

Written submissions from online survey

Terrible idea. There are much more important things to focus on currently.

I'm a passionate cyclist (~300km per week) and a big advocate of space and access for bikes, but in this example there is no viable alternative for local residents to cross the freeway and closing trenerry to cars is too big an impact IMO. It would add MINIMUM 10 mins to a local 5 min journey to abbotsford / kew etc.

If there was a 2nd throughfare then i would 100% be in favour of restrictions.

Perhaps look into widening the footbridge over the freeway to allow safe passage of bikes and foot traffic.

Oh, and PLEASE do something about the grey st / noone st intersection! It is one of the most unsafe places to cross a road i've ever seen!

thanks for the opportunity to provide feedback.

Let's give a half closure a go! It's three months, we are in lockdown anyhow and we need a safe and viable option for commuter bike riders. The overpass bridge is built for pedestrians and the shared paths to access Clifton Hill is so narrow and has many near conflicts with other users. When I drive northbound along Trenerry, it is so narrow and scary that I am going to hit a bike rider at the turns, especially in the morning with you get blinded by the sun rays. Let's trial giving everyone a bit of space for all.

This proposal will not meet the objectives. It will only divert traffic onto punt road and lead to greater emissions. It will also increase stress and frustration at a time where mental health is already at its limits. Clifton hill is already hard to access but this will close the only accessible route to the se suburbs. There are already bike paths and safe walking routes along the creek. There is absolutely no gain here for anybody. Safe walking and bike paths are already great in this location. This will lead to greater climate impacts, no increase in safety, and create a huge burden that use this route in a daily basis for work and to care for and visit family

Full and partial closure will impede the movement of the residents of these suburbs -- it doesn't make sense for residents moving in their local space to be expected to exit the suburban roads to navigate a longer and more circuitous route to get from Clifton Hill to Abbotsford and vice-versa. While I support pedestrian and cyclist safety, this closure is cloaked in discussions taking place long before the pandemic began. I would like to see some solutions that won't negatively impact local residents. The reason I advocate for not closing Trenerry is because not everyone is able-bodied and will gain an advantage of being able to ride or walk there; in fact, I would say that the majority of locals use vehicles through there. Hopefully a resolution can be found that accounts for the needs of the majority of residents.

While I don't agree with either of the closure proposals suggested, I wouldn't be opposed to finding an alternative (for example, restrictions or partial closures during peak hours in the morning and evening). I think its unfair to try to make things better for one group of users (cyclists) while making things more difficult for another (drivers) -- the solution should offer benefits to BOTH parties. The main problem is people using the road as thoroughfare during peak hours; this feels a lot like the residents being punished for things outside of their control. I think there are other ways to make things more cyclist and pedestrian friendly, including the introduction of more zebra crossing (forcing cars to give way and making it a less desirable route for those looking for a short cut, while also giving pedestrians safer crossings). Closing Trenerry really limits the access that Clifton Hill and Abbotsford's residents have to moving between and exiting the suburbs, which will create bottlenecking in other areas (entering Hoddle St from Roseneath and Noone during peak hour can be quite challenging, though assessing this DURING stay-at-home orders in a pandemic is really inappropriate.

Try policing the no left turn into Trenerry from Jonson in the afternons if you wish to reduce traffic

This is a terrible idea for residents around Trenerry Crescent who need easier access to Clifton Hill and the eastern freeway. Johnston street will be the only road out of Trenerry Crescent if it is closed, and it is quite a bottle neck and impossible to turn right onto from Trenerry Crescent.

Living on Trenerry Crescent, we would be extremely closed in if this went ahead, with our only route out of our neighbourhood being the already treacherous entry into Johnston St.

With a toddler, is not feasible to cycle to, for example, the grandparents' place in Ivanhoe for child care needs. The only result would be increased time on the road, which would be directly counter to the aims of the Climate Action Plan.

It also feels quite unsafe, in the sense that recent times have shown that unexpected emergency circumstances do arise: in a situation in which the suburb needed to be quickly evacuated, this closure would leave us choked in.

I am a strong supporter of climate action but I think the purported climate benefits of this proposal are theoretical and unproven while the negatives are clear, direct and onerous.

Closure of the road would encourage cycling and majestic the area safer for residents.

NO CLOSURE OF TRENERRY CRESCENT. I want access to Richmond without having to go down Hoddle Street. Many people on my street want the same access to go shopping in Abbotsford and Richmond. Residents must not be forced on to Hoddle Street. Residents' voices must be heard.

Enabling cars traveling west to turn right from Johnson St to Hoodle St would reduce the cars using Trenerry Cres as a cut through. Reduced cars makes it more cycle friendly.

Is it possible to establish more road humps... and roundabouts w marked crossings at every road intersections between Heidelberg Rd and Johnston St in order to try and slow traffic and improve bike rider and pedestrian safety?

consider use of other measures as well, to slow traffic and at the same time enhance safety of pedestrians and bike riders, eg roundabouts with marked crossings at road intersections between Johnston St and Heidelberg Rd

I am concerned that this is not a temporary measure but rather a prelude to a permanent measure. This route is frequented by our family in order to access Clifton Hill which we regard as an important part of our community. The eastern freeway provides a significant barrier to our community and the full closure of Trenerry Crescent would further destroy this relationship.

Further in order if this closure is to go ahead, leaving our precinct would be a nightmare as getting on to Johnston St is always a nightmare. I have had one car accident due to this issue, and would prefer not to have another.

bout time

1. We will be corned in

2. The reason of being able to socially distance easier has now been eroded with masks becoming mandatory.

3. The bike traffic on Trenerry is pretty light as a there is a bike path right next to the river. (incidentally most bike traffic you see on Trenerry are the "groups" first thing in the morning, when there is no traffic).

4. If there was ever any form of block on Johnston street, we would be cornered in.

5. In addition to pint 4, what if there is an emergency and response vehicles can not get through.

6. It will push more traffic onto Johnston & Hoddle Streets. It was less than 2 years ago when there was an enormous undertaking to remove traffic from that intersection & now they want to push more traffic onto it?

7. To access the freeway in the morning resident would need turn right into Johnston St, drive over Hoddle, turn right down a couple of back streets in Collingwood. For those that need to go that way for family or work it adds a significant time difference at peak hour.

8. Footpaths can be easily widened in a number of place.

9. The council have been lobbying to change 3 planning on 3 commercial sites to residential on

Trenerry Crescent. It is naïve to think that this will not alter the amount of traffic on Trenerry. It may reduce levels passing Dights Falls. In fact by limiting two way access in and out of Trenerry it will increase the volume that passes 80 to 84.

10. This doesn't allow for the additional residential builds on Johnston that have been approved/built and in progress on Johnston.

11. They make a point that it will create pop-up parklets to support local business and ensure physical distancing.

i. Refer to point 2

ii. How it will help local business I can not fathom

12. Separation of Clifton Hill residents to gain access to the Convent, Children's farm, Victoria gardens does the very opposite to support local businesses it just drives even more traffic on to Hoddle Street.

We live between Johnston and Gipps Sts, and Hoddle and Nicholson Sts, Abbotsford.

Households in this area will be adversely affected by the closing of Trenerry Crescent if they need to travel north during peak hours, whether travelling to Clifton Hill or further north.

It is difficult to get into Hoddle St to travel north during peak hours due to the right turn bans from Johnston St into Hoddle St and the number of one way streets in the area. Members of our household have needed to get to these places for work or study purposes:

- Spensley St Primary School, Clifton Hill
- Westgarth Primary School, Northcote
- RMIT campus at Bundoora

It is not sensibly possible to get to these locations during peak hour without travelling north along Trenerry Crescent. If it is closed the only ways to travel north will be:

- West along Johnston St (already congested), north along Wellington St (adding to traffic passing Gold St and St John's Primary schools) and east along Queens Parade

- Getting into Hoddle St from Vere or Studley St, travelling south in the very congested traffic to Gipps St and then doing a U turn (very time consuming in peak hour)

- East along Johnston St to Kew Junction and Chandler Highway (also congested).

All routes would add significant extra travel time to journeys and significant traffic to already congested roads

This is an important road for many, and with the increase in apartments in the area, it does not make sense to close the road. Cyclists should not be given priority over cars on this road. There are other nearby routes accessible to cyclists but not cars which would make little difference to cyclists from a time or distance perspective.

I have had to give second and third preferences for this proposal, but do not support any closure.

Closing Trenerry Crescent will make it difficult for emergency responders to gain access between Abbotsford and Clifton Hill.

It will impact our household as we use it gain access to Kew, where we shop and have have friends.

There is also the issue that if it is closed, if we are returning from Kew during peak hour, Trenerry Crescent is the only way we can access Clifton Hill due to the no right turn into Hoddle Street from Johnston Street at that time.

I think the council should upgrade current shared pathways and separate pedestrians from bike riders. The current paths on Merri Creek are inadequate for the current pedestrian/cyclist traffic. Perhaps gravel paths for pedestrians, and paved paths for cyclists. Closing Trenerry crescent will not improve this issue. I think the proposal to shut Trenerry Crescent is an ill thought out idea that doesn't address the problems across the city of Yarra. To encourage bike use and keep cyclists safe, they should have their own paths separate from pedestrians and not shared with cars.

As a Clifton Hill property owner we are very concerned that any closure of Trenerry Cres will have a detrimental effect on the quiet enjoyment, ambience of this particular and unique area. The quiet enjoyment associated with this area is fundamental to the property values and any change will inevitably impacts the property values and the resulting council rates.

