

Attachment

This attachment provides detail of:

- A resident petition and further liaison with [REDACTED] author of the petition on options for changing the street design.
- General Feedback on Your Say Yarra
- Specific Feedback on Your Say Yarra

These submissions are as written and have not been changed in any way except to remove inappropriate language (swearing) where appropriate.

Resident petition

Dear Yarra City Council,

We are writing to you as a unified group of Elizabeth Street residents to express our significant concern and angst at the current 'iterative trial' underway in Elizabeth Street. These concerns are not about protected bike lanes, they are about the subsequent **impact to residents, our safety and our families** – which were not taken into account when Council commissioned, considered and unanimously endorsed this trial.

In December 2019, City of Yarra Councilors endorsed this, **without any apparent regard for, or consideration of, the broader safety and wellbeing impacts to residents and visitors, including those with mobility limitations.** It is incomprehensible that these potential impacts were not a fundamental consideration in your decision-making process.

For clarity, we have outlined the specific local context, design issues, related impacts and requested responses below.

Local Context

Elizabeth Street is not an ordinary residential street and we cannot ignore the range of local factors that already impact our lives. This is a very densely populated street, with ~5000 people living in the North Richmond Public Housing Estate. We are a street with many visitors, for a wide range of reasons.

The location of the Medically Supervised Injecting Room (MSIR) trial at 23 Lennox Street has resulted in a consistent everyday presence in our neighbourhood of large numbers of drug dealers and drug users, together with the associated crime and anti-social behaviour.

With more than 300 visits per day (~10,000 per month) to the MSIR, as well as the additional large number of users drawn to the area (i.e. not using the MSIR or staying in the area whilst under the influence of their chosen substance), personal safety of residents and visitors is a significant contextual issue that must be taken into account for any proposed changes to infrastructure and access in our area.

Resident, Business and Visitor Impacts

There are several direct impacts to residents, local businesses and our visitors. This is largely driven by the removal of 66 parking spaces (from 150 to 84), representing the removal of ~45% of street parking and 100% of parking on the northern side of the street. There are also significant changes to restrictions, including permit parking only from 7pm for all spots west of Lennox St. This has an enormous impact to residents, visitors, carers, couriers, etc.

The impact scenarios are multiple, all with a material detriment to residents' lives, some examples of which include:

- Increased distance that residents and visitors will have to travel to get to their properties has the potential to put their safety / lives at risk.

- Elderly residents or those that have carer requirements (including young families) now face an additional deterrent to visitors (family and friends) and carers due to mobility concerns and their limited ability to 'walk' to their required transport.
- Courier services and delivery of essential supplies have already been impacted due to their inability to stop within a safe proximity to their required delivery location.

Design Issues and Opportunities

The protected bike lanes trial design has resulted in a reallocation of ~15m of road width into 5m for vehicle traffic, 6.7m for bicycles and 2.1m to vehicle parking. This has resulted in the removal of ~45% of total on-street parking and 100% of on-street parking on the northern side of Elizabeth Street.

The original design did not provide for any disability parking spots. It is noted that after recent resident lobbying of Langridge Ward councillors, provision has been made for one spot, however, further consideration of and support for the mobility needs of residents and visitors remains outstanding.

We believe there are opportunities to collaboratively work together to achieve the joint goals of protected bike lanes without impacting residents in the way that we currently are.

Requested Response

As the trial infrastructure has now been installed and the associated changes are already in place, we are seeking your urgent consideration of and proposed response to the issues raised.

Further to this, we would propose as part of this discussion to utilise and adjust the recently built infrastructure, rather than dismiss this in its entirety.

To expedite that process, we are requesting an urgent (virtual) meeting between relevant Councillors, Council Officers and the resident group to identify and implement satisfactory trial modifications.

Regards,

Elizabeth Street Residents

Elizabeth Street Assessment (Resident)

A table was issued by officers to provide a framework basis for discussion and ensure that the community changes as asked for are clearly understood. The text highlighted was inserted following his further discussions with some residents on Elizabeth Street.

No.	Option	West of Lennox St		East of Lennox St		Parking Restrictions		Feedback	
		Westbound	Eastbound	Westbound	Eastbound	North	South	Concerns addressed	Additional Notes
	Kerb-to-kerb width (m)	14.1m		14.8m				Concerns addressed	Additional Notes
1	As per Council resolution								
	Bike lane width	2.1	2.1	2.3	2.3	N/A as no parking on North	2P then Permit only parking after 7pm	Existing discussions and concerns make this current option unpalatable for residents, medical clinics, Buddhist Temples and those that aren't able bodied.	
	Buffer width	0.6	1.2	0.6	1.2				
	Separated	Yes	Yes	Yes	Yes				
	Traffic Lane	3	3	3	3				
	Parking Lane	2.1	N/A	2.1	N/A				
2	Narrowed separation whole								
	Bike lane width	1.5	1.5	1.7	1.7	2P then permit only parking after 7pm	2P then no restrictions after 7pm	This addresses access, safety and parking concerns whilst providing protected bikelanes	
	Buffer width	0.5	0.5	0.6	0.6				
	Separated	Yes	Yes	Yes	Yes				
	Traffic Lane	3	2.9	3.0	3.0				
	Parking Lane	2.1	2.1	2.1	2.1				
	Kerb-to-kerb width (m)	14.1m		14.8m				Concerns addressed	Additional Notes
3	Northern side unprotected/Southern side protected (Variation of								
	Bike lane width	1.5	1.8	2.2	1.7	2P then permit only parking after 7pm	2P then no restrictions after 7pm	Same as option 2, without fully protected bikelanes	
	Buffer width	0.5	N/A	0.6	N/A				
	Separated	Yes	No	Yes	No				
	Traffic Lane	3	3	3	3.0				
	Parking Lane	2.1	2.2	2.1	2.1				
4	Northern side unprotected (West)/Southern side protected (variation of								
	Bike lane width	2.1	1.8	1.8	1.8	2P then permit only parking after 7pm	2P then no restrictions after 7pm	Access and parking restored, but major concerns about road width	
	Buffer width	0.6	N/A	0.6	0.6				
	Separated	Yes	No	Yes	Yes				
	Traffic Lane	2.7	2.7	2.9	2.9				
	Parking Lane	2.1	2.1	2.1	2.1				
5	Remove trial								
	Bike lane width	1.8	1.8	1.8	1.8	2P then permit only parking after 7pm	2P then no restrictions after 7pm	Concerns addressed for residents	
	Buffer width	N/A	N/A	N/A	N/A				
	Separated	No	No	No	No				
	Traffic Lane	3	3	3.3	3.3				
	Parking Lane	2.2	2.2	2.2	2.2				
								This doesn't provide enhanced safety to cyclists	

No.	Option	West of Lennox St		East of Lennox St		Parking Restrictions		Feedback	
		W bound	E bound	W bound	E bound	North	South		
	Kerb-to-kerb width (m)	14.1m		14.8m					
6 'Dooring Buffer Zone' – Cars parked against curb									
								Concerns addressed	Additional Notes
	Parking Lane	2.1	2.1	2.1	2.1	2P then permit only parking after 7pm	2P then no restrictions after 7pm	This would address major concerns from residents and the biggest issue from cyclists around dooring	Would also be the most aesthetically pleasing design as could be done with paint and provides a buffer for both cyclists and residents families and wheelchairs etc... getting in and out of cars
	Buffer Width	0.5	0.5	0.6	0.6				
	Bike Lane Width	1.5	1.5	1.7	1.7				
	Separated	No	No	No	No				
	Traffic Lane	3.0	2.9	3.0	3.0				
7 'Bi-Directional Protected Bike Lane'									
	Bi-Directional Bike Lane – would require an expert to provide measurements. But would have a bike lane on one side of the street only.					2P then permit only parking after 7pm	2P then no restrictions after 7pm	Protected bi-directional Bikelane on one side of the street only. This would logistically be challenging, but would save space overall and create a safe environment for cyclists	Would have some downside in terms of property proximity and access to the side of the road that this is on. Unlikely to be easy to implement due to cyclists getting on or off the bi-directional lane at either end of the street

Covering email

A summary from us:

- The attached includes two additional columns reflecting our comments for all options:
 - Parking Restrictions - it's important as you'll see that permit parking (after 7pm) is reinstated in parallel with the changes on the north side and in turn non-permit parking after 7pm is reinstated on the Southern side.
 - Additional comments and concerns addressed (we have tried to capture these as best as possible)
- We have added two additional options (6 & 7)
 - Option 6 would have the cars parked up against the curb and then a buffer zone painted on the ground before the bike lane (this is very similar to the Southern side of Albert Street, image attached)
 - This would also significantly address the major 'dooring' concerns from cyclists
 - The significant line of site concerns from pedestrians
 - The disability access concerns
 - The concern about a protective area for kids and prams etc... when getting in or out of a car (especially given the current situation has people stepping into oncoming traffic)
 - Option 7 is a bi-directional bike lane. Where you would have a bike lane on one side of the street that could be ~3m wide and have cyclists going in both directions, plus a buffer zone. Not sure how possible this is, but we thought we'd put it there as it would be by far the most space efficient option.
- I have tried to highlight any changes I've made by highlighting these with yellow, either in the row or column header or in the individual table cells where some minor measurement adjustments have been proposed.
- The feedback has been quite strong on YoursayYarra and indeed in our residents forums that the road width seems much narrower (or even too narrow) so we would be very reluctant to support anything narrower than 3m
 - This is especially pertinent given the high number of emergency services vehicles that frequent the street, both police and the fire truck who have the station on Church St (near the corner of Elizabeth)
- Should the trial continue, our preferences would be Option 6 or Option 2, these reflect the safest options for residents and cyclists and would be an amenable trial.
 - It's important to note that I have no doubt some neighbours will have strong views that are simply to stop the trial and revert back to the original design and we are never going to get a full consensus. However, I do believe that returning parking to the North Side (in addition to parking on the South) will alleviate a large portion of the concerns raised.

