pedestrian crossings.

Much stronger action on escooters trial issues like riding/parking in footpaths, allocation of on street parking for bikes and scooters.

Phasing out free parking entirely (other than for those with disability permit).

The following verbatim comments were received for **Do you have any other comments about the draft Transport Action Plan?**

#### **Feedback**

Excellent document

Go faster

I strongly agree with the vast majority of the action plan, and it's great to live in an LGA that supports and is working to improve our active transportation options. More could always be done faster, so let's keep going, and providing more resources to the team to get these actions implemented faster.

I am very supportive of its intentions and grateful for the work that is being done.

The Plan mentioned the goal of increasing the number of car share bays to 283 spaces by 2024. We support this goal, however, we hope this is a target of carshare spaces and not a cap on the carshare in the LGA.

These planned improvements will consolidate and augment what makes Yarra the best area in Melbourne to live and spend time in.

I totally agree with reduced car use, but a plan for car charging is essential to tackle the climate crisis and people are willing to pay for charging infrastructure if the council will allow it.

"Be bold. Start de-prioritising cars.

Streets could be much more pleasant shopping precincts & walking / cycling / tram-using environments. For example Bridge Road: if it were reduced to 1 traffic lane each way, some parking removed & a safe cycling route installed.

It's pretty awful right now as a pedestrian, a cyclist, and often when using the tram."

Fantastic work. Lots of great projects. Please get cracking ASAP

A step in the right direction but not bold enough

Please prioritise footpath users. The lack of attention to walkers/people with mobility aids is embarrassing. To be inclusive and accessible, Yarra must address the issues affecting people's use of footpaths and crossings in their local area. This plan needs more actions to encourage and support active pedestrian transport. There is too much attention on the through traffic of cars and bikes. We must work on the liveability of Yarra by making all of our streets safe to use and cross for people who are walking / using prams / using mobility aids.

more for walkers, runners, mobility impaired

School crossing guards are critical to increasing children's walking and cycling to school but the guards on Swan St (Coppin and Church junctions) are terrible. They used to be excellent but now they are really inconsistent and regularly absent. The service is too unreliable for parents and children

I want even better streets for pedestrians and cyclists, and less space given to private motor vehicles

The difficulty with it all is how all our/Yarra's great ideas can exist where they interface/interconnect with the adjacent LGA's networks and systems. Related to this is how they can exist in the situation where increasing traffic (vehicle, bike) is being funneled through Yarra from the metropolitan networks.

It is a good plan. Perhaps actively reduce public parking spots to encourage non car options.

Regarding goals: (1) I've noted negative reactions from women about goals targeted on women cycling. I think better to state the goal as "eliminate (or maybe "halve" or "reduce by 2/3"?) the gap in participation rates between males and females". (2) I'm not keen on prioritising bike hoops, we have a good number already, I rarely find bike parking to be a problem and it's a classic "token" effort to be seen to support cycling without really doing much. (3) goals for 2032 are a waste of space and undermine the urgency of reform; let's have a 4-year max horizon for goals (also the 10% PT goal by 2032 is very weak)

See above

Paint on a street is not bike infrastructure. It won't make the vast majority of people feel safe enough to start riding.

How will this be paid for given Yarra Council claim to be broke and forcing rate payers to pay more for refuse services?

Overall, it's excellent, I totally agree with the priorities. My only concern is that I don't any policies to specifically discourage car use. I think effective behavioural change may require making personal car use a little more difficult, while making the alternatives easier and safer.

Do more, don't prioritise cars

Yes, significantly more rainbow cross walks in LBGTIQA+ areas such as smith street in Fitzroy. More vibrant in colour, they are too dull currently

"The New deal for schools seems to have lots of process but very little content.

Smith St - need not to kill the shopping strip when trying to improving public transport"

"1. Yarra does not need OMF1 of Program 6 ""Commission a study on e-vehicle trends in Yarra"". As stated above, Yarra requires an Electric Vehicle Strategy, as committed to in the Transport Strategy 2022-2032.

2. While it is pleasing to see a commitment to ""installing electric car chargers where external funding allows"" (Program 6, OMF 20), this is only a small part of the solution to Yarra's EV charging bottleneck. Yarra urgently needs to develop:

- (a) regulations around acceptable forms of on-street charging by residents;
- (b) workable regulations relating to the deployment of EV charging infrastructure by private operators (noting that existing regulations do not seem to be working as evidenced by the failure to deploy the 4 EV chargers awarded to Yarra under the Victorian government's DCAV program); and
- (c) incentives to encourage businesses within Yarra with car-parking areas to install EV chargers in some of those bays.

Ideally, these regulations would be developed within the context of an over-arching EV Strategy.