The area is effectively landlocked by Hoddle St on the west, the Eastern freeway to the south, Merri Creek to the east and Queens Pde to the north. The closure of Trenerry Cres will force local traffic to seek alternative routes onto major arterial roads. Pushing local traffic onto these major arterial roads will increase traffic and congestion/fuel usage / emissions and greenhouse gases. The council must consider all consequences of their actions in this matter.

This pocket of Clifton Hill has considerable elderly residents who rely on their independent life style by the use of their own private vehicle where driving on local streets is safer and less stressful than being forced into major arterial roads. Pushing drivers off the local streets onto the major arterial roads will inevitably be less safe. ie council would be responsible for creating a less safe environment for all its residents, especially the elderly. The current vehicle queues at Spencely and Ramsden are often extensive with Trenerry Cres being open let alone if it was to be closed. Increased vehicle queues to exit the landlocked area will only increase emissions and the loss of amenity to the area. Bikes already have multiple pathways including the freeway overpass, bike paths throughout the Merri creek area via Dights falls bridge and the Quarries park bridge.

If the council believes the bike riders need a specific lane then the council should construct a separate one which is funded by all rate payers and not stealing the asset provided and supported by taxes paid by vehicle users.

In addition, when the Eastern freeway was constructed it was considered important to construct the Trenerry Cres underpass and today those needs must be even more relevant.

This is a bad idea

I do not think this is necessary

Under the guise of COVID City of Yarra is trying to close Trenerry Crescent. Tell the truth and don't try to use a crisis to pass an ill conceived idea.

Trenerry Crescent is situated next to the Yarra river and parklands.

Pedestrians, riders and runners have safe and open places to use.

The proposal is about stopping the rat run through Clifton Hill which is always been City of Yarra's intent.

As a pedestrian and bike rider I feel I have ample space to safely use near the proposed designated closure area. It's absolutely not necessary to close Trenerry Crescent.

Hello Yarra Council, my name is Robin I'm 10 years old and I live in Noone St. I think closing Trenerry Crescent. It's quite dangerous to ride down, especially for children.

And then there are cars... lots drive quite fast. If it works maybe half or the hole rode close to cars! If so you could take down the barrier if you don't, just make it a bit more pretty.

I SUPPORT HALF ROAD CLOSURE WITH LIMITED ACCESS IN BOTH DIRECTIONS

1. SOUTH TO NORTH IN A.M.. NORTH TO SOUTH IN P.M.

OR

2. TRAFFIC LIGHTS TO CONTROL BOTH DIRECTIONS BY TIMER

I am resubmitting this feedback as the first submission required me to rank all three options in order, when only one solution, being no closure of Trenerry Crescent, is acceptable to me. I do not support any closure of this important vehicular access route, partial or otherwise, even on a trial basis. This process also appears to have been very rushed on the disingenuous basis of somehow dealing with issues relating to COVID-19, whereas such a significant change in traffic infrastructure needs to be properly consider with appropriate input for affected residents. I am not opposed to an expansion of cycling infrastructure in the area, but not at the expense of car access. Has consideration been given to extending the existing footpath out over the creek to include a full cycle path as well?

To make access safer for the many pedestrians getting their exercise full or partial road closure to enable a trial of a safe separated bike lane makes a lot of sense. Whilst more confident riders can and do ride on Trenerry the less confident and less skilled riders attempt to ride in the very narrow area used by pedestrians. This puts riders and pedestrians at risk

It's a super dumb suggestion that benefits only the few loud individuals who campaigned ferociously about it and disadvantages everyone who actually lives in the area. The council is supposed to exist to speak for and benefit all residents, therefore community consultation should be a key element of all decisions, particularly ones that would have a fairly large impact to the accessibility of the area. Although I'm sure the endless campaigning by various cycling lobby groups can sound like the voice of the whole community. More accurately it's about 5 people screaming at the top of their lungs while many thousands of people who live in Yarra walk around not paying attention or knowing this is even happening until it's too late.

Yarra council is supposed to represent the community, not just do whatever it likes for the lolz or be so lost for direction that it relies on an external lobby group to tell it what to do. So grow a spine, do the appropriate research and consultation, and implement what the majority of the community actually wants to happen, rather than be told what to try by organisations who have mission statements that show obvious bias towards one course of action.

- MERRI CREEK TRAIL

The shared path at this point of the Merri Creek trail was a significant choke point pre-pandemic, and now with increased pedestrian activity, is significantly busier. It is a significant choke point where pedestrians and cyclists converge at significantly different speeds.

- TRENERRY CRESCENT

Trenerry Cresence is currently accessible to cyclists via a painted (albeit fading) bike lane. However, heading north the gradient of the road makes it challenging to ascend for anyone but very strong cyclists, particularly when cars are passing on to their right often at significant speed. It is currently nominally marked as a bike lane, but for practical purposes is not functional or accessible for mainstream bike riders, families and children.

- ROAD CLOSURE

Perhaps one simple test to determine whether or not the proposal to close the road should proceed is to examine the effects of the closure on the two modes of transport competing for exclusive use of this space, car v bike.

- If the road was closed to cars, would it affect the movement of cars? Yes, it would stop cars from using this particular road. But, Hoddle St provides an ample north-south route and is designed for heavy traffic. Furthermore, the road does not service any properties, residential, commercial or industrial. The closure will not affect access for anyone.

- If the road was closed to cars, and dedicated to bicycles and pedestrians, it would deliver a transformative increase in access for cyclists and pedestrians. It would take pressure off the Merri Creek trail at the key pedestrian/cyclist choke points/conflict areas.

The current shared path mixes pedestrians who traverse at 2-4 kmh, joggers 6-8kmh, and cyclists 10-35kmh (and potentially greater)

It potentially creates a more pleasant experience for pedestrians who enjoy the path without having to be so mindful of fast bikes.

It creates a more direct and speedier route for cyclists, who won't have to dodge pedestrians.

- CONCLUSION

Closing Trenerry Crescent to traffic and allowing bicycles to use the road would significantly reduce pressure on the Merri Creek Trail, provide a better experience for cyclists by giving them an alternative faster route, and giving pedestrians a quieter bike path. The proposed temporary closure during the current pandemic shutdown is a rare and unique opportunity to implement some forward thinking policies to gauge their benefits and impact.

I would like to say I do not have another preference other than NO CLOSURE of Trenerry Crescent however I had to provide 3 preferences.

The arguments that were presented for the proposal:

1. We need our public spaces as we practice social distancing
2. Having space to safely move around during living in a COVID-19 world

3. Look for ways to provide safer streets

are invalid and irrelevant. The issue here is for motorists to have their road taken away and replaced by bike lanes. This does not have any bearing or connection to COVID-19 and it is misleading and unethical to present it as a safety and social distancing issue.

Trenerry Crescent and Grey St, other than Hoddle St, is the only other way for local traffic to access Clifton Hill. Hoddle St is already a very busy road and to divert more traffic onto it is unwarranted. City of Yarra proposed and passed an extensive program "Taking It To The Streets" in 2018 in which bicycle lanes would be widened and some road lanes turned into bicycle lanes. These works were to be undertaken in 2019 and 2020. Not all of these works have been completed as yet and City of Yarra now present further proposals.

The Trenerry Crescent proposal has been thrust upon the residents with only 2 weeks to respond. I would also like to point out that I received the proposal after the 17th of July. It was received on Monday 20th of July.

A fact that must be taken into consideration is that there are many more motorists than cyclists and no amount of extra bike lanes and road closures are going to change this fact. It is time to stop discriminating against motorists and minimise further traffic congestion.

An alternative that should be considered is for a bike lane to be created on the grassed area which runs along the freeway on Grey St. On the opposite side, there is a footpath that can become a shared footpath. This would provide safety for cyclists and allow motorists to continue using TrenerryCrescent and Grey St.

Temporary closure will severely impeded my life and force me to use Hoddle Street - a significant deterioration access to my work (Hawthorn), household shopping (Kew) and local amenity - one of the key reasons for purchasing my property in this location.

Please do not close Trenerry Crescent.

The proposal is a simplistic response to a complex problem. Best to look at providing an additional separate path for pedestrians on the other side of merri creek as a permanent solution. Or to temporarily require confident cyclists to not use the existing path on the east side of Merri creek as they can divert across the other side at the bridge about 100 metres up the creek. That existing path can be used for pedestrians and inexperienced, slow cyclists. If that proved successful then duplicate the path on the east side of Merri Creek, one for cycling and one for pedestrians.

Closing Trenerry Crescent cuts off access to some of our closest shopping areas in Kew and Victoria Gardens in Richmond, and would force us onto the already congested Hoddle Street. A much easier option to reduce traffic flow at peak times would be to use an alternating traffic flow regulated by traffic lights. Blocking of the road entirely in either direction would be highly detrimental to the amenity of a large number of residents living on either side of the closure.

Improving amenity for cyclists, in the freeway underpass, could be achieved by constructing a dedicated cycle path on the opposite side to the current footpath. The would need to be banked up and raised slightly where it crosses the bridge supports, but would really not be too difficult.

Keep Trenerry Crescent open.

Hello,

My husband and I live in an apartment Trenerry Crescent. We prefer option B (a full closure trial), are secondly supportive of Option C (a half closure trial) and oppose Option A (no closure). This is due to:
- We are big supporters of having various transport methods and have a preference for walking and cycling. We love Yarra's variety of transport options. However, bike infrastructure however is still severely lacking - until we start to properly reallocate road space (i.e. Trenerry Crescent) to favour methods other than private cars, cycling and walking will never become feasible transport options for all. I am an avid cyclist and am very confident on my bike - Trenerry Crescent however terrifies me. It is too narrow for two vehicle directions, the speed bumps are insufficient to slow SUV's / utes / trucks, the bicycle lane suddenly narrows and then disappears, and the corner at the Teachers Union Buildings cannot even handle 2 cars in opposite directions on a turn, let alone a bike. I've had a near

miss on this corner and was almost clipped by a car.