A few additional questions:

- Is it possible to get a summary of the number of police calls and incidents in the area between Church and Hoddle Sts and say Victoria and Highett Sts?
 - This will give us a summary view of the area as we already know this is the highest callout area of anywhere in Yarra, I think it's important to reflect this in the report to Council
- Do you know the number of parking permits that are active in Elizabeth St? I asked this question a couple of weeks ago, but haven't heard back

- Have you had any feedback (aside from anecdotal) about the flow on effect of this trial to the businesses on Victoria St? We had a couple of negative comments that this will likely have an impact (Post COVID) to these, so wanted to know if that had been reflected.

I hope this makes sense, any thoughts, questions or comments please let me know and happy to chat any time.

Thanks,



General Feedback on Your Say Yarra – Trialling a Safer Elizabeth Street

Respondent	Comment
1	<p>Could I please suggest that communication about this project be available in different languages such as Vietnamese, Timorese, Chinese, Somali etc so that people who will be and are impacted by the project are informed as well as have the opportunity to participate in providing real feedback. Also, when signage is displayed, please ensure that it's also available in different languages or use clear visual communication to ensure it's fair that people of different ethnics who may not understand English can understand too. Thank you :)</p>
2	<p>Yes I feel Lennox St/ Elizabeth St and Victoria St can benefit with more streetscaping esp more tree- lined and roadside gardens.</p> <p>Lots of elderly people cross the Lennox/ Elizabeth Junction everyday, it just feels very exposed and needs a proper upgrade. Needs bumper and maybe a 30km/hr zone too since heavily used pedestrians.</p> <p>Elizabeth St is also a great place for a community hub.</p>
3	<p>Hi, it is not obvious from the design details available (unless I have overlooked something) what is going to happen to the significant trees and garden beds that are part of the kerb outstands at the intersection of Elizabeth and Shelley Sts. I presume these remain as part of the design, but would appreciate clarification on this. Thank you.</p>
4	<p>I have a number of comments around this rather sudden and significant impacting proposal:</p> <ol style="list-style-type: none"> 1) Were any residents consulted about this proposal? We live in Elizabeth Street and certainly were not - I have spoken to a number of fellow residents and none of them were either. 2) What is the actual need And driving force for this change/trial? There are dedicated bike lines in each direction already on Elizabeth St - the very brief and vague information provided doesn't point to any incidents or anything else that would make this a necessity. 3) There is no transparency on how many actual car spots we would lose on Elizabeth St. I content that the 26% vacancy number quoted is from a very niche time period, further review is required to determine this. As a resident I can't count the number of times I have had panicked calls from carers, guests and other visitors to our home who can't find a parking spot nearby. This is already a regular and major concern. Please be explicit about how many parking spots there are on Elizabeth St today and how many there will be once this is implemented. What mitigation is there for guests requiring guest parking etc...? 4) There are FAR more important priorities for the safety of residents on Elizabeth St than this - clearly whoever prioritised this funding hasn't spent any time here. We live in central proximity of the safe injecting room and the Core of incidents on Lennox Street, how could this be a priority when it is solving a problem that doesn't exist? 5) There are a number of medical businesses on the street, this proposal is extremely discriminatory against those that aren't able bodied. Patients rely on easy access to these facilities. How is this going to be addressed? <p>In conclusion, there appears to be so many unanswered questions and essentially zero</p>

	<p>mitigations to this rather unnecessary proposal. The Elizabeth Street residents are considering an emergency injunction from VCAT to stop this proposal unless these concerns are addressed.</p>
5	<p>This trial will be of most advantage for those people outside Richmond who pass through the suburb.</p> <p>There is insufficient parking in Elizabeth St already due to the workers who park in his street. Whilst statistics show that space is available that is not the practical reality due to the regular use of the street for non resident parking during the working day.</p> <p>The residents should be offered parking permits, at no cost, to offset the loss of amenity due to bike lane taking up parking spaces, and then enforce existing 2 hour parking restrictions.</p> <p>Extra parking could be created in the empty park space adjacent to Housing Commission Units on the North side of Elizabeth St.</p> <p>Parking is an increasing issue in the suburb. Extra housing units provide extra rates which does not seem of any help to existing residents.</p> <p>A bike lane does not help those in Elizabeth St.</p> <p>The link in advertising flyer is incorrect making it hard to find this survey page</p>
6	<p>Would you consider doing something in Baker St as well as many cyclists start here.</p>
7	<p>Please, could you give consideration to Victoria Street and the cutting once you travel east beyond Elizabeth St as they are both very dangerous for cyclists, including those from Yarra</p>
8	<p>What percentage of car parks will be removed from elizabeth street only?</p>
9	<p>Could you give me a breakdown of how 3% is calculated in the statement below-</p> <p>"Elizabeth Street is generally available and these removals represent just 3% of currently available neighbourhood parking."</p> <p>Exactly how many spots are reduced?</p> <p>What is average availability % on Elizabeth St on weekdays from 7am - 7pm and weekends etc... Could you please give a more detailed breakdown of the 26% in the below statement -</p> <p>"that up to 26% of parking on Elizabeth Street is generally available.."</p>
10	<p>More protection for cyclists is nearly always a good idea. There will be some whinging about lost car spaces, but that's tough. This is a heavy cycle traffic route, and I've been cut off by cars a number of times.</p>

11	I live in East Melbourne and cycle into the City of Yarra at least three times a week. The bicycle infrastructure in the City of Yarra is noticeably better than other council areas (Stonington), and makes a huge difference for people like me who actively choose to come into the City of Yarra because I feel safer on my bike. Thank you for continuing to push the envelope and setting a standard for inner suburbs.
12	I live in East Melbourne and cycle into the City of Yarra at least three times a week. The bicycle infrastructure in the City of Yarra is noticeably better than other council areas (Stonington), and makes a huge difference for people like me who actively choose to come into the City of Yarra because I feel safer on my bike. Thank you for continuing to push the envelope and setting a standard for inner suburbs.
13	I ride around here and the road definitely looks a lot safer for cyclists. However I wondered what the response from residents has been given you've taken away half of their on-street parking in a street which is usually full of parked cars. The section between Lennox and Hoddle Streets are primarily residential properties. Is this a viable solution for them as well?
14	Brilliant idea; anything that can be made to encourage safer cycling is to the good. Drivers stuck in traffic might be encouraged to dust off the bicycle when they see riders going by.
15	This is great; don't be put off by local residents as the bike paths have importance beyond what the people in the street say; it has community benefit.
16	Please do not do anymore bike lanes like the ones on Wellington st Collingwood. While they may seem like a good idea, to those who have never actually ridden a bike, the size and scale of the dividers is such that in an emergency situation, such as a pedestrian crossing without looking (I know, who would think that possible), it leaves the cyclist with no escape option, such as swerving. I don't have any hard data, except that I know other cyclists agree with me and would rather go back to no division between cars and bikes.
17	<p>Hi I am a resident on Elizabeth St and I am very unhappy with the new design of street and parking for Elizabeth st.</p> <ol style="list-style-type: none"> 1) I have lived here for over 10 years and my experience is that even though I have a parking permit sometimes it is difficult for me to even find parking let alone now that you have decided to cut it to one side parking only. 2) I own a car and pay my rego every year while people who own a bicycle don't need to pay anything and they get priority of lanes on the street compared to motor vehicles. 3) I pay for my parking permit every year and now I have less space for parking because I have to give up one side street parking for a bicycle lane. 4) The one side parking is actually very dangerous because now as a driver coming out from the car I have to be very careful of oncoming traffic. Even entering my car I still need to be careful because I don't even have a safe distance between me and oncoming cars. 5) The bicycle lane is way too wide compared to the total streets. 6) Your survey stated that everyday there is 1000 bicycles and 10000 motor vehicles travelling through Elizabeth st. Due to the two wide bicycle lanes the car lanes are so small and so close to one another. I don't see how this is considered safe. Yes it is safe for bicycles but for motor vehicles I don't think so. 5) Last but not least I think for a bicycle lane it should only be for peak hour traffic. After that it should be for parking with a permit so that residents won't be affected.