3. It needs to be appreciated that lack of access to EV charging is a key bottleneck for residents in Yarra participating in the EV transition. The majority of residents in Yarra do not and will never have access to off-street charging. For example, EV charging is unlikely ever to be retrofitted into existing multi-unit developments, in which more than 50% of Yarra residents live, for reasons of cost and fire risk. And, of course, there are a large number of residents who live in terrace-style housing, with no access to off-street parking.

4. The commitment to mode shift, as articulated in the Transport Strategy and translated to programs in the Plan, is commendable. However, mode shift is likely to be gradual and, as a consequence, cars are likely to be a feature of our cityscape for the foreseeable future. Hence, while deprioritising cars in decision-making is fine, nonetheless it would appear negligent to ignore the role that Council must inevitably play in the EV transition, as this Plan does."

"Consider removing parking, accessible platform stops, separated bikes and adding trees to all roads that currently have a tram line (Brunswick St, Smith St, Nicholson St, Bridge Road, Victoria St, Swan St etc). This would improve these streets as the through put of cycling lanes is substantially higher than equivalent roads. It improves access for those with disabilities and creates a substantially better sense of place. You will receive pushback from local traders who park their cars on the road but push through and eventually we will all thank you for it.

I understand most of these roads are managed by DTP so maybe focus lobbying efforts there. They should be aligned to these goals as they have a mandate to increase active transportation. Send a few recalcitrant councillors to Montreal, Leipzig and London and get them on bike! Car dependant suburban wastelands can be retrofitted and improved."

Bike lanes unsafe by Yarra bend boathouse and entry to parklands... lots of near misses.

Escooters & e-bikes are death traps and belong on the road not the pavement. Melba councillors keep ignoring this fact, they have their own agenda especially Landes

I'm SO VERY excited to see the target of increasing cycling by 40%, and to increase the number of women who cycle. I hope the plans to improve roads, fix potholes, add safe bike lanes, improve driver safety and awareness, help this target come to fruition. I'm a woman who cycle's most days and have a safety issue with vehicles almost every day I cycle. Improved cycling conditions are super exciting.

It would be great for council to have a target to install or trial a certain number of Dutch-style roundabouts at key 4 way intersections for active transport and private cars. These dramatically increase safety and also act as a fantastic traffic calming measure potentially for residential areas where residents raise issues



regarding high speed vehicles and private car noise. A true Dutch-style roundabout is a thing of beauty and can be used to liberate finite council space for greening areas.

More focus of pedestrians and you aren't spending much in Fitzroy so as a rate payer from this suburb I'd have to say what am I getting for my \$\$\$. Where is the ongoing footpath improvement programs for this area? The council should also have a zero approach to scooters as they are not active transport.

"The study of the identified tram stop corridors (Gertrude St etc) would appear to be a waste of money as the State Government has recently announced funding for these corridors. The money would be better spent on undertaking a council wide review to determine priority corridors for advocacy and distributing remaining funds to other activities.

Furthermore, I strongly disagree that Council should be providing off-street electric vehicle charging. While EVs reduce (not eliminate) carbon emissions, they do nothing to address all the other issues of car dependence (safety, congestion, parking health etc) and hinder initiatives that do by discouraging walking, cycling and public transport. Actions should align with a move away from car centric planning."

Get on with sustainable and safe change. I've participated on community consultations, voted green, completed surveys, agreed with visions and statements for over 20 years. I almost feel like I'm being gaslit. The City of Yarra commits but I see glacial rollouts of protected bike lanes, reluctance to filter roads, congested footpaths, blocked bus and tram lanes. Get on with it!

Where is the action on electric vehicle charging infrastructure?

Please make sure it's funded properly. Fully support the plan.

I like the ride into the city options from Richmond. Use of Highett is a good idea, though bear in mind that people just walk out into that street with no regard for traffic.

Not very ambitious. Vulnerable road users will remain exposed to higher levels of discomfort and danger than they should.

Wider footpaths and remove on street parking.

"This is a great start and has awesome plans for precinct wide improvements, speed reduction, etc. But need to accelerate safe bike infrastructure to meet enviro and transit goals. Shared docked bike program a la Paris/NYC/Barcelona/other large cities? Superblocks?"

It would be great if traffic lights in the area were able to detect and change for trams, giving trams right away when they approach. This would speed up the trams significantly. In Amsterdam they adopt this method with their trams and they are much more efficient and do not get stuck in the same car traffic.

I just really hope that the actions that flow from the transport action plan actually support active travel rather than just paying lip service. The lack of action to reduce car use in my area, Abbotsford, has turned a lovely residential area into a traffic sewer that is unsafe for pedestrians and for cyclists. We need much bolder action to reverse this.