- Option A will soon result in a severe bicycle accident - we cannot more strongly stress that doing nothing is irresponsible.

- The City of Yarra needs safer cycling lanes and facilities: the bridge over the Eastern Freeway is primarily for pedestrians - it is too narrow to safely and easily cycle up the ramps and over the bridge and down again. Furthermore, the Capital City Trail is congested (cyclists, runners, pedestrians, dogs, etc) and travels in a different direction than a cyclist using Trenerry Crescent would.

- Living on Trenerry Cr, the volume of private cars 'rat-running' at all hours, not just peak hours, is excessive and unbearable. The street is not a Road Zone 1 road however it has become an inter connector arterial road. The road space is simply not wide enough to handle this traffic volume; as such, the entire Crescent becomes essential a 'rat-run' highway in peak hours and still dominated by cars at other times. It is not a relaxing space - a local street has become a major alternative to Hoddle St when it was never built for this.

- We applaud Yarra's climate emergency plan. This plan will however fail if we do not tackle head-on the persistent excessive use of private vehicles. I appreciate times call for using a private car, so if we reduce congestion in the City overall (by promoting other passive transport methods) it will reduce congestion all around.

Excellent idea that will transform our local community at end of Roseneath St by removing hazards of car traffic - excessive volume, speed & pollution. We know this idea seems deeply unpopular w some of C Hill & a lot of lobbying, push polling etc had occurred w/o deeper discussions & reflections. . Please do more engagement on the models if they fail this time. Don't give up. We need this change!! Need to. Activate some in our community talking to others about the challenges and solutions - not just officers taking to us. Depoliticise the discussion also.

I am not in favour of options B or C.

The state is now locked down, please have some decency and at least suspend this. How can a trial generate any meaningful data in stage 3 or 4 lockdown.

Coming from a keen cyclist and someone who does not own a car.

I live on Noone Street and do not support any closure of Trenerry Crescent. I drive down it multiple times per week to access supermarkets and visit family in Abbotsford, as well as for access to work. If it were closed, I would be required to use Hoddle Street which is already congested with vehicle traffic. This decision would be driving more traffic to an already busy road, which I would argue is reckless and poor planning. It would be cutting people off from things they need and take much longer to get anywhere. Additionally, I ride a bike and do not find riding down or up Trenerry Crescent to be difficult at all. It is a tiny stretch of road and I do not find it to be an issue.

Closure of Trenerry Crescent would put added pressure onto Johnson Street and Hoddle Street by local residents. Johnson and Hoddle street are difficult to access and navigate in peak periods. Simple tasks like shopping, school and preschool access become stressful where a car may be the only option such as when weather conditions are bleak. If closure has benefits to the wider community then keeping open the nothbound lane would be essential.

After reading the minutes of the last council meeting I see that you support the closure of Trenerry Crescent as a local cyclist and a parent who has and a child attend a Clifton Hill school I do not see the safety benefits in doing this. Even more so in the Covid period with less cars on the road with more people working from home. This road has always been a connection for locals between Abbotsford and Clifton Hill even more so lately with the P turns now on Hoddle St.

From a pedestrian point of view there is already an overpass over Eastern Freeway as an alternative to the closure of this road for pedestrians.

As a cyclist I see the linking of Heidelberg Rd via the closure of Trenerry Crescent would cause a major safety problem as this runs into Johnston {a major Melbourne road) with no traffic lights making it every hard to get across this road on a bike. Even more so as the closure of this road could result in more traffic on Johnston.

As Johnston St was named in the top ten most dangerous road to ride on Melbourne by CrowdSpot and the Amy Gillett Foundation last month as a local cyclist it was disappointing that our Special Bicycle Advisory Committee do not recommend major changes to this road to improve bike safety in their report. CrowdSpot named the Wellington St, Chandler Hwy/ Main Yarra Trail and the Yarra Boulevard in the top ten safest road to ride , so it would make more sense to link Heidelberg Rd with these options.

The Council should be proud that Wellington St, Canning St and Napier St are now classed some of the safest roads in Melbourne to ride on.

Does the report say how many cyclists would use this Trenerry Crescent route daily as I could not see it in the minutes.

As a local cyclist where I feel unsafe is the Nicholson St, Victoria St Lennox St intersection with cars turning right from Nicholson St into Victoria St. A no right turn here would improve safety for cyclists and have every little impact on local car users .Especially with the new separated bike lane on Elizabeth St well done on this. The way cars park on Nicholson St between Victoria St and Gipps St is also an issue as cars tend to park a metre from the curb on the West side of the street which means they reduce the width of the bike lane, I personally have been car doored because of this.

As a Noone St resident these are my thoughts regarding the proposed three-month closure of Trenerry Crescent to motorists.

There is a footbridge which crosses over the Eastern Freeway which addresses any safety concerns pedestrians and cyclists may have which makes the proposed road closure unnecessary. Those unaware will need to be informed that this is a viable route to cross into Abbotsford.

Closing Trenerry Crescent to both northbound and southbound traffic will make it far more difficult for Clifton Hill residents to travel to the southern and eastern suburbs without having to battle their way onto and down Hoddle St. Having lived in Clifton Hill since 2015 I have constantly made use of Trenerry Crescent as a means to bypass traffic congestion on Hoddle St at most times of the day.

Yarra Council needs to dissuade motorists who use Trenerry Crescent as a Hoddle St bypass by using available tolling technology. This would be achieved by simply tolling any vehicles using the Trenerry Crescent link that are not registered to a 3067 or 3068 address for the right to use this road. Yarra Council should pursue this sort of innovative solution rather than simply shutting the road to vehicles. The Trenerry Crescent link road was built during the freeway construction to ensure that Clifton Hill and Abbotsford residents had a convenient link between neighbourhoods, and would not be forced on to Hoddle St to visit family and friends nearby. This remains an important link for many local residents, especially those less mobile.

Also, a simple solution to the safety issue present at the Trenerry Crescent / Johnston St intersection is to change the traffic regulations to prohibit southbound traffic to turn right onto Johnston St and also prohibit northbound Johnston St traffic turning right into Trenerry Crescent. As a resident this is what I have observed to be the largest issue of this intersection.

Either of these implementations would alleviate traffic build up and congestion around this area and would also address the risky driving behaviour of motorists jumping into busy traffic. This new turning condition could be implemented during the busiest peak times (i.e. 6:30am – 9:30am, 3pm – 6:30pm) when right turns at this intersection are dangerous and allowed outside of these hours when traffic is much lighter to allow safe turning.

Please reconsider all viable options before making a drastic decision that will adversely affect those who live in this area.

As a Noone St resident these are my thoughts regarding the proposed three-month closure of Trenerry Crescent to motorists.

There is a footbridge which crosses over the Eastern Freeway which addresses any safety concerns pedestrians and cyclists may have which makes the proposed road closure unnecessary. Those unaware will need to be informed that this is a viable route to cross into Abbotsford.

Closing Trenerry Crescent to both northbound and southbound traffic will make it far more difficult for Clifton Hill residents to travel to the southern and eastern suburbs without having to battle their

way onto and down Hoddle St. Having lived in Clifton Hill since 2015 I have constantly made use of Trenerry Crescent as a means to bypass traffic congestion on Hoddle St at most times of the day. Yarra Council needs to dissuade motorists who use Trenerry Crescent as a Hoddle St bypass by using available tolling technology. This would be achieved by simply tolling any vehicles using the Trenerry Crescent link that are not registered to a 3067 or 3068 address for the right to use this road. Yarra Council should pursue this sort of innovative solution rather than simply shutting the road to vehicles. The Trenerry Crescent link road was built during the freeway construction to ensure that Clifton Hill and Abbotsford residents had a convenient link between neighbourhoods, and would not be forced on to Hoddle St to visit family and friends nearby. This remains an important link for many local residents, especially those less mobile.

Also, a simple solution to the safety issue present at the Trenerry Crescent / Johnston St intersection is to change the traffic regulations to prohibit southbound traffic to turn right onto Johnston St and also prohibit northbound Johnston St traffic turning right into Trenerry Crescent. As a resident this is what I have observed to be the largest issue of this intersection.

Either of these implementations would alleviate traffic build up and congestion around this area and would also address the risky driving behaviour of motorists jumping into busy traffic. This new turning condition could be implemented during the busiest peak times (i.e. 6:30am – 9:30am, 3pm – 6:30pm) when right turns at this intersection are dangerous and allowed outside of these hours when traffic is much lighter to allow safe turning.

Please reconsider all viable options before making a drastic decision that will adversely affect those who live in this area.

This is a very good idea and has been a long time coming! We used to live on Yambla Street and now live On Ramsden street and the amount of traffic that uses that route to cut through is dangerous for all residents. We've personally witnessed so many accidents and potential accidents. Young children are constantly walking in and around this route to access the parklands with cars that speed through. Being such a critical area of the Dights falls and surrounding parklands as well it could be put to much better use as an open space for people to freely walk and meet.