	Overall i just think council really need to have a look again. I think you only thinking of making the road safer which is a good thing but to me i dont find it safer but even more dangerous. Also as a resident i am very upset that it is so hard to find parking.
18	Elizabeth Street needs significant improvement as does most of the CBD. Happy to see some initiatives have started and please consider making it permanent from the beginning.
19	Looks good hope we see similar treatment along other SCC routes in the future!
20	This is a great scheme, long overdue, thanks Yarra Council.
21	I am a courier and couldn't deliver a package to a customer on Elizabeth Street - nowhere to park and too large to carry. How on earth was this not considered as part of the proposal?
22	Please make more space for people and bicycles so that it's safer for everybody.
23	Bicycles always run red lights. Hands free riding and using phone. Whereas drivers pay tax for the roads and lose parking spaces for bicycles? How many public housing is along elizabeth st yet you take all parking for cyclists??? How many cyclists do you think like in public housing. How many locals use bicycles yet we pay over 2k in rates and fees for council to waste our money on this shit. Lennox st upgrades how much did council spend for stupid blue seats that junkies congregate at??
24	I just wanted to voice my support for this project. I think it's fantastic. I live in Fitzroy North but have long avoided riding through this area because it can be so difficult to share the road with cars. Love it! Looking forward to seeing how the trial goes.
25	Good to improve bicycle safety for cyclists riding into the city and create a link with the bike path in East Melbourne. Also vegetation needed and tree cover. Blisteringly hot in summer. Please include native vegetation under the trees, The small section of Church Street between Elizabeth and Victoria is ugly and very difficult for cars, cyclists and pedestrians. Needs some deep thought.
26	As a resident who lives on Elizabeth St, the bike lanes have made the road driving lanes extremely narrow. To the extent that when the fire trucks drive down from the Church/Elizabeth St end towards the city, they make it dangerous as the trucks often drive into on coming traffic as they are wider than the car lane allocation. The bike lanes are oversized and seem to be just as wide as the car parking lanes which I don't think is required, especially when the bike lanes are on both sides of the road. Car parking has also becoming a real issue now. Spots are now extremely rare and difficult to find even during quiet times. On weekends, it is now almost impossible to find without doing laps for extended periods. Please reduce the size of the bike lanes, add car parking back on the north side and make use of the empty barrier spacing that is currently on the north side and serving no purpose.

27	<p>My business partner lives on Elizabeth street and I visited him frequently before lockdown. The current trial is a horrible solution for a problem that didn't exist. I already struggled to find street parking when visiting, and now the parking on his part of the street has been halved! There is no consideration for visitors, particularly those who aren't able to walk long distances from their cars. Further, after finally finding a park and experiencing the new system for myself, I found it to be dangerous in leaving my car (opening door directly to a very narrow and busy road), and exiting the car park itself where I had to veer onto the opposite side of the road also due to the narrowness of the lanes. Cyclists would be equally at risk from car doors being opened from the passenger side in the current arrangement, than they were on the former from driver side doors. In fact they may be more at risk due to this being such an unusual and unique arrangement people are unfamiliar with. The bike lanes are far too wide and unwarranted given the amount of bike traffic in the area. I could go on, but will say that in a practical sense this trial is in no way safer and had the residents been consulted with they would have told you this straight away. Instead you have wasted their money on a solution to a problem that doesn't exist. Bravo!</p>
28	<p>The trial makes no sense. I cycled down Elizabeth St reugularly to and from work and it was never unsafe. This seems like more council ideology being pushed through to the harm of local residents and retailers which would be better served spending time and money focused on services to residents. City of Yarra needs to stop with the ideology driven anti car agendas.</p>
29	<p>Thanks for this upgrade. It's made my occasional ride between Collingwood and Richmond safer and much more enjoyable than it used to be. Would love to see a smoother Coles Terrace to make the connection to IKEA / Burnley Street easier! Thanks again.</p>
30	<p>Works great. Can we have Highett St as well.</p>
31	<p>Why are these trials being undertaken without any community consultation? It is a lot of money to spend at a time of a pandemic when council is still planning to increase rates to cover costs of these type of trials which are not being undertaken as a result of community consultation but rather to further one or two councillors personal agendas at the cost of ratepayers who are struggling already with the economic costs of the pandemic.</p>
32	<p>Unsafe - the bike lanes are far too wide & the street is now too narrow- it's clearly unsafe. There is nowhere to pull to the side for the many emergency vehicles that use Elizabeth st which is very close to a major fire station. The way the council shows complete disregard for residents is unacceptable- there should have been a lot more discussion before the trial even began</p>
33	<p>I don't not to be anti change in Richmond but to implement changes with no warning and expect me to know what to do is alarming, I'm not sure who has priority...I can see a lot of drivers unsure and I can see the whole barrier system being knocked down like ten pins within the year. Continual lack of communication is a disappointment.</p>
34	<p>City of Yarra, firstly I need to say this. You can make up all your flashy website on this trialling a better Elizabeth Street crap. But if I were you right now I'd be very embarrassed to say the least, it's stirring up a good laugh right now, and a lot of shaking heads. How</p>

	<p>one of you or a few of you sat down and said yep let's put cars in the middle of a small road, oh but wait let's just take away all the parking on the other side in a high density residential area. I don't think you people understand the massive issues you have created for many many residents especially many elderly and vulnerable people, people who rely on carers and family for support. If you had asked, this would not of happened. But then again that's exactly why you didn't care to ask this community. It would never of happened if we were informed of these proposed changes. In the past week I have spoken to a few bike riders, I got the same response each time, "we had no problem with the way it was before"and that it's a safe road to bike. We as a community collective will continue our fight against this absolutely mess and complete waste of taxpayers money. I have spoken to many residents lately and I have to say, not one person had anything nice to say about your council. Isn't the councils for the people, for its community, if not what's the point of it all. One more thing, hundreds of residents in the five high rise building's many walk up flats and all the adjoining streets including Vic street, you people do know we all have family and friends and carers and support workers etc etc etc.</p>
35	<p>I travel through this area for work and also (ordinarily) to hang out with friends after work- the trial is wonderful and has really helped my nervous mates to give cycling a proper try, especially here as it connects us well. Please keep it, please add more! It's been really nice (before lockdown) to have my friends feel they can join me on a local trip and feel safe.</p>
36	<p>Please make this permanent.</p>
37	<p>Great work by the council to make cycling safer. This will especially encourage more female cyclists (myself included). This is an extremely busy cycling route connecting city to the suburbs. Thanks for giving it a go.</p>
38	<p>Imperative residents are consulted prior to these trials & changes ... council needs to listen to residents who lives these issues !</p>
39	<p>These changes, without prior resident consultation are disgraceful. The comments and safety issues raised here are reasonable and sensible. Anything other than the quickest reversion on Elizabeth St is unacceptable. Listen to your residents, fix this! Residents are keen to shape the future but let's do it together to ensure the right balance.</p>
40	<p>These changes, without prior resident consultation are disgraceful. The comments and safety issues raised here are reasonable and sensible. Anything other than the quickest reversion on Elizabeth St is unacceptable. Listen to your residents, fix this! Residents are keen to shape the future but let's do it together to ensure the right balance.</p>
41	<p>Great idea safe travel very reassuring, thank you.</p>
42	<p>Hello, I am really supportive of this project and the trial being made permanent.</p> <p>This is a key commuter street for people cycling into the CBD and back but also a good connector route throughout Yarra. I live in Abbotsford and use part of Elizabeth Street to access the Albert St bikepath.</p> <p>These improvements on Elizabeth St greatly improve the safety of the street for cyclists. I</p>

	<p>am so happy to see road space start to finally be reallocated for uses other than driving cars or car parking.</p> <p>Please make this permanent & keep up the great work.</p>
43	I think this is an unnecessary measure and has a significant negative impact on residents.
44	These bike lanes are unsafe. Where's the evidence that they improve safety on Elizabeth street? All I've seen in near accidents as drivers attempt to get out of their parked cars. This is not an improvement, this is a nightmare.
45	These bike lanes are unsafe. Where's the evidence that they improve safety on Elizabeth street? All I've seen in near accidents as drivers attempt to get out of their parked cars. This is not an improvement, this is a nightmare.
46	This is a great improvement and I hope it becomes permanent and the same treatment is applied to other streets in the municipality. Greater safety for riders and walkers and less congestion and pollution for residents.
47	<p>In response to many complaints:</p> <p>Couriers, taxis etc.- they weren't permitted to double park in the previous door zone bike lane but did. The concerns seems to be that double parking is now difficult.</p> <p>Disability access - people with mobility challenges find protected bikes lanes safer.</p> <p>Perhaps stop couriers and others from parking in disability parking spaces.</p> <p>Elderly/ vulnerable people and safety due to a bike lane - this is a furphy. A bike lane has been moved. It's not like there is an additional increase in high speed motor vehicles. The footpath is still intact. Hopefully they will feel safe enough to ride a bike.</p> <p>Tradespeople - is the concern that tradespeople can't double park/ stop in the door zone bike lane?</p> <p>Residents - I agree that losing a car space out the front is inconvenient. But there is a need for inner city residents to transition to sustainable transport options. It is no longer realistic for public inner city land to be used for private car storage.</p> <p>Access to temples, public health, schools, etc - the point of bike lanes is to provide safer, sustainable and cheaper transport options to access these services. Private car ownership is expensive and is only for those with a licence.</p>
48	I don't think Elizabeth St should have a seperate lane for bicycles, It's never been an issue on that street , I often drive pass and park there, no problem and traffic is good, love that street. But now since having the trial , the street is so narrow and dangerous bad for bigger vehicles. Not happy with the council's decision. Elizabeth Street should stay the way it was.
49	<p>To whom it may concern.</p> <p>Although I do not live in the area, I often used to go there (before the lockdown, obviously) to see a friend of mine who lives there. In my opinion, even though as a cyclist I fully embrace projects aimed to the realization of dedicated bike lanes, I believe that in this specific case the project is totally inappropriate.</p> <p>It is realized only on a total length of approximately 800 meters hence it is a very short stroll with a bicycle;</p> <p>all along the street there are plenty of residential blocks and units with thousands of</p>

	<p>residents living the area with many of whom own a car and those who are not enough lucky to possess a private parking spot or garage are in the need of parking on the street as well as all of those who, like me, would like to pay a visit to parents, grandparents, relatives, girl/boyfriends, friends or simply tradies who reach the area to perform their duties, this new layout of the street makes it very difficult.</p> <p>It is for all the reasons above mentioned that I feel obliged to advice against the implementation of the project.</p> <p>Furthermore, I would like to draw your attention to finding a more appropriate area for the realization of dedicated bike lanes.</p>
50	Great initiative. Keep up the good work!
51	<p>Congratulations on implementing the pop up lanes here. I hope the trial remains in place for the full year then becomes permanent.</p> <p>This worked for Montague Street South Melbourne ; safety is key and free space to cycle necessary. Must change culture mind set and encourage cycling (a gen Xer still fighting the can thrown out the window by the old cranky driver- used to be tradesman big M) and diffuse car focussed aggression. I cycle , drive etc in the area.</p>
52	<p>This worked for Montague Street South Melbourne ; safety is key and free space to cycle necessary. Must change culture mind set and encourage cycling (a gen Xer still fighting the can thrown out the window by the old cranky driver- used to be tradesman big M) and diffuse car focussed aggression. I cycle , drive etc in the area.</p>
53	<p>I am contacting you in regards to the recent changes made to Elizabeth Street which have occurred in recent months. With the updates now including safer bike lanes, I am usually a big supporter of this move to protect the safety of cyclist as I am on. Having said this, the changed that have happened I feel have become increasingly dangerous for drivers. In the few times I have been required to travel by car since the installation, turning right from Regent Street has been an issue with the parked cars now further out into the street and making it quite a blind spot to see oncoming traffic. In order to see the oncoming traffic i have had to pull way out and through the bike lane and almost into the driving lane itself. It is essential for me to take this route to access my house from Hoddle Street (travelling north) as it is not possible to turn right directly. The only alternative is to continue through up to Victoria Street, which seems to always be jammed with traffic where there are two sets of lights close to together.</p> <p>Whilst this is only quite a small matter, the greater matter is the removal of driving road width as well as parking along one side of the whole street.</p> <p>Elizabeth Street has increasingly become a thoroughfare for people wanting to avoid Victoria Street I've noticed over the past few years, and if anything I am very thankful for the speed humps. However when there are problems with the tram lines along Victoria Street, Yarra Trams run busses along Elizabeth Street, which will make it quite a squeeze for oncoming traffic.</p> <p>Along with the issue of the oversized vehicles, there are now little to no turning points for drivers to make. At present it seems the only place is either at intersections or in the driveway of the apartment building where I live (numbers 65-67). On a technicality this is private property, however we are now seeing a major increase in motorists not just pulling up but also pulling in and driving up the driveway to turn safely at the end, and then drive back out on to the street. My biggest concern is that there are small families</p>

	<p>who live here, and are using the space to keep their children entertained and exercised during this lockdown period.</p> <p>As well as becoming a place to turn around, I also have a car space included in my rent which I have come home to find occupied by unknown locals. With the decrease of parking, motorists have taken it upon themselves to park wherever they feel and the locals are having to park their cars blocks away. It will also become a major problem once visiting friends and relatives is available, as there is no parking left for any visitors at all. And in vain, it looks awful. It is safe to say that North Richmond isn't exactly scaling the heights of beautiful and desirable neighbourhoods, and the addition of these new fluoro bollards are just not helping the situation. The new trees - stunning! And the street will really benefit from these in a few years.</p>
54	<p>Fantastic Change and trial. Definitely some areas that could do with tweaking but think they have been sufficiently highlighted/ somewhat out of council's hands (Re: slip lanes on state roads)</p> <p>Lots of comments highlighting loss of parking, potentially warranting discussions into additional/changes to permit parking for residents (however I was personally under the belief this was already the case). Like many other road based projects the use of a parking survey such as the one conducted on Sydney road may help address these concerns /potentially help address sock puppet accounts (both for or against) in an objective evidence based manner.</p> <p>Regardless inner city Melbourne is generally shown to have an overabundance of parking (CoM data for recent transport plan). If parking is an issue at this location given close proximity to the public housing towers, Local residents should be prioritized over general/ free parking.</p>

Specific Feedback on Your Say Yarra – Trialing a Safer Elizabeth Street	
Respondent	Comments
55	Cars drift in to the bike lane here as they enter Elizabeth St, separation needs to be built to the intersection to reduce this conflict.
56	Uneven bike lane surface due to tree roots lifting the bitumen.
57	This intersection connects Elizabeth Street to the nearby drug market of Lennox Street. Many drivers are under the influence of drugs. Please close the southern approach of this intersection to provide a safer outcome for the vulnerable pedestrian users, people of reduced mobility and children.
58	The transition between Albert St & Elizabeth St need significant improvement to ensure safety for cyclists
59	Please consider the continuation of this route on Baker St. Presently a narrow street with parking. It needs to be made safer, and not attractive to "rat-runners". It should just be for residents and cyclists. Maybe partly block Johnson St (at the east end of Baker St)
60	There is no parking after 7pm without a permit west of Lennox St. How are residents with visitors, guests or carers meant to feel safe when they have to tell

	their friends, elderly parents that they have to park outside the housing commission flats just around the corner from the safe injecting facility?
61	No residents were consulted prior to the implementation of this trial - worse than this, resident (and their guests/visitors) safety wasn't even considered in the proposal. How can this occur? Do you not care about residents safety?
62	No residents were consulted prior to the implementation of this trial - worse than this, resident (and their guests/visitors) safety wasn't even considered in the proposal. How can this occur? Do you not care about residents safety?
63	Cars frequently impinge on bike lane, both when moving and when stationary at red lights
64	When riding east along Elizabeth Street, cars often stop to allow west-bound traffic to turn right into Shelley Street. These vehicles often cut off vehicles and pedestrians, mostly because of poor visibility.
65	The surface treatment in this area is really poor - it's uneven, the lines are faded etc.
66	Improving cyclist on Lennox Street to Victoria Street Street is a great way to create passive surveillance and a safer environment. Improving the surface treatment would be of further benefit. I would advocate for greater cycling facilities along Lennox Street in future to also improve passive surveillance around the housing blocks, the medical centre and safe injecting room.
67	Between Lennox Street and Church Street is more pleasant than the stretch between Hoddle Street and Lennox Street. However, creating continuity of protected bike lanes along Elizabeth Street will make the whole experience more enjoyable and attractive. Particularly by installing protected lanes.
68	The slip lane for bicycles approaching the traffic lights is too narrow and often encroached on by vehicles. It is intimidating to weave your way to the lights on the slip lane when at any moment the lights may go green and you will be pinned between accelerating traffic and the gutter.
69	I would agree with the comment on extending the lane along Baker Street. I find riding along this stretch of road to be far more intimidating than Elizabeth Street. The street is incredibly narrow, filled with parked cars and often used by rat-runners using back streets to gain time when heading east/west
70	The bike lane needs to be wider, and seperated in this divided section. It's dangerously narrow, and encroached on all the time by cars.
71	Wonderful plan, thank you council for proactively caring about residents on Elizabeth Street and the many people who ride bikes along it. Kudos.
72	Great initiative by the Council. This is a well used road by vehicles, bikes and pedestrians so the more we can do to create an effective shared built environment, the better.

73	The new bike lane here works much better but I agree cars still impinge on the bike lane. A longer priority green light for cyclists would help here going into elizabeth street and away from elizabeth street.
74	Priority for bikes lights would improve the safety of turning at this intersection.
75	I agree with the comments that cars do impede on the east bound cyclists when they're turning left into Hoddle, but this formation where the cyclists and cars swap positions feels before the intersection feels much safer than when cars to "turn over the top" to make a left turn, such as the new formation when heading west, going uphill on Albert St, when cars turn left onto Clarendon St. This is a horrible feeling as car drivers and bike riders try to anticipate who will go, the bike going straight or the car turning left. On the bike, I am constantly nervous at this junction.
76	Needs dedicated bike signals at traffic lights to 1. Register when bikes are waiting 2. Aid right turn onto Elizabeth St from Lennox St
77	Brand new storm water grate has been installed with slats running in the direction of bike tyres, not across. This puts a bike on-rails with risk of falling off due to cars hogging the space.
78	Road works currently on, with leaf blowers and power cutter since 11pm. It's now 12am and was just told by a worker that they will be going for another half an hour. He also said they will be doing this for the next few nights. My household has not been informed of this. Please address this immediately. Thank you
79	It's 12:30 on Sunday night and Road art line markings are doing works and making a lot of noise. It's unacceptable for residents to be woken up this late when works where meant to be completed between 7am and 5pm
80	Great idea thank you!
81	Cars are stopping at the end of the lane, and then reversing into the bike lane to park and wait for people in the housing commission. Some sort of baffle needs to be placed here to stop cars reversing into the bike lane.
82	Watch out for bikes sign affixed to electricity pole has corner at eye height and is so large it protrudes over half the footpath. This <i>*will*</i> cause a bodily injury to a poorly sighted member of our community and needs to be changed very quickly to be pedestrian safe.
83	I am a courier and couldn't deliver a package to Elizabeth St as there was literally nowhere to park within 200m of the house I was delivering. How on earth was this not considered? You are depriving residents of basic provisions!!!