We live next to Victoria Park. Trenerry Crescent is the only sensible way for us to travel north. The alternative is to try to turn right into Johnston St which is difficult most of the time and nearly impossible at others. During peak hour when there is no right turn at Hoddle St it would then require a p turn. We will stop using shops in Queens Parade (already struggling) and Nth Fitzroy and have to go to Kew instead. Closing Trenerry Crescent will cause significant increase in dangerous turns across 4 lanes of traffic into Johnston St. This is a terrible idea. Bicyclists and pedestrians have alternative means of passing this way through dedicated shared use paths along the river and a pedestrian overpass. They do not need a third option when Residents in cars have no alternative.

A better option would be to build a wide path on the Merri Creek side of the road to cater for pedestrians and cyclists

I am a cyclist, pedestrian and driver.

The heavily fortified footpath is too narrow for pedestrians and cyclists. However, cyclists use this path as the on road bike lanes are too narrow to feel safe.

Cars regularly drive into the bike lanes in an attempt to avoid the speed humps.

The south-moving lane on the Merri Creek side and pedestrian path could become a 2-way bike lane to enable cyclists to transfer safely to the Yarra River shared path from either direction.

South-moving cars can use Hoddle St instead. The works on Hoddle St have improved the traffic flow. As evening north-moving cars are prevented from turning Right from Johnston into Hoddle St, there is more justification in keeping the north-moving lane open.

I vehemently object to the closure of Trenerry Crescent to cars in either or both lanes.

This presents a serious risk to the residents of Clifton Hill that rely on the the road to connect to Abbotsford. I have concerns about the safety of residents in relation to access for fire trucks, ambulances and police. Personally I fear that I will have to pay considerably more, in time and money,

for Ubers or taxis to connect from one side to the other, which is a trip I do frequently since I do not have a car. The alternative routes of Hoddle street or Chandler Highway are not convenient and will have greater financial costs - not to mention negative environmental costs with longer trips and higher car use - impacting not just residents of Clifton Hill but everyone who drives on these major roads. Why the council want to direct more traffic to either of these already congested roads beggars belief.

The process the council has undertaken in order to pursue the closure of Trenerry Crescent is seriously objectionable. Having reviewed the council minutes and comments from many councilors, I am extremely concerned about the decision making abilities of council. It appears, from my perspective, that the council is allowing a small interest group undue influence at the expense of local residents - and voters. There are existing alternative bike and pedestrian routes that are currently in use by many locals that connect them from Clifton Hill to Abbotsford that are entirely satisfactory but do not appear to have been given any weight as a suitable resolution. Not to mention that Trenerry Crescent could be modified (if necessary) to accommodate all users.

I could continue about how the plan to close Trenerry Crescent favours a small group of able bodied people to the detriment of all members of the community that drive due to a variety of personal reasons, family commitments, convenience, work commitments, school commitments, health reasons, etc. The alternative suggestion that one lane could be closed is ill conceived on so many levels that it does not justify further comment on how this could never work in practice.

The consultation process, review and independent assessment process undertaken by the council has been poor and left a very sour taste in the mouths of your constituents. I expect that you will invoke your power as representative of the local community and vote against the closure of all and part of Trenerry Crescent to cars.

I use this route to get to early morning yoga at Abbotsford convent. I'm wondering why closure is being trialled? With view to permanent closure? Would be a pity. I don't regard myself as a rat runner, but I do sympathise with residents if the route is being exploited by non locals as is happening in so many parts of Yarra.

YCCs management of all traffic and parking always disadvantages residents instead of advantaging us over non-residents. Trenerry Cres should be open to RESIDENTS in the immediate neighborhood ONLY and be closed to ALL other through traffic. Both sides of Trenerry are ENORMOUSLY impacted by rat running. This is what needs to be managed not a road closure to benefit a handful of people who want to occasionally walk or cycle on the road. So please, stop the rat run through our local area and set up traffic management to benefit/support local residents to move safely and freely within their own suburb. If you did this, the volume of traffic on Trenerry would be hugely diminished and you could still support cyclists and walkers. I want YCC to follow this through and deliver as well as communicate with residents about REAL local neighbourhood traffic management solutions.

Hoddle St is a nightmare. This will make it even worse, and will be our only option.

Counter flow options based on peak traffic flows?
Tolling?

I understand the need for traffic management and I live in a street that is heavily used in peak hour. I would rather accept this than not use the streets in my neighbourhood to access my home - Option 2 and 3 will mean we will have to use Hoddle St to drive in to Noone St. I don't see an option for residents only being able to access Trenerry Crescent.

Despite the good work being done, the traffic flow in Hoddle St is still not good - especially between Queens Parade and Victoria St. This proposal will just add to these problems.

I have lived and been a rate payer in the Clifton Hill and Abbotsford area for over 35 years. When our kids were younger we lived in Abbotsford and the connection was vital for shuttling our kids to and from school, play-overs with friends, sports, piano lessons and other after-hour school activities etc in Clifton Hill. For the last four years we've lived on the other side of the Eastern Freeway and feel that the social connection with former neighbours in Abbotsford is important.

I find it unconscionable and almost obscene that the council initially tried to justify the proposal as a significant response to COVID-19 emergency. The reasons why this was going to have any significant impact on the fight against the virus has never been explained or justified. Rather we get the impression that the council was using the emergency to concoct a way to avoid normal community consultation and public accountability. This is bad in itself but the cynical and crass use of a deadly health crisis to achieve this takes it to another level of reprehensibility. The way that the council initially tried to sneak it through without notifying or consulting the community further compounds this.

The "Making Space" flyer we received from the council was clearly weighted to downplay the significance of these changes and appears illogical and manipulative.

For one thing we are told it is a three month "trial" which presumably means that officers are objectively weighing up the effects on local residents including travel times. But in the same brochure the council tries to minimise the inconvenience by stating that "With less traffic than usual due to the pandemic, we expect these effects to be minimal".

This means the council is conducting their "trial" at a time that is clearly not representative of the actual long term post-COVID traffic. The traffic and delays on the arterial roads that residents will be forced to use will be significantly worse when conditions return to pre-COVID levels.

This is stupid and it is wrong. If you are serious about conducting a trial, do it when conditions are truly representative and using a transparent process to assess its success or otherwise.

I am very ANGRY about this and am opposed to any change.

I would also point out that not having to nominate a full street address means that non-residents can make submissions to this claiming to live in the suburb safe in the knowledge that can't be cross checked

I am writing to strongly oppose the closure of Trenerry crescent, both temporarily and permanently.

I notice the biased semantics of your leaflet that you dropped off to residents suggesting: "Let's give it a go". What Abbotsford resident would even contemplate 'giving this a go', when it would critically effect residents and negatively impact numerous elements of our lifestyles?

This proposal is ridiculous, it is loaded with irrational, dubious 'reasons' for this change:

1. Mentioning the climate emergency plan and COVID as reasons for trialling this closure holds no weight, as the impact on the environment and the community due to such a change would be a worsening of traffic, car emissions, road safety and mental health of residents. We live in Abbotsford and send our young child to Spensley Street Primary School. If Trenerry Crescent was closed, we would have to turn right into Johnston Street, then left into Hoddle Street, then do a U-turn and then sit in traffic, going north on Hoddle. This route would take half an hour or longer for what is now a 5 minute drive to school! It would add to emissions, add danger and stress to our school run and essentially cut us off from our extended community.

2. There are already two safe, green routes for walkers and cyclists, why add another one? To add a third cyclist route would mean that people who need to drive for school drop-offs, pick-ups, essential shopping, work and other necessary reasons for driving north, would lose their safe, greener and local route to their community.

3. It seems that you have not considered Abbotsford residents, only Clifton Hill residents. We will be cut off socially, psychologically and vocationally. My husband works in Westgarth and his travel time will more than triple and will send him into peak-hour traffic.

4. Yarra City Council have not been transparent regarding this critical decision: Yarra have given a very short time to oppose these changes. The signage for these changes has been dubiously placed so as not to be properly noticed by commuters using these routes.

Unfortunately, Abbotsford residents are being ill considered and their wellbeing, lifestyles, sense of community connection and inclusion are being put at risk for an unnecessary closure.

This should not have been put on the table for consideration, let alone subjecting Abbotsford residents to this; attempting to dupe them into accepting this embarrassing, biased campaign to remove us from our community.

I normally travel from my home in Fitzroy North to work in Hawthorn East (on maternity leave, seeing the pandemic out in another house). This closure would make travel very difficult for me.

Firstly, how can you have an open survey that is not for residents ONLY of Abbotsford and Clifton Hill. This leaves this vote open to campaign by lobby groups who do not live in the area or pay council rates.

You should be focusing on fixing Johnston st and banning a right turn off at Trenerry Crescent. You are creating a situation where the only way police, ambulance or fire can enter the Victoria Park area by Jonthson st, i have also written to

- Victoria Police
- Ambulance Victoria
- Fire Rescue Victoria

Notify them of your intentions to close access to Victoria Park.

There is so much more to say but im sure you have heard it all before but what i hope you are embarrassed about the most is that you are trying to put this on to COVID19, i think its caused enough damage without the need for this brain fart to be attributed to it as well.

I oppose this proposal primarily because it will impact myself and all drivers who live nearby the area. Essentially it will add at least 40 minutes(on a good day) of travel time to my day as well as adding more traffic to the already congested south bound Hoddle Street, in particular the freeway intersection.

I also use the pathway regularly for walking and cycling and believe that an easier alternative would be to direct bikes to the easier and safer route alternative across the river. This would only add 1 minute onto the travel time and is also an easier ride for those more vulnerable riders!

This would affect hundreds of people with no benefit

Full closure long overdue. As a resident of Clifton Hill, the rat-run traffic in peak hour is awful.

Social distancing is impossible when travelling under freeway on either side of Merri Creek. Joggers and cyclists just ignore the rules, and pose a risk for everyone. Permanent closure of Trenerry Cres is long overdue.