84	<p>Why on earth did you remove parking along elizabeth st?? Where on earth are locs supposed to park?? All those living in public housing rely on available parking along elizabeth st and now you taken it away for cyclists? They're always running reds . Using phone. Riding no hands . Pay no road tax. No rego. Yes they own cars to its not the same to 800 rego per vehicle. Did you even ask us residents about this transformation?? Literally no parking. Time and time again council spending millions on public parks for junkies. Free wifi for junkies. Yet u cant even clean up the mess that they leave. Oh taxpayers again. This bicycle lane is absolutely inconsiderate for locals. Did elizabeth st or Lennox st residents ebeb ask for this. Just like the injecting room you keep refusing opinions of locals. Such a damn shame</p>
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86	<p>Waste of money. Take away. Just like injecting room. At least listen or ask first before u try. But no stuff locals lets build this to waste money. Over 30 years areas gone worse. Tell us something useful. Cctv used to watch us not protect us.</p>
87	<p>Hi. I've been a long term local resident, cyclist and paramedic and whilst I support innovative design concepts and upgrades, I have several questions and concerns regarding this project.</p> <ol style="list-style-type: none"> 1) What will the total cost of the project be? 1) what data do you have on existing bicycle safety issues on Elizabeth street and how is the new design aimed to improve bicycle safety? 2) what justification is there for significantly reducing parking for nearby residents and shoppers who may wish to visit victoria street precinct? An area which is already suffering massive economic and social decay? 3) riding closer to the gutter is often a more unsteady surface and prone to debris, drain grates and passenger side car dooring due to it being an unfamiliar system for the majority of car passengers when exiting a vehicle. What evidence is there in Australia which supports this frogger style of road / path system?
88	<p>Loving the bike lanes. Working really well, no issues with traffic. Street parking is fine.</p>
89	<p>This left turn at this intersection is very dangerous now as it is very hard to see cyclists coming from the far inner lane</p>
90	<p>The parking lanes are so narrow that it's difficult and dangerous to exit the car on both sides as passengers have to watch for cyclists on the left and the driver has to watch for cars on the right. There's just not enough space to open your door</p>

	and especially with kids existing the car, is very dangerous if they are unaware of oncoming cyclists. It is also very dangerous when trying to get out of a parking spot as the outer traffic lane is so narrow that you have to turn out onto the oncoming traffic lane too.
91	Terrible initiative. Parking spaces have been reduced significantly, with parked cars having narrow spaces. It's a hazard for people to try and get in and out of their cars when vehicles are driving past. Yes there isnt much traffic now due to Covid, but once it's over, how will people get in and out of their cars safely? Also, due to the narrow roads, cars will easily swipe side mirrors causing further damage and hassle for the owners of the parked vehicles.
92	Parked vehicle owners can't get in and out of their cars without worrying about significant safety issues.
93	Parked vehicle owners can't get in and out of their cars without worrying about significant safety issues.
93	Not sure how much research went into this, it's probably going to be more hazardous for people to get in and out of their cars now. Cyclists had their own bike lane already, it's not like they weren't given any spaces to ride in the first place. How many bicycle accidents were reported? how many deaths? how many vehicle damages were there? Pretty sure you're going to see more injuries and vehicle damages because of this. Due to Covid, there isnt much traffic atm, but once it's over, what will happen then? between 7am-9am, the traffic is insane down this street, with the narrow roads/parking spots, people won't be able to get in and out of their parked vehicles. This is ridiculous.
94	The driving lanes are so narrow that now when the fire trucks from the station at the corner of Elizabeth/Church St drive towards they city, they are often using both lanes and are driving into on coming traffic which is really dangerous.
95	You absolutely need to decrease the size of both bike lanes and create a space between the parked cars and the cars driving inbound. The parked cars open their doors into the lane the cars are driving - completely unsafe for both the people getting in/out of their cars and the cars driving inbound. AND the yellow infrastructure in place looks atrocious.
96	You absolutely need to decrease the size of both bike lanes and create a space between the parked cars and the cars driving inbound. The parked cars open their doors into the lane the cars are driving - completely unsafe for both the people getting in/out of their cars and the cars driving inbound. AND the yellow infrastructure in place looks atrocious.
97	Why not look at what is in place and working perfectly when you cross hoddle street into E Melb: you have footpath, parking, bike lane, road. Perfect.
98	There are many serious problems with this trial of bike lanes: 1) In December 2019, City of Yarra Councillors endorsed this trial without any regard for, or consideration of the safety and wellbeing impacts to residents, visitors and those with mobility limitations.

	<p>2) The presence of the Medically Supervised Injecting Room (another trial) on 23 Lennox St has resulted in more than 300 visits per day. This provides critical context for all proposed infrastructure changes.</p> <p>3) The complete removal of 66 parking spaces (from 150 to 84) has immediately had a material detriment to local resident's lives.</p> <ul style="list-style-type: none"> - An increased distance that residents and visitors have to travel to get to their properties has the potential to put their safety at risk. - Elderly residents now face additional deterrents to visitors and carers due to the difficulty of 'walking' to their transport. - Courier services and delivery trucks have already found themselves unable to stop safely near their target location.
99	<p>This trial is simply unsafe and poorly designed.</p> <p>Myself and my family are no longer able to park outside our house. When we can secure parking on Elizabeth street we open our doors into oncoming traffic - one side cars and the other side bikes. When side street parking is available, we feel scared walking the 200m to our house, especially during the evening and when there are so many drug affected individuals in the area. Furthermore not everyone is able to walk those 200m or ride a bike for that matter.</p> <p>This is unfair and unsafe for residents who were not consulted at all before these changes were made and have material effects on our already difficult lives on Elizabeth Street.</p> <p>This trial does not make Elizabeth Street safer but does the exact opposite.</p>
100	With new bike lanes, it's unsafe and inefficient for residents
101	I am wheelchair bound. I had a doctor's appointment and while getting out of my car was nearly run over. The lack of buffer zone between traffic and parking is incredibly dangerous and it is only a matter of time until someone sustains a major injury or even worse. This is just simply unsafe.
102	Has anyone considered residents coming in out and of the public housing? and where we can go to pick up deliveries? Meet Ubers/shared transport? I feel like the only thing that has been thought of here is cyclists - nothing about residents, nothing about public housing tenants. Are we invisible?
103	Thanks so much for this! I'm a local resident and it's made my life a lot easier. Please ignore the anti-cyclist comments (most of which are probably from the same few people) and keep this in. There are plenty of places to park around here. This is just one street where SOME parking has been removed - that leaves the other 99% of nearby streets unaffected. Is it too much to ask??
104	I often drive down Elizabeth St on my way to work – the way the street has been changed has made it unsafe for drivers and everyone using the road. There was a fire truck coming down the street the other day and I had nowhere to pull over to let it go past. I almost had to drive into the barriers and damage my car. This is crazy – who designed this!!

105	This is the most unsafe turn in Melbourne. It puts pedestrians, cyclists and motorists at risk. When turning in either direction out of regent street you basically have to get 50% of the way across Elizabeth street to be able to see. Was anyone other than cyclists considered when designing this? It looks horrid and it's completely unsafe and impractical for residents and users of the street.
106	I have been driving down Elizabeth Street every day for many years. The rearrangement of the street is inefficient and dangerous. The car lanes are now too narrow so oncoming large vehicles take up more than one lane. It's an accident waiting to happen
107	This is incredibly poorly designed, doesn't consider residents and I have never ever felt more safe travelling in Elizabeth Street, by any mode of transport
108	I am a social worker and often visit the area to work with elderly and at risk patients. The drastic change to parking and parking restrictions are completely illogical and inconsiderate. Were these needs considered? The social welfare of your residents is at serious risk here. These needs to be immediately ceased
109	I ride regularly down Elizabeth Street and pre-covid commuted there every day. There was never any problem and this design is egregiously out of control. It doesn't change any of the intersections where cyclists cross, it clearly has made life difficult for residents and in an area that is already so vulnerable and dangerous. This is less safe for everyone
110	<p>There are safety issue with the new bike lanes. There are line of site limits when coming out of side streets. Need to go to middle of street before oncoming traffic can be seen.</p> <p>The centre carriageway is narrow and there will be more car-car bingles. Cars reversing into parking spots will hold up flow of traffic.</p> <p>The northern side of street residents have lost 66 parking spots and have limited access for residents and deliveries.</p> <p>The residents have not been consulted at all about how the new lanes might impact on amenity and safety.</p>
111	Bad design. My Nana (who has lived in the area for 30+ years) didn't feel safe driving down the street. Was anyone asked about if this would be a good idea?
112	There appears to be no redeeming features in this trial. I was trying to cross the road today and had to basically walk to the middle of the road (across the bike lane) to be able to see if there was oncoming traffic. This is just so poorly designed I can't even begin to comment on how dangerous and bad this is!
113	It's absolutely terrible that this got rushed through without local community consultation.
114	I had to run an errand the other week (going between Collingwood and Richmond) and found the new bike lanes an absolute dream compared to the

	previous set-up. My partner and I were able to ride comfortably side-by-side, safe from the traffic. All that's missing is a straighter run from Baker St to IKEA. Maybe smoothing out Coles Terrace
115	Hard to see traffic when Crossing the road
116	I live here more than 30 years, pay rates and help neighbour. This is terrible. I cannot access my house - where delivery park? Why take car park? You don't ask residents, this is shameful. Who represent us?? Not you council!
117	The previous bike lane put cyclists at incredible risk of being doored while riding along this very popular cycling route – these new improvements are fantastic and will greatly aid in people of all ages and abilities to safely use active transport in the neighbourhood. Thanks City of Yarra
118	This trial might be ok for the handful of cyclists that ride down Elizabeth st but what about the safety, wellbeing and lifestyle of the more than 5000 residents, business owners and visitors of this street. This has not been considered at all and our everyday life has been turned upside down and the street ruined. Why are the residents always last to know when they are the people being impacted the most? This trial needs to end now!
119	Where are visitors meant to park, especially in such an unsafe area? Residents will suffer.
120	When traveling along Shelley street towards Victoria street at the Elizabeth street intersection you can't see traffic traveling on Elizabeth street towards the city and limited visibility to see traffic the other way also. The intersection is already dangerous and the current position is likely to increase risk of collisions. We have already lost access through other nearby alternative streets and the existing one way streets.
121	The width of these so called temporary lanes are too wide. Allowing cyclists to come up the inside a cars turning left and where there is a blind spot due to the excessive width of the bike lane and most cyclists don't follow the road rules and move to the right of the turning cars creates a significant safety hazard. Further the excessive width of the bike lanes means that the width of the road is barely wide enough to allow cars to travel in each direction. If a car had to pass a vehicle that hasn't been parked completely within the parking lines, it must move onto part of the other side of the road which is also a significant safety hazard.
122	Terrible idea and design. I can't believe residents weren't consulted prior to this trial commencing. This has a tangible effect on our every day lives. There is nowhere for couriers, caregivers and other services to park now. Even driving down Elizabeth Street is dangerous as those yellow hazard polls make it difficult to see oncoming traffic when turning into Elizabeth Street. What a disaster! Residents are the ones paying the price and no one seems to care. Please listen to us.
123	The cycling lane trial is a wonderful improvement for cyclists' safety. I use this route to get to work and also to get to the CBD for medical appointments. It will

	become a great cycling route for city access (when commuting returns) and it's kept heaps of space for safe parking (without the threat of being hit by a cyclist). Well done City of yarra!
124	Driving down Elizabeth Street you can no longer see pedestrians crossing due to the large yellow hazard boulders. I nearly ran someone over today due to poor visibility as a result of this. These boulders are dangerous for pedestrians.
125	The safety and lifestyle impacts of this trial for residents are serious. Now residents, visitors and motorists are left with nowhere to park, nowhere to receive packages or have easy access to taxis or ride share. This area is dangerous enough as it is and now the council has just made life more dangerous for us. Why should our, the residents of Elizabeth St's safety always be compromised.
126	I am a congregant at the Buddhist temple on the Elizabeth St, I feel vilified. Where are my 80+ year old worshippers going to park? Has this been considered at all? This is racial vilification to the highest degree. You should feel ashamed, that beyond COVID you will be preventing people from practicing their faith. Please remove this immediately
127	Why is there so much importance given to cyclists over motorists? This will be just another lane for cyclists to race along to get their quick fitness fix before work. Meanwhile the design will affect residents with their day to day lives
128	It's great! The previous setup was so dangerous with car dooring - and most of the parking in Richmond has been retained. I think this is fantastic.
129	I use Elizabeth St often as a pedestrian, driver and cyclist - across all three modes of transport these changes make no sense. They make everything more dangerous, visibility is impaired - crossing the road as a pedestrian is a hazard as you basically have to cross half way out before you can see if there is oncoming traffic. As a cyclist it really hasn't improved anything as the danger remains the same at all entry and exit points from the street in every direction. A small lobby group advocated for something that you spent \$400K on without asking one resident and literally making it worse for everyone
130	I have attend my temple on Elizabeth St with my parents for as long as I can remember. You have removed half the parking on the street and made access to our temple extremely difficult for those of us who can't walk long distances, without asking or considering us. How can a council racially vilify it's residents? We feel oppressed and cannot believe this has happened. You are actively discouraging people from practicing their religion, shame on you.
131	Maybe just write I am a cyclist and commute daily down Elizabeth st to work at a nearby hospital in my capacity as a frontline health worker. I have never been more embarrassed or ashamed of the gross waste of rate payer money that has been used in drastically changing the structure of the street without any regard for residents. As a cycle this doesn't change any of the issues at any of the cross sections, entry or exit point to the street in any direction. This is an example of a small cycling lobby

	group that give the rest of us a bad name on unnecessary infrastructure that doesn't care about anyone else
132	This trial continues to cause enormous unrest and anxiety for residents. Everyday our safety is compromised and everyday we feel like our council doesn't care about us. You have made a dangerous area much more dangerous with no regard for residents, shame on you
133	I live in the public housing and do not feel safe parking my car in the car park provided. Why? Because there are literally drug deals taking place there every day. We report to the police, we ask for help - but nothing. Now you force us to put me and family in danger. Where do I park? Further away from my house. This trial blatantly and deliberately ignored residents and ignored safety. For the benefit of what? This must be reversed ASAP
134	I don't understand how this trial could have been approved without any formal feedback and no consideration for residents. It is unsafe and unjust. Speak to anyone who lives, works or visits Elizabeth Street and they will tell you how terrible this is for them from a safety and lifestyle perspective. What a disaster and waste of rate payers money.
135	I commute frequently down Elizabeth St. I have done this less frequently now because of COVID but couldn't believe what happened to the street when I was there today. The ability to catch an Uber after getting off the train is impossible - where can they safely pull over? I also don't feel safe crossing the road on foot or on my bike as you have to come out so far to see if cars are coming. This seems really poorly planned and very unsafe for everyone. I can't imagine how those that live in the street feel. Please revert this before normal commuting resumes, there are many accidents waiting to happen.
136	This is a very popular route for cyclists from Richmond to the CBD and as such a sensible choice for a trial. I have used it 4 times a week as a commuter heading in both directions and it has improved this area - especially when riding with my daughter. I also made one trip in the car and couldn't fault the changes.
137	I regularly drive through Elizabeth St to get to work in the city and what was a normal mundane commute has become a serious hazard for anyone using the road. I have had two instances in the last three weeks where I've had to slam on my brakes - one from a driver getting out of their car that I couldn't see because of how crazily narrow the road is, the other from a bike that cut in front of me when they were quite correctly trying to turn right into Shelley St - coming from inside parked cars across two lanes of traffic and another bike lane to complete their turn... this is just insanity. It's a residential street that was working perfectly for all - and now it's a dangerous minefield for anyone that uses it.
138	We can't see the incoming cars from Elizabeth street when driving out of Regent st. This is a serious safety concern!
139	I am a doctor and I have grave concerns about this trial given the impact to my professional colleagues and residents. The lack of parking and disability access

	<p>detracts people from attending medical clinics, making it much harder for them to get treatment and this is in no way community minded</p>
140	<p>Poorly thought out solution that will create more problems then the issues it attempts to remedy.</p> <p>Already severe parking shortage on this street!! How will those (Many elderly) attending Temple have access without parking?</p> <p>Terrible.</p>
141	<p>Poorly thought out solution that will create more problems then the issues it attempts to remedy.</p> <p>Already severe parking shortage on this street!! How will those (Many elderly) attending Temple have access without parking?</p> <p>Terrible.</p>
142	<p>For many years I have driven and parked in Elizabeth Street. The recent changes to the street have created significant safety issues for drivers. The new bike lanes are far too wide resulting in a dangerously narrow parking lane on the south side of Elizabeth St. The road lanes in both directions are now too narrow for large vehicles and delivery trucks to negotiate safely.</p> <p>Where can I now park in the evening when I visit my family in Elizabeth St? The parking is only for those with permits or for fit and athletic people who can walk long distances. I am not in either category!</p> <p>It was so much better before for cars and parking and I urge the council to reverse these illogical, unnecessary changes.</p>
143	<p>It's staggering to believe that this ill considered idea may potentially be actioned.</p> <p>The lack of pragmatism is astonishing. The hardship that this will cause residents and their visitors should not be understated.</p> <p>Nowhere to park, all in return for what may well be, relatively, the world's largest bike lanes. Absolutely minimal upside is traded for a myriad of problems.</p> <p>Maybe this is some kind of twisted, permanent social distancing ploy as it will making visiting by car nearly impossible? Scary.</p> <p>And let's not forget the social and cultural insensitivities (correction: discrimination). Good luck safely accessing the area if you have a physical disability.</p>
144	<p>This trial has been going on for a few weeks now and it's been terrible for all residents of Elizabeth Street. Our safety has been compromised. It is incredibly inconvenient and the enormous bike lane is hardly ever used by cyclists. Why do</p>

	<p>residents always come last when we are the ones paying the rates. This is not fair and not safe.</p>
145	<p>The changes to Elizabeth St do not consider all users of the street. As an older person with some mobility issues, I no longer feel safe when I visit the area.</p> <p>The parking lane is so close to the traffic that I feel vulnerable when I'm getting out of my car. With parking only available on one side of the street, spaces are at a premium and I often must park elsewhere resulting in a long and difficult walk.</p> <p>It seems to me that Elizabeth St has undergone major changes to suit a group of fit, young cyclists. The needs of older residents and visitors to the area have been ignored.</p> <p>Please reconsider these changes before a serious incident occurs as a consequence.</p>
146	<p>I use Elizabeth Street to cycle to North Richmond station, and turn off to get to the station. The new changes make things so much more unsafe for cyclists, you can't see the traffic coming the size of the bike lanes is bewildering and I have never felt less safe cycling down the street as I do now. These changes are an absolute joke and don't help anyone. Get rid of them!</p>
147	<p>As a long term Uber Driver I drive all across Melbourne safely taking my passengers to their destination. This street doesn't allow me to safely pick up or drop off my passengers, many of whom feel exposed - particularly at night. I feel I put myself and my passengers at risk every time I go down this street - even if I'm just driving through. Not good enough, not safe at all!</p>
148	<p>These changes prey on the most vulnerable residents in Elizabeth Street - elderly neighbours can't get medical care, our Buddhist community can't access their temples, visitors can't park close to the houses and businesses they are going to. This goes against the most basic duty of care principals to your most vulnerable residents. How can this occur without consideration of these most basic things?</p>
149	<p>Thank you City of Yarra for ruining this street. Who thought Elizabeth St could get any worse.</p>
150	<p>As a courier driver in the local area. I find it hard work with no loading zone available. The parking situation is an absolute nightmare, this new bike lane is madness. Keep the old one which gets Used, but bring back the parking for us. Think about our safety and mental wellbeing.</p> <p>As a courier driver in the local area. I find it hard work with no loading zone available. The parking situation is an absolute nightmare, this new bike lane is madness. Keep the old one which gets Used, but bring back the parking for us. Think about our safety and mental wellbeing.</p>