Please close more roads to give room for runners too please. The bike paths are getting very congested and runners tend to huff and puff a lot which increases their risk to others and is difficult to wear a mask when breathing hard.

As a cyclist, I frequently use the Capital City Trail. I do not see why cyclists use trenerry crescent and think it would be much more beneficial to encourage use of the path, than blocking it off to motorists.

Have you considered closure during peak traffic periods.

Not appropriate as Trenerry Crescent provides a crucial route for connecting Northcote to Collingwood/Abbotsford. Pushing motorists off Trenerry Crescent will increase the number of cars on very busy roads and cause more congestion, such as on Hoddle Street. It may also force motorists to use Wellington Street (a street designed for cyclists) and therefore puts more cyclists in danger than it helps.

Severely impacts motorists ability with no positive impact for cyclists. Residents were not notified adequately and are extremely upset with the council's efforts to receive feedback and make Yarra better for everyone.

As a tenant in both Fairfield and Abbotsford, I frequently use Trenerry Crescent and the Yarra trail to go between my two households. I travel by both car and bike, depending on time restrictions, daylight and weather. As a cyclist, I feel we have more than enough space on the bike path and do not believe that opening Trenerry Crescent would provide any more benefits as the trail already provides this. Therefore, from a cyclist perspective I do not see any value added in closing Trenerry Crescent. However, as a driver, I see large issues arising from closing off Trenerry Crescent. Trenerry Crescent provides a critical pathway for cars, connecting between Abbotsford and areas such as Fairfield and

Ivanhoe. It is a street with large numbers of traffic and by closing this off would force EVEN MORE traffic onto Johnston Street and Hoddle Street. Cutting off Trenerry Crescent would mean residents wishing to access areas off Heidelberg road, would have to use Johnston st. In the mornings a right hand turn onto Hoddle street is not permitted, meaning motorists would have to use Wellington (a bicycle street adding more danger to cyclists) or Smith Street. This provides a large detour and puts more cars on already busy roads and endangers other cyclists further. Therefore, as a motorist, the closure of Trenerry Crescent provides many challenges, which endanger cyclists in other areas and provide more congestion on our roads.

From two different perspectives: for cyclists the pay off is severely minimal and does not have a positive impact. The impact for motorists is severe and negatively impacts them as well as the entire neighborhood with diverged traffic.

Finally, I would like to express my dissatisfaction with the notice and warning provided to residents and frequent motorists. The only two signs I found asking for opinion on Trenerry Crescent closure were placed along the bicycle path, which will skew results as you will only get cyclists' feedback. No notice was provided to residents who frequently use this path nor the impact it may have on them. This means feedback gathered will be skewed and not an accurate representation of the impacts. Please consider the feedback carefully and ensure you notify all residents and business owners to ensure you have an accurate and representative information before making decisions.

Options B and C are not considered viable options at all, so have not been preferred.

As an East Clifton Hill resident of Gordon Street for 12 years, Trenerry Crescent provides our family critical vehicular access for grocery shopping, our elderly parents in the inner east, sporting activities, schools and friends - it is not feasible to use a bike for these. Closing this road would push us onto the already over subscribed Hoddle Street, increasing significantly the time spent sitting in traffic - which in my view exacerbates the climate change issue in those instances where we have to drive.

There are currently more than sufficient choices for pedestrians and cyclists. As a cyclist myself, I know first hand that there are multiple suitable and car free alternatives to Trenerry Crescent that can be used, especially for vulnerable and less confident bike riders. As such, I don't believe the proposed benefits outweigh the significant cost to residents. In 12 years, I have never seen any accidents or close calls with cyclists, and have yet to see any evidence from Council to support this claim.

In regards to the purported aim of the project of helping to address current safety issues at the Grey Street / Trenerry Crescent and Johnston Street /Trenerry Crescent intersections, the closure will in effect just relocate those safety issues to even more dangerous intersections - in particularly to the Hoddle Street / Roseneath Street intersection. There are already multiple close calls at this intersection everyday, and as I'm sure you are aware, a horrific fatality last year. This will now become an even busier, and more dangerous access point into and out of East Clifton Hill.

The lack of data supporting this proposal, together with the absence of initial community consultation is extremely disappointing, but unfortunately not surprising given our other recent experiences with this current Council. In fact, it increases our concerns that Yarra Council is becoming increasingly beholden to small activist groups, allowing them to push through their own agenda to the detriment of the majority of rate payers they are supposed to represent. This year's council elections will be very interesting.

Please don't close Trenerry Crescent! As a resident of Noone Street, Trenerry Crescent is the closest safe access to my home. I run and cycle everyday, and have never felt unsafe using Trenerry Crescent. I also work at home full time, and volunteer in the community weekly. If vehicle access via Trenerry is cut off, the traffic will be pushed onto Hoddle and Johnston Streets causing further congestion, and delaying my access to community, work and home. There are times when I need to travel by car; in extreme weather, when it is late and I feel unsafe, and when my work at home is urgent. Closing Trenerry Crescent will compromise my safety, and my ability to conduct business while continuing to prioritize volunteer work. For the greater Abbotsford/Clifton Hill area, this will make it difficult to access our local shops & businesses on Johnston St, it will cut off connection with the community at Victoria Park, it will make door to door journeys on public transport longer and more difficult. There

are already two cycle-ways/footpaths either side of the creek along Trenerry Crescent, but this road is our only direct two-way vehicle access to Noone Street when travelling from the south. With hundreds of residents living in houses and apartment buildings on Noone Street and Alexandra Parade East, we need Trenerry Crescent open to give vehicles, cyclists and pedestrians equal access to our homes and local facilities.

I hope that the Yarra Councillors who are so incapable of making a decision that they asked residents to decide for them whether to trial something for three months, will not be running for election later this year. We are in the middle of a pandemic where maintaining healthy lifestyles and safe distances between people is vital. Whilst Council wastes time "consulting" on closing a tiny section of road to motorised vehicles, the trial could already have been running for a month. Get on with it.

Dear Councillors,

I writing express my strong opposition to the proposed closure of Trenerry Crescent to vehicle traffic. As a resident of Bath St - with two early primary school age children at Spensley Street Primary School - this will cause enormous disruption to our school commute. Unfortunately our children are too young to ride to school everyday and the alternative will mean we need to commute through Collingwood each morning. Moreover, Clifton Hill is our 'community'. All our friends and our children's friends reside in Clifton Hill as do the community activities that make our community so strong and vibrant.

I also note that in various planning documents North Abbotsford is treated as a precinct co-located with Clifton Hill. So for both planning and geographic purposes you will be cutting a precinct - and our community - in half. This will have a devastating impact on our lives that have already been greatly disrupted by the challenges that this year has brought us all.

I implore you to consider the residents of North Abbotsford whom both geographically and socially are a part of the Clifton Hill community.

Neither option B or C are acceptable. Any form of closure would be negatively impact us in a substantial way

There does not appear to be any real valid reason to close this road. What is i my Yarra council is trying to achieve here?

What are the concerns to even propose this as an option?

Money and resources could be much better spent upgrading other roads and streetscape throughout City of Yarra. Inconveniencing local residents by closing a road that locals know, and use daily to bypass main arterial roads is completely unfair and unnecessary. Trying to go about ones normal life living inner city is already fraught with complications due to traffic flow. Why punish us further???

As a local resident we frequently travel on Trenerry Crescent. We cannot see any good reason for the Council to close this road. Vehicle traffic during peak hour is not a good enough excuse and people will still cut through other areas of Clifton Hill to avoid Hoddle Street congestion.

I do not beleive options 2 or 3 to be viable at all. As a resident of Gordon Street for the last 12yrs, we use this route regularly to access shops, relatives, friends and schools and closing this road will greatly increase travel time.

After all, the reason people from outside the suburb use this as a 'rat run' is because of the already poor traffic flow of the alternatives. Making this change will significantly effect travel times and access.

I see no evidence of actual cycling incidents, nor have I witnessed any in my time here.

Please consider the silent majority when deliberating on this change.

Before a trial can be supported, please provide the criteria by which it will be assessed. What will constitute a "successful" trail and how will information gathered in the trial be used to moderate implementation in the future?

My main issue is the use of the streets in Clifton Hill and Abbotsford during peak hours by "rat

runners". A solution needs to be found for this, and the closure of Trenerry Crescent will simply concentrate them to more residential streets.

Needs something done. Incredibly dangerous section of road for cyclist, pedestrians and cars. Moving cyclists off the opposite bank Yarra trail would improve pedestrian safety and general amenity. Overall a strong positive for both the local community and Melbourne's overall transport infrastructure.

I am a bike rider and I feel confident there are ample other bike path options around this area. Trenerry crescent is a key back route for Clifton Hill cars to get to Kew and the south eastern suburbs. This is important for school drop offs.

This is a critical road for car access in and out of Clifton hill. There are many safe alternative bike routes that don't involve trenerry crescent. Closure of the road to cars in either direction would amplify bottlenecks elsewhere in Clifton hill.

This road is an important and necessary way to travel through our suburbs.and shouldn't be closed off . the proposal is shortsighted .. create a wider bike path instead .. it will just lead to dangerous rat running in surrounding streets... it is misleading to link a road closure to a public health message and it is mischievous to suggest it will affect the spread of caronavirus .. there are other ways to encourage healthy exercise and using bikes to travel to work and essential services..including better paths in more appropriate streets which assist in riders getting around,.. there are real and genuine reasons for residents to use this road to traverse their suburbs and closure will especially disadvantage those unable to ride, including older residents, families with children and people with disabilities. Think again please and stop these shortsighted suggestions

Terrible idea. We need to maintain an easy way to access the freeway.