151	While improved bicycle mobility should always be encouraged, please ensure the needs of residents with respect to safety and disability parking are also addressed. Hopefully a workable solution for all parties can be achieved as part of this trail.
152	I provide care for my younger cousins who live on Elizabeth St. There is now nowhere for me to park and it's not safe to park on the adjacent side streets which also has a lot of permit parking. This is a dangerous area and I can't believe the city of Yarra is endangering the lives of residents and their visitors.
153	As a local resident moving house I spent days driving this intersection north on Shelly crossing Elizabeth. So so so dangerous! Sight lines are horrible, have to drive across bike lane and be in the middle of road to see oncoming traffic. Even worse at night with 1000 reflectors. Just try this crossing yourself see how bad it is.
154	Well done Yarra. This is much safer and will encourage more cycling and save lives. The complaints about parking are merely issues of convenience. And the complaints about how dangerous the area is from drug deals are surely separate to issues of transportation!
155	Imagine waking up one morning and all access to your house was gone. No consultation. No one asking you. Nowhere for an ambulance to stop, no where for removal vans to stop, nowhere for a building contractor to stop for rubbish removal or renovations and no parking whatsoever for yourself, visitors or deliveries. Would you want this if this happened to your home? Unfair and unsafe. This is not a matter of convenience, this is our reality all day and every day.
156	Thanks so much for this! is working well and much safer. There are plenty of places to park nearby for the small amount of parking removed. This is an excellent (and safer) initiative.
157	Doesn't even remotely consider the needs of residents...massive safety issue!
158	It's extraordinary to read the selfish responses of some cyclists here. This isn't a matter of bike lanes or no bike lanes - there has been and always will be 2 on this street. This is a matter of people feeling safe in and around their homes. Getting access to their property, going to their temples, going their medical clinics. The outrage on the community meeting was the most extraordinary show of rage toward a council ever witnessed in my 15 years in Yarra. The council workers responsible, who I hope are reading this need to have a good hard look at themselves. I am a cyclist and I am embarrassed what has happened here, this mistake needs to be fixed and never ever occur again. I hope the residents pursue legal action for damages.
159	Concerned about cyclist safety riding through on the inside. Plus the lack of parking options.

160	I walk, cycle and drive all around Yarra, and think this new layout is wonderful. Walking on the footpath is more enjoyable because the bike lane acts as a quiet space. Cycling on the new bicycle lanes is heaps better. Driving on the road feels safer, knowing that cyclists are safely kept away.
161	Streets Alive Yarra supports the trial of an improved street layout. With over 2,500 likes on Facebook, we're building an online record of broad community support for investment in infrastructure for walking, cycling and public transport. Learn more at: https://streets-alive-yarra.org/elizabeth-street/
162	Called to a plumbing emergency today in Elizabeth Street. Unable to park my van with my equipment outside the property or in the immediate vicinity. Couldn't do the job. This is a terrible. Could the Council please attend to this immediately. I've worked in Elizabeth St many times and never had this problem until now.
163	Streets Alive Yarra trying to use this as a publicity forum for themselves is frankly disgraceful. You continue to miss the point... You cannot change infrastructure without considering safety of residents, access to property and this being the most dangerous part of Yarra (more emergency services calls than anywhere else.) Truly shameful behaviour
164	this is a terrible trial. it is unsafe for residents, visitors and businesses
165	I understand the council's want to improve bicycle and pedestrian access to the area BUT we ignoring the need for parking for residents and visitors is outrageous. Why couldn't the existing bike lane be left as is? Why do residents, service providers and visitors have to suffer?
166	Really happy to see more safe cycling routes in Yarra. This is my route from dropping my kids at school to getting to work and when lockdown ends I look forward to cycling and feeling safer on the road.
167	Completely unjustified trial. Never should have happened. Community consultation was bypassed completely. No actual reason to impact local residents or justification for these changes. Road should be returned to as it was ASAP.
168	Absolute horrendous trial that goes against the residents and is unsafe. Get rid of immediately!
169	Why weren't we told about this? This has been forced on us resident who do not want it!
170	As a cyclist who uses Elizabeth Street these changes make me feel much safer. The width of the bike lanes is great. I plan to cycle more regularly now. The protected bike lanes along Elizabeth are great however on approach to Church St the bike lanes narrows and separation disappears. Any changes should include separation from cars up to the intersection.
171	I am a social worker and these new upgraded separated lanes have assisted me in riding to and from my work place during covid-19. I think they are great and

	<p>improve safety for cyclists. I almost got doored here last year and these new lanes assist in reducing this risk.</p>
172	<p>This stretch of road is an accident waiting to happen every hour of the day when normal life resumes.</p> <p>The five main reasons are the following:</p> <ol style="list-style-type: none"> 1.The two car lanes are too narrow. How is a MMFB fire truck, whose headquarters are at the end of Elizabeth St, and a truck going in opposite directions going to fit?; 2.There is no buffer for drivers. On-coming cars have to go into the opposite lane if a driver wants to get into the driver' s side of their parked car; 3.Except for my driveway, there is nowhere for delivery vans to park between Shelley and Lennox streets; 4. With 60 of the 120 car parks erased, residents have to park two and three blocks away at any time of the day; and 5. There was no need to construct this new bike path. Elizabeth St had good, functional bike paths that had served cyclists well and without any injuries or fatalities. <p>Elizabeth St must be rectified immediately, so that residents can get urgent relief from an unworkable council road project. Ends.</p>
173	<p>As a resident of Elizabeth St, I am appalled that the council would just completely overall the street without consulting the residents who live there and PAY for these works. The parking is now in dire straights. People can't access the temple and people who are essential caregivers have nowhere to park. How about working for the residents who pay the council rates, not the cyclists who are come and gone in 60 seconds? You can do better than this.</p>
174	<p>There is no parking on this street for people who need to access the 3 medical centers. How are we looking after the elderly, frail and sick who might not have a disabled sticker?</p>
175	<p>These bike lanes are not safe. I was nearly wiped out by a cyclist once I parked and side swiped by a truck coming in the opposite direction because the lanes are so small. I've driven down this street a million times and there were never any issues before. Parking was so much easier. Now it's a nightmare. When is the council going to leave good enough alone?</p>
176	<p>Parking big problem now can no go to medical center. Too far from parking to side walk or parking too far away. No good park. Mother cant walk so far. Want parking like before.</p>

177	This trial has resulted in serious and significant safety issues for the residents and businesses of Elizabeth Street. I live on the Northern side of Elizabeth Street and I am due to move houses in two weeks time. There is now nowhere for removalists to park. How am I going to be able to move? Just block the bike line? Block oncoming traffic? What would happen if there was an emergency? These issues need to be addressed asap.
178	Really hard to see oncoming traffic as well as pedestrians when turning right into Elizabeth Street from Regent St or any other side street. You have to edge out all the way and completely obstruct the bike lane. This is dangerous for motorists, cyclists and pedestrians
179	Felt much safer to cycle here. Please provide more protection for cyclist on council roads like this.
180	This level of protection for vulnerable road users makes this street accomodating to all vehicle users needs.
181	Helpful signage for loading vehicles and taxis to use the facilities in Lewis Ct will help.
182	This has made it far easier (and feel a whole lot safer) for me to access facilities I need (Gleadell St market, pet store, doctor, etc).
183	Having to access CBD is now far easier and way less stressful. Will be first class route with future improvements to Albert St.
184	The signals here need to be improved in favour of walking and cycling. * automatic triggering - should not need 'beg button'. * reduce wait time north/south - inordinate amount of time wasted on east/west green time. People end up crossing against the signals anyway. * fix detection loop in ground (does not work for bikes)
185	Perhaps have a formalized hook turn here for bike users (heading west on Elizabeth and turning north on Lennox) to create a clearly communicated system. The current bike box often has north-bound car users stopped in it, a clearer system may make it easier for road users to understand.
186	As a local family without a car, this has been a huge help. I can now get around the local area with my kids and feel much safer. Feel much better they have this future link to the high school. Thanks!
187	Slip lanes are bad for those walking or riding and more dangerous. As the design evolves, would be great to seek an overhaul to this intersection. I guess doing so can additionally return more useful space to the public realm.
188	The protected lanes are a major improvement from the previous situation. Please make it permanent after the trial!
189	Mostly great. It links to Albert Street lane and so provides a safe way from my family to ride into the city.

	Unfortunately a few selfish people in cars park or obstruct the lanes at intersections, etc.
190	I hope this Have Your Say is taken with a grain of salt. I suspect a handful of disgruntled residents have spread their complaints as follows 1. Think of the elderly! 2. Access for medical/ religious reasons. 3. I want to drive without looking! 4. Tradespeople can't double park easily anymore. 4. And my favourite - cyclists don't pay rego/ follow rules etc. (Despite City of Yarra initiative funded by ratepayers) It is to easy to comment multiple times.
191	Ratepayers should be funding my parking spot directly in front of my house not providing transportation for people who can't afford a car.
192	I will not stand by and watch bad things happen to good people. The safety and amenity of residents must be considered. This needs to be changed before a major accident or incident happens. No iterative trial should go ahead without common sense and attending to the basic safety needs of residents. Not good enough City of Yarra. Thankfully there is an upcoming election so we can elect councillors who care about residents not their own personal ideologies.
193	This is not Wellington Street. This is not Amsterdam or London. This is the street between heroin hill and ice park. It is a residential street with a number of businesses. These changes endanger the lives of residents who can no longer park outside their homes or access their properties easily. How can the City of Yarra implement these changes with no consultation and no regard for resident safety
194	No one has considered the flow on effects and impacts for traders on Victoria Street. Post COVID, less parking on Elizabeth Street will spill over to Victoria St
195	I am a young professional who works in hospitality, including services to essential care workers. My work hours vary and the changes on this street mean that I can no longer park within 200m of my house after 7pm, as I don't have a permit or onsite parking. Worse than this, nobody who visits me can either. This is the most dangerous area in Richmond and you are exposing your residents. I don't feel safe and YOU DON'T CARE! DO SOMETHING!
196	Elizabeth Street has never worked well for everybody and as a motorist I can see what Council is implementing through this trial. I appreciate I will have to drive slower and more carefully which will improve safety for people walking and cycling and is worth it. With plenty of room on the left side of parking bays getting in and out of a car is easier and without the risk of hurting someone on a bicycle with the door. I will watch with interest as the trial evolves and people get used to the changed conditions. There's never enough parking for cars so let's make sure what is available is allocated and used effectively.
197	When walking to cross the road at Little Hoddle or Regent St it is basically impossible to see any oncoming traffic you pretty much need to get to the middle of the road before you can see if there are cars coming. This really presents an

	unsafe situation for pedestrians and I've seen cars trying to turn right out of Regent that have almost had an accidental T-Bone due to the same reason. Needs to go back to what it was.
198	The ability to gain access to family members' homes for the purposes of caregiving has been significantly compromised. It is inconvenient and unsafe to have to park a long distance away, particularly for elderly visitors.
199	Very difficult to park near where I want to go, primarily businesses and health services. For those with reduced mobility, I could only imagine how difficult it would be to walk extended distances where previously they would have been able to park nearby.
200	I don't want to share a public space (the road) with moving vehicles, people on bikes, pedestrians and other people. I just want to store my car in the most convenient spot possible at minimal cost.
201	There needs to be proper and open resident consultation prior to changing the lives of people it affects the most, their livelihoods and their ability to practice their religion. This area is one of the most dangerous parts of Richmond. The changes to the street make access more difficult and every day life more dangerous. This needs to change immediately.
202	So envious of Elizabeth St residents, who now have the option of riding on a safe route all the way from their front door to the city. This on top of a train station right on the street, plus one block to the tram and a block or two to the bus, is what living in Richmond should be about. Please roll out more of these in other parts of Richmond!
203	Appreciate the newly planted trees along the footpath, which will look nice once they have grown a bit and add some greenery.
204	Cruising along the new low-stress bike lane and suddenly UGH - back onto a little skinny green lane right next to cars. It's amazing how the upgraded section makes the 'status quo' section feel even scarier. I hope this corner can be improved as the trial progresses.
205	Tongue in cheek... I expect City of Yarra to provide free parking within 30m of my residence. I do not care if protected bike lanes improve the safety and health of children and less confident cyclists. I just want my car stored at public expense so I don't have to walk a bit.
206	The thing that needs improving here is the mindset of all the xxxxx who are unable to discern that 95% of all the infrastructure is already devoted to xxxxx emissions spewing metal boxes, and they've all had it far too good for far too long, and its time some other people had a chance to have a small portion of one single flipping local road infrastructure. OK?
207	A very quiet and pleasant ride, feels very safe.

208	I feel much safer riding my bike than previously. I no longer get passed by cars in a dangerous manner. I look forward to the day when people of all ages and abilities can ride around inner Melbourne with safe bike infra like this. Thank you for conducting this 12 month trial.
209	Screen is a bit crowded for adding markers, but the whole of Elizabeth st is working well except for the intersections with Hoddle and Church.
210	Well done, City of Yarra. Continue to make cyclists feel safe! This model will hopefully be a long term initiative and encourage more people to ride their bike across town.
211	Happy that our kids can get around safely now without us. It's one less car on the road if we don't have to ferry teenagers around just because it's too dangerous for them to ride. A great connection for locals!
212	This is brilliant for residents wanting to make local trips by bike, so much safer and now we don't have to worry about letting the kids use their bikes to get around.
213	So much safer for residents to get around by bike now and loving having a choice as to whether we use the car or not. Well done!
214	Used to be a very scary part of my trip home each day but this has made getting around so much better.
215	I had to go and deliver medicine tonight to my mother after curfew and I have never felt more afraid in my life. There is nowhere to park, there are shady characters roaming the street and not a single resident my mum is aware of was spoken to about these changes. The impact on residents is enormous, when COVID is over this street is going to from bad to disaster. Pls put it back to what it was
216	What mayhem is going to ensue when roads get back to normal capacity. Traffic in both directions is halted when someone is parking and it is impossible to do a u turn. The design is inefficient with poor use of road space and should have been thought through before commencing this trial.
217	The street has become impossible. There is no curbside parking and the elderly and disabled are unable to safely exit the car without a. The car parking in the driving lane b. Having to navigate the bike lane and it's safety posts and finally, c. Having to step up onto the curb. Why are the bike lanes as wide as the car lanes? The safety of drivers and passengers is also important. If anyone gets hurt trying to exit a car without being able to step directly onto the curb, there will legal action.
218	Almost got hit by a car walking across the road this morning. Truly a terrible dangerous design. Literally nobody else was considered here aside from cyclists. This is absolutely insane and unsafe

219	I live in the area and cycle to get around, including shopping on Victoria Street, seeing friends nearby and commuting to work. I love Yarra's cycling infrastructure and want more of it. The safer the better - the safer it is the more I can bring my toddler on my bike with me to do these trips, and the more other people will feel empowered to cycle. It is so so important that we reduce cars on the road, to drive down pollution and dangerous accidents. When trying this new popup cycle lane I also noticed how this stretch *feels* more communal and safer - because when you can see actual human beings around you, and not just anonymous metal shells (cars) whizzing past, it feels more neighbourly.
220	The negative comments in this surrounding area are general and not a good use of this map. As a resident of Yarra and frequent user of this road for cycling, driving and walking in the past, I wholly support this trial and hope it goes to full implementation. I also shop a lot at Victoria street and ride for this purpose. If traffic was reduced in the area it would be a much nicer place to shop. The intersection of Church and Elizabeth Street is also tricky for cyclists and pedestrians crossing this busy multi use street, and should be reworked to facilitate their safety.
221	This is the worst implementation of infrastructure I've ever seen. And I've lived in 3rd world countries for a lot of my life. Truly the street I lived on in Mogadishu is safer for residents than what you've implemented here. What a disgraceful waste of ratepayer money when this was not required and has caused even more problems in the most unsafe part of this LGA.
222	Woke up this morning to find my driver's car mirror swiped off. The only explanation can be this new design. Never happened in the five years i have lived on Elizabeth Street. Car lanes are too narrow. Will council pay for the damage as there was no note left
223	No parking for delivery drivers and medical couriers. I have seen the medical couriers stopping in the hike lane as there has been nowhere else for them to park and get into the many dr surgeries near this corner
224	Reduced visibility for cars trying to enter Elizabeth st. High chance of accidents.
225	The parked cars hide the bike lane and making turning on and off the street incredibly difficult and unsafe.
226	Amazing new infrastructure. Will work so well with the east melbourne bike lanes. keep it up!
227	My greatest issue with the changes concerns access. There is currently no legal way for a truck or van to get near enough to my property to unload or pick up large objects. Suddenly I can't get a skip to take away the rubbish from my recent project, or a delivery of 100's of kg of floor boards for my next. What am I to do? It is clear that the only issues considered by council before changing the street design related to bikes; not to safety, or access, or vehicles, or residents, or pedestrians, or businesses, or medical facilities or religious premises - just riders, who constitute a minority of the users of the street. The majority of users were not consulted at all before the changes were made. Not one consultation. To

	<p>claim (as has been claimed) that consultation begins after installation is appalling. I've nothing against bikers, and hope that the final result will be good for them too, but the large majority of non-bike users must be genuinely catered for as well.</p>
228	<p>Rode it today, on way into city, with daughter. Mostly great. Protected lane ends a bit abruptly at Hoddle. Thanks.</p>
229	<p>When parking on Elizabeth st, if you manage to find one. There is no safe buffer zone to either cars or cyclists. This is now an additional hazard on both sides of the car. Also as a cyclist I have had a few close calls on the approach to Shelley st from Elizabeth st as drivers cannot see into the new bike lane due to the large tree on the corner. Surely a full year trial is not required considering the increased safety hazards this has caused. In addition it is now impossible to park a truck out the front of your house if you wished to move or receive large deliveries. What are the safety implications when people are forced to cart heavy objects hundreds of meters down the footpath. City of Yarra your intentions were good but the delivery of this new arrangement required far more thought and consultation.</p>
230	<p>This trial is simply unsafe for residents, visitors and pedestrians. It discriminates against those that aren't able bodied and I have had two people tell me they haven't been able to get to the medical appointments at the 5 clinics on the street. This cannot continue, let alone the racial discrimination around access to temples. Please fix ASAP.</p>
231	<p>This bike lane needs to be removed immediately. My elderly mother cannot get out of the car and traverse the bike lane and navigate the safety poles. There is no curbside parking which means elderly and disabled cannot access friends, families and their own homes. How can we do this to the elderly and disabled?</p>