Hi there,

The option of a half road closure will greatly improve Active travel use,as we proceed into stage 4 lockdown.With considerably less traffic on adjacent routes including Hoddle street the journey times will not be greatly effected.

The opening of a lane will enable greater safety for both cyclists and walkers, it will also enhance the objective of Active travel and help safe distancing.

A traffic control system will easily keep two way traffic too the single remaining lane.

A ban on large commercial vehicles (including cement mixer trucks) using the Trennary Crescent route, and will help reduce current traffic throughput.

A change to an enforceable "Local traffic only" zone for the Trennary Crescent route, will also help further reduce traffic levels.

Local traffic volume and speed could be controlled with a ban on left hand turns from the end of Noone street into Hoddle street,as many vehicles use Noone street as a cut through to gain access to the eastern freeway.

Instalation of a mid street Chicane on Noone street as is currently in place on the south side of Noone street,to help reduce traffic speeds.

A complete overhaul and redesign of the Active travel infrastructure on Trennary crescent and surrounds,providing clear, safe routes for all forms of Active travel.

A complete overhaul and redesign of the Trennary/Gray/Noone street junction,with the focus on Active travel,particular focus on safe pedestrian access to/from parkland.The current junction is extremely unsafe particularly for vunerable users.

The current Active travel options,footpath and the part cycle lane are clearly extreemly unsafe and not fit for purpose.They both expose users to very high levels of risk,and act as a deterrent to the less experienced.

Trenerry Crescent should become a dedicated bike and pedestrian route. This will reduce traffic coming from other suburbs and increase safety for cyclist and pedestrians.

I am a Clifton Hill home owner and an avid cyclist. I am writing to express my:

- 1) strong objection to the proposal to close Trenerry Crescent (partial or full); and
- 2) concern regarding the approach taken by the Council in relation to this proposal.

Below is a brief summary of my objection.

Objections

1. Clifton Hill residents are dependent on Trenerry for vehicular access to critical services. It is a main reason why many young families, like mine, have purchased in Clifton Hill. To force these families to commute via bike, or to take Hoddle via car, is incredibly unfair and will have a significant impact on our daily lives.
2. While I am not a traffic engineer, I know the area well enough to appreciate that the traffic impacts to Ramsden and Roseneath in the AM and PM peaks, and to Hoddle in the PM peak, will be significant and will strongly impact the enjoyment of our beautiful suburb.
3. Should a 3 month trial period commence, it is likely to be during some form of lock-down (whether it be stage 1 to 4). Council will not obtain a true sense of the traffic impacts that this proposal will bring, given there are significantly less vehicular movements during this global pandemic.
4. Cyclists have feasible and user friendly alternative routes (i.e. Main Yarra Trail into Roseneath Street - a route I often take), but vehicle users do not (i.e. given the only possible alternative is Hoddle Street, which is anything but feasible and user friendly).
5. Residents have expressed to the Council alternative options to widen the existing track which, I understand, have not been explored.

Concerns

1. I understand, via talks with other residents, that initially the Council did not intend to engage in meaningful consultation with residents. If my understanding is correct, the approach is concerning given the significant impacts the proposal will have on rate payers. I will be looking into this matter further should the proposal proceed.
2. Using COVID as the reason behind the proposal is perplexing. Giving pedestrians and cyclists extra space on Trenerry, when it is impossible to keep 1.5m apart on the balance of Council trails, would not assist in the fight against COVID.

Thank you for considering my email. I hope that Council pursues the sensible option here.

I think if half Road closure, it could be on a traffic light system, so that both north and south bound is possible - like with road works.. it would be slower, but at least possible for local traffic.

I think in pre Covid, it would be difficult to have to rely on Hoddle Street, but in current climate, with much reduced traffic, either full or part closure is fine.

Especially if we go to Stage 4, cycling and walking paths with sufficient space for social distancing will be more important than car access. This is a busy cycle route and walking path.

Cars often cut corners northbound and southbound at the 90 degree corners, squeezing out the already narrow bike lanes. Would be safer to stop cars using underpass.

Shrubs also overhang northbound bike lane.

Connection from road lanes to and from Main Yarra Trail and Merri Creek Trail could also be improved. E.g. To avoid the footpath northbound off Yarra trail you have to cross traffic lanes twice.

This is a disgraceful attempt by council to impose a significant impact on Clifton hill residents who need to travel to the east for work and in particular to take children to school without even asking residents until forced to. There is a separate path that cyclists can and do use along the river and not even use the path on the road. There is no separate way for cars Coming from the eastern side of Clifton Hill apart from using Hoddle st and then Johnson st.

I am a cyclist resident in Clifton Hill. I am a home owner and pay my rates.

I oppose the proposal to close trenerry (both full or partial). A summary of the reasons behind my view are set out below:

1. We residents are dependent on trenerry crescent to access critical services by car including

education, health, emergency, retail.

2. Forcing us to use Hoddle as an alternative is unfair and dangerous. The traffic impacts on Ramsden and Roseneath will be disastrous, and I hate to think what the right turning lanes on Hoddle into Ramsden and Roseneath will be like in the pm peak!

3. Cyclists have feasible and user friendly alternative routes to Trenerry (ie Main Yarra Trail into Roseneath St) , vehicle owners do not (ie given the only alternative is hoddle which would mean significant time on the commute).

4. The traffic jams along Roseneath and Ramsden will impact the feel and enjoyment of the area.

5. While I ride my bike often, having a young family often means I am car dependent. I cannot commute, with baby and luggage, via bike. This is the case for most in Clifton Hill given the demographic of the suburb. So forcing young families like mine, who purchased in Clifton Hill partly due to the easy vehicle access to services for my children, is incredibly unfair.

6. There are other options available to widen the existing tracks without having to close Trenerry. Represent your residents, not bike lobbying groups.

I also take this opportunity to note:

- Yarra's initial hesitation in engaging in meaningful consultation is alarming and deserves investigation/FOI. A reminder that you represent the residents and our voices will be heard come election time if this proposal is approved;

- using covid as the reason behind this proposal is in extreme poor taste and a complete cop out.

Giving pedestrians and cyclists extra space on trenerry, when it's impossible to keep 1.5m apart on the balance of council trails, is not helpful. Given the lack of initial consultation, and that meaningful consultation was only triggered when state govt and Jolly applied pressure, I believe Yarra is pushing another agenda. Using a global pandemic to do so is in extremely poor taste. It's shameful and I am really quite upset about it.

I am a cyclist resident in Clifton Hill. I am a home owner and pay my rates.

I strongly oppose the proposal to close trenerry (both full or partial). A summary of the reasons behind my view are set out below:

1. We residents are dependent on trenerry crescent to access critical services by car including education, health, emergency, retail.

2. Forcing us to use Hoddle as an alternative is unfair and dangerous. The traffic impacts on Ramsden and Roseneath will be disastrous, and I hate to think what the right turning lanes on Hoddle into Ramsden and Roseneath will be like in the pm peak!

3. Cyclists have feasible and user friendly alternative routes to Trenerry (ie Main Yarra Trail into Roseneath St) , vehicle owners do not (ie given the only alternative is hoddle which would mean significant time on the commute).

4. The traffic jams along Roseneath and Ramsden will impact the feel and enjoyment of the area.

5. While I ride my bike often, having a young family often means I am car dependent. I cannot commute, with baby and luggage, via bike. This is the case for most in Clifton Hill given the demographic of the suburb. So forcing young families like mine, who purchased in Clifton Hill partly due to the easy vehicle access to services for my children, is incredibly unfair.

6. There are other options available to widen the existing tracks without having to close Trenerry. Represent your residents, not bike lobbying groups.

I also take this opportunity to note:

- Yarra's initial hesitation in engaging in meaningful consultation is alarming and deserves investigation/FOI. A reminder that you represent the residents and our voices will be heard come election time if this proposal is approved.

- Using covid as the reason behind this proposal is in extreme poor taste and a complete cop out.

Giving pedestrians and cyclists extra space on trenerry, when it's impossible to keep 1.5m apart on the balance of council trails, is not helpful. Given the lack of initial consultation, and that meaningful consultation was only triggered when state govt and Jolly applied pressure, I believe Yarra is pushing

another agenda. Using a global pandemic to do so is in extremely poor taste. It's shameful and I am really quite upset about it.

Further to my earlier response I wish to add that as motorists pay Registration ton their vehicles before they can drive on the roads, is it fair that as bike paths are now taking up about 1/3 of the width of roads that cyclist pay no registration like cars and motor bikes have to?. And again I only have one preference, NO CLOSURE

Sorry to whoever is tasked with reading all the unhinged feedback from ratepayers!

I think closing Trenerry Crescent is a bad idea.

I don't think closing Trenerry crescent is a very good idea and will be a huge inconvenience for residents who live in this area.

As someone who regularly cycles and runs along this trail, it's been hard to ignore how dangerous Trenerry Crescent is for cyclists and pedestrians alike. This route is an important part of the trail connecting Merri Creek and the Yarra River, and its closure to vehicular traffic would allow for greater amenity for a large number of people across the inner north and inner east.

As a Trenerry Crescent resident this is a really important route to access our main shopping village in Clifton hill as well as other northern suburbs so I do not support closing it. Diverting traffic to hoddle street is an awful option for 2 reasons. Turning right onto Johnston street from both Lulie St and Trenerry Crescent is really dangerous during peak times. And then once that is achieved there is no right turn on hoddle meaning we would need to do a full u-turn just to head north again and battle 4 sets of lights on the way. To block in a huge number of residents in both Clifton Hill and Abbotsford seems absurd.

I'm also a cyclist but I have plenty of cycle options in and out of this area so do not see the justification around creating safer riding conditions in this area.

This closure would add a significant amount of time and pollution to my partners daily commute as a healthcare worker in Heidelberg. Unless you're willing to make alternative routes or reconsider how cars get onto Johnston Street with ease and without queueing for a long time during rush hour, then TC should not be closed for a trial.

Also the idea that we need more pedestrian space right next to the Yarra Bend is slightly ridiculous. People enjoy walking in this area to be near the river not next to the highway.

There is no way the results of this survey will show the true wishes of those who would be most affected by any changes to Trenerry Cres, those being Clifton Hill and Abbotsford rate payers.

1. It's existence would not have been brought to our attention if it were not for Stephen Jolly's flyer and then word of mouth & social media.

2. Bicycle and other groups intent on pushing cycling, were quick off the mark putting links on their numerous web and Facebook pages, including paid advertising, telling people to vote to have Trenerry Cres closed. One of these, the Bicycle Network, boasts almost 50,000 paid members and in pushing its members to vote in this survey, they have quoted "The street no longer plays a significant traffic function, but it has proved a convenient link for riders on the Merri Creek and Main Yarra Trails to connect into local neighbourhoods and through to the vital underpass at Clifton Hill station."

3. This survey allows for anyone, anywhere, to register their views without any knowledge of our locality and voting can be done multiple times by the one responder using different information.

4. As I refuse to vote for options 2 & 3, will my NO CLOSURE vote be cancelled and not counted?

This is not how you conduct a survey or even arrive at a decision as to whether it is warranted in the first place.

Using Covid-19 and the environment as reasoning for this move is ridiculous. For a start drivers and pedestrians wearing masks do not spread germs, whereas some bike riders & runners are not wearing masks and may be passing the virus on to pedestrians they pass. Forcing cars to spend around 30 mins more on the roads using more petrol and putting more exhaust in the air is definitely not environmentally friendly.

All you have done is put more stress into our lives. I am 77 and have health issues, so this is the last thing I need.

I use Trenerry as a pedestrian and by car to access shopping, my GP, medical specialists, my daughter in Collingwood & friends in Abbotsford, Richmond and Kew.

There are many people, including the elderly & those with disabilities, who neither drive nor ride bikes and do not walk everywhere. Those people often use taxis & uber and will be faced with higher fare costs and longer journeys.

Trenerry is an essential entry into Clifton Hill and beyond for Emergency vehicles. It is the quickest route from Collingwood Police Station and has far less holdups than Hoddle Street for ambulances and fire engines.

Though Trenerry is a nightmare during normal peak hours, at the moment it is good. Most of the traffic appears to be local and driving respectfully. On the few occasions I drive, I appreciate not having to use Hoddle St to get to Richmond and Kew.

As a cyclist and pedestrian, I do not use this section of road but either cross the freeway using the footbridge (much quicker) or ride on the other side of Merri Creek.

The changes appear to be quit a bit of pain for very little gain.

As an Abbotsford resident reliant on a car, by closing or partially closing Trenerry Crescent I will have to use the highly congested Hoddle Street to access amenities and shops in Clifton Hill and other Yarra areas. To generalise, residents will have increased travel time accessing amenities within the City of Yarra which acts as a deterrent to shopping in the area, increased congestion on Hoddle St and possibly further bottle necks at access points to Hoddle St. I regularly use Trenerry Crescent, at various times of the day and there a few cyclists. There is already a bike lane on the crescent and one running along Yarra Bend. If any change is actually necessary, restrict the use of Trenerry Crescent to City of Yarra residents only.

Way to go Yarra council! We use this street a lot as bike riders and this is very exciting. I wish Boroondara Council were even a quarter as proactive as you are on climate! so excited that you're putting big ideas out there for discussion! You rock.

As a Clifton Hill resident reliant on a car, by closing or partially closing Trenerry Crescent I will have to use the highly congested Hoddle Street to access amenities and shops in Abbotsford and other Yarra areas. To generalise, residents will have increased travel time accessing amenities within the City of Yarra which acts as a deterrent to shopping in the area, increased congestion on Hoddle St and possibly further bottle necks at access points to Hoddle St in Clifton Hill and other areas. I regularly use Trenerry Crescent, at various times of the day and there a few cyclists. There is already a bike lane on the crescent and one running along Yarra Bend. If any change is actually necessary, restrict the use of Trenerry Crescent to City of Yarra residents only.

Absolutely ridiculous to close this vital road

City of Yarra councillors you have the community support on this - how about listening to your constituents. These decisions need to be made with local community consultation and not done because lobbyists who do NOT live and need to move around these local suburbs believe it to be in their best interests.

There will be an utter revolt against the council if this road closure proceeds

I live in Clifton hill and use Trenerry crescent daily to go to work, it is not acceptable to close access for local residents. I will oppose tis proposal in the strongest manner.

A closure would be a major disruption as there is no practical alternative within reasonable distance.

As a resident *very close* to this plan (old Clifton Brickworks), I would surely *benefit most* from this plan. I occasionally cycle to work and often drive to work to go to Kew. Closure of this road would create a significant negative impact on my travel route / time.

This closure does *not* create a pocket of natural beauty, or a useful 'play' area.

I could be brought around to closing southbound traffic, despite the inconvenience to myself, because

the current route under the freeway for pedestrians + cyclists is crowded: while most cyclists are now going on the road, (thank-you for installing the cut-away on the south side of the freeway - asking cyclists to get off the footpath without it was stupid), it is still quite cramped with runners / walkers in both directions. Very noticeable today when the sun was out on a Saturday.

Have you considered a WEEKEND CLOSURE?

Also: there is zero policing of the No Left Turn into Trenerry Crescent from Johnson St 4-7pm, so it is ignored.

Glad you're thinking and trying to make crazy plans. Not sure I agree with this one much more than 10%

Having lived in this area for 12 years my journey through Trenerry Cres is travelled at least 3 times weekly, shopping at KEW Woolworths, Art classes in Hawthorn and all Doctors, Dentists Optomertrists Appointments in Camberwell, closure would mean extra time travelling through Kew back streets or main streets and the Junction creating much more traffic in Kew, already super busy. Bikes and pedestrians have enough alternatives without making cars loose access to their properties and sit in heavy traffic.

My suggestion is to change the direction of busy one way streets in Clifton Hill, this would help slow evening traffic ie YAMBLA STREET. Morning cut through traffic is well before school children are out n about, it's the traffic from 3.30 onwards ie tradies that are the problem.

AS A TAX PAYER I DO NOT WANT THIS TEMPORARY CLOSURE TO GO AHEAD, ITS MY FAVOURITE CALMING JOURNEY TO MY HOME

I only have one preference

This would be very dangerous

It would mean the only exit out of this area being Johnson St, which can be incredibly busy

Cars have to be taken into consideration too , particularly as there are a number of bike trails and walking paths already available to riders and pedestrians

When I use Trenerry, it is rare for me to see a bike

I feel it would be a huge, dangerous inconvenience to the neighbourhood

Stupid idea. Leave it alone.

Roads are public spaces, will be good to see more space dedicated for alternative transportation. Great for our health and community. Currently I feel our areas are unsafe and very car dominant.

Silly idea to close road

1. I would prefer to exclude option B & C entirely, I find neither acceptable.

2. Using Covid-19 is a poor excuse for this proposal when it is a simple matter of consideration for others to enable social distancing.

3. To force the only access to and from the south onto Hoddle Street creates inconvenience for residents who are unable to, or choose not to ride or walk. It also creates a risk to residents when emergency vehicles do not have an alternative access.

4. The real issue should be how to increase capacity of the existing bridge and paths separated from the Trenerry Crescent underpass. (Bikes should be removed from the underpass roadway for their own safety.)

It's not fair on the car drivers of Clifton Hill & Abbotsford to have this convenient link that avoids having to do battle in busy Hoddle St removed. I have 2 suggestions.

1 Instal speed humps at both ends and in the middle with a 30kph speed limit and appropriate warning signage.

2 Create a bike lane with protective screwed in barriers as for Copenhagen style lanes plus 2 narrowed car lanes with warning signs at each end saying "Danger Slow Narrow Lanes" and with speed humps.

I do not see any benefit for either closures at all. We went through a long process to stop Trenerry crs. being used as a thorough fare to no avail. no one is policing the illegal left turns into the

crescent. All the closures will do is inconvenience the residents who use this way to get to other suburbs in their area. You have not really explained how the closures would help or whom it would really benefit. Bike riders and walkers are already serviced by the constructed bike and walk paths. All I can see that I will have to use Hoddle st. which has its own problems.
Definitely no closures of Trenerry Crescent

Before COVID-19 I lived in Noone St Clifton Hill, unfortunately I have had to move with the pandemic but I loved living in Yarra. I would regularly use Trenerry Cres as a driver, cyclist and pedestrian. Pre-COVID in the morning and evening peaks there was a constant stream of vehicles using Trenerry Cres as a through route. As a result it is not a pleasant or safe route for cyclists with cars accelerating hard and braking hard between the speed bumps. Often this would cause less confident riders to (illegally but understandably) to use the small pedestrian footpath on Trenerry Cres under the Freeway. With the unprecedented reduction in travel demand caused by the pandemic I believe its a great time reclaim some of our road space for people - all be it on a trial basis. As such I applaud Yarra for the Making Space initiative and specifically proposing to trial closing Trenerry to traffic. With the parallel Hoddle St having just undergone an extensive upgrade to increase its traffic capacity I believe taking some local space back for people is justified and consistent with promoting active/sustainable travel. I hope the council is able to stand firm against those who will demand they have "the right" to drive on Trenerry, Yarra is a leader in creating safer conditions for active transport.

Please prioritise work on a permanent change that benefits walkers and cyclists. This may include slowing traffic down, removing the metal barrier, slightly widening the useable space, giving priority to cyclists over cars (cyclist can use full lane and cars may not overtake), ensuring the footpath is only used as a footpath, making the connecting shared paths for cyclists direct them to the cycling-specific infrastructure.
Some key measures can be limited to the most constrained area such as directly around Eastern freeway underpass.

The speedhumps are smaller than the wheelbase of most cars - allowing cars to speed through here. BEFORE a closure, a trial of full road width speedhumps should be done

Trenerry crescent is a major road for us to access shops in Abbotsford with no congestion. If we want to access the area, we have to go around and onto Hoddle st which is always heavy with traffic and most inconvenient for us in Clifton Hill.

I've been a resident of Clifton Hill (CH) for 20 years and a keen and regular bicycle rider and as such always pleased to see any improvements which will make it safer for the rider and also encourages more people to ride. Having said that any changes must be made in consultation with the stakeholders, in particular, the residents who are directly affected.
The Yarra Council's attempt at pushing through partial or total closure of Trenerry Crescent without consulting its rate payers directly affected is a disgrace and flies in the face of the democratic process. The Councillors are elected by their constituents and hence should represent them and their interests.

With regards to partial or total closure of Trenerry Crescent these options were rejected some years ago when a traffic management plan for CH was being developed so why bring it up again! Trenerry Crescent is a vital link for the CH residents and emergency vehicles. Being forced out onto Hoddle Street just to get to the other side of the freeway, particularly at peak hour, is absurd as it would add a considerable time to the journey and more unnecessary traffic on Hoddle Street. For example, a family who lives south of the freeway and have kids attending Spensley Street Primary would have to go via Johnston and Hoddle Streets before heading into CH again to drop their kids off or collect them – at peak hour this could take anything up to an extra 30 minutes.

There are plenty of bike paths that riders can and do use (including myself) to get from south of the freeway to the north side and vice versa. Signs displaying these should be erected to inform riders and pedestrians.

If the Council really wants to make a difference, then it should make the current footpath wider (by

using the embankment and not the road) and create a 2 way bike and pedestrian path– that way both the residents and riders would be happy.

The path currently there is about the same width as current shared paths in the area. Why on earth can the current path not be made shared for pedestrians and cyclists. Could you please give me a viable reason for this proposal. Where is the study that shows this is necessary, this proposal beggars belief. At the moment cyclists have taken over footpaths everywhere, including shopping strips and footpaths in Park. It has become a nightmare trying to go shopping or a walk in the park, especially Darling Gardens with cyclists using it at speed, endangering children, instead of using the cycle path around the Gardens, which has just been updated at great expense using OUR rates Cyclists belong on the road and should be forced to abide by road rules and perhaps pay a nominal registration fee like all other vehicles. Please Councillors, find something that benefits ALL of the community, not just a few.

This road is a rat run, and I've been intimidated a number of times as a cyclist.

At this point I support option A This provides no amenity to those who live in the Clifton Hill area between Dights Falls and Heidelberg road and diminishes what we have. The only plusses are for cyclists, many of whom are not local and are using the pathways as their own super highway - speed and all.

It leaves only one car option for travelling to Johnston street and Kew from the northern corner of Clifton Hill or indeed reaching other parts of the Yarra Municipality.

It will encourage even more speeding through cyclists who are actually spoiling the ability of locals to stroll and use pathways, to enjoy their local parks, and favours cyclists using the pathways as a race track and road alternative when already all the local roads have bike lanes the cyclists don't use in very large numbers.

No detailed studies or information of what the actual problems with this section are or the magnitude of the problem, have been provided. Only a vague reference to accidents (what kind, how many, over what period, what outcomes, how did this come to notice and how is it different from other shared roadways, what traffic would be disrupted including volumes and what options those people will have in the loss of this travel option)

Nor have other alternatives to actually deal with the claimed problem been raised or discussed. There is no information about which groups have proposed this and what their possible vested interests might be. This is important information as it feeds what the best way forward might be. The process that has lead to this proposal is opaque with no explanation of why other solutions to the claimed problem have not been canvassed. The proposal only has options about the closure or not of the road, not other options that might resolve the perceived problem that supposedly prompts this idea and the problem you are trying to resolve is not clearly articulated. Considerably more information which is not skewed to particular outcome needs to occur before proceeding with any proposal.

I would really prefer to keep Trenerry open.

Closure of Trenery Cres to cars is completely unnecessary.

Since the opening of Chandler Hwy, traffic in Clifton hill has significantly improved. There is now no ongoing traffic issue on Trenery Cres.

Clifton hill residents like myself need local access to areas immediately south if the freeway for work and school. Closing Trenery cres adds at least 30 min each trip to this journey. Such a backward and unnecessary step.

Please keep Trenery Cres open to cars.

I would like to know what the motivation for this ridiculous proposal is? With Johnston Street prohibiting right hand turns into Hoddle, the Trennery crescent route is the only quick and viable way for Abbotsford locals to access the Eastern Freeway and for those of us who have to use it to get to work or to reach family. If Trenerry was not available, then it forces us to either take a massive detour through Collingwood or spend time trying to cross three lanes of Hoddle Street to access the u-turn - which is nigh impossible at most times of the day once traffic returns. There are ample alternative

cycle and walking path so close by, I cannot understand why this proposed change has even been put forward. Your supposed reasoning makes absolutely no sense and you have not provided us with any evidence, statistics or clear rationale as to why this totally unnecessary, unwarranted and unwanted change is even being proposed. A categorical NO from this ratepayer!

Please provide an impact assessment study that demonstrates the need for this. Having a trial on the whims of brain spark is not good enough, and negatively affects upon people who rely on that road as a link between Fitzroy / Clifton Hill and Abbotsford / North Richmond - especially during peak hour times when Hoddle st / Wellington st are at a near standstill, and not to mention the risk of increased accident at these intersections.

If one lane is closed I would prefer that traffic could go both ways with a stoplight allowing this I use this road to access the toy library from Clifton Hill and prefer this to going out onto Hoddle St and then down Johnson St

Disgraceful lack of community engagement here. Will simply make entry and exit at Hoddle street impossible.

I use Trenerry Crescent frequently, find it convenient and would not like to see it closed.

I'm a cyclist and I walk every day - I drive maybe once a fortnight when I need to do a big shop and that is the only road out of Clifton hill - it would be terrible if closed

Trenerry Crescent remaining open is very personally important to me
I live in Clifton Hill and my very frail elderly parents (Chronic pain, Diabetes 1, Alzheimers) live in a unit in Kew.

As well as using Trenerry Crescent at least twice a day to access them for meal prep and cleaning, I am also the first responder to their emergency system.

I am also a dog walker. I have been spat at by middle aged men in Lycra, on shared pathways trying to 'up' their times. These people are not from our community I respectfully suggest these cyclists can travel the extra distance.

True cycling commuters use the existing pathways respectfully, and don't need another path....there exists a path not 50 metres away from Trenerry Crescent.

It seems like an unnecessary inconvenience to residents of Trenerry Crescent who do need to use their cars for commuting and will force all north bound traffic through the Johnston Hoddle intersection. Cyclists have other options to avoid using that section of road.

I drive on this road to visit my elderly mother. She lives on Trenerry Crescent and it would take twice as long to take another route.

There is absolutely NO quantifiable evidence to suggest even a partial closure of Trenerry Crescent is necessary - COVID-19, rat running, traffic accidents or otherwise. I am appalled that this proposal is largely being driven through PAID advertising by funded lobbyist groups who are not even local to the area!!! I am appalled at the bias that Yarra City Council has demonstrated in favour of closure through no consultation with residents and through setting up a preferential "Your Say" system which a) allows ANYONE to contribute: b) Shows significant preferential bias towards favour of closure; c) is not even a vote!! Tell me, how can residents legitimately and successfully vote against proposed closure of Trenerry Crescent if Yarra City Council backed by funded lobbyist groups have already predetermined the agenda and outcome with a total lack of substance? AS EVIDENCED IN THE 22 JUNE MINUTES!!! This is an explicit breach of the Councillor Code of Conduct!!!! Trenerry Crescent is the ONLY road allowing residents to cross a major freeway without adding 30-45 minutes to a simple trip to essential shops, supermarket, schools and work! By closing Trenerry Crescent you are effectively trapping residents. By closing Trenerry Crescent, residents will be FORCED to make dangerous right hand turns from Hoddle Street into Clifton Hill during peak hour traffic. There was a fatality at the intersection of Hoddle St and Roseneath St JUST LAST YEAR! By closing Trenerry Crescent how Will emergency services have quick access? By closing Trenerry Crescent how do you suppose this will affect families with young children, elderly and the disabled who cannot ride a bike?!

By closing Trenerry Crescent, locals will be forced to sit idle in traffic along Hoddle Street, adding to significant fumes and pollution! There is a PERFECTLY safe and functioning bike path DIRECTLY NEARBY Trenerry Crescent. I for sure along with MANY other local residents will be making sure my vote counts next Council election.

Why is this being considered? Please disclose the cause of this being considered.

Trenerry Crescent provides an essential route between Clifton Hill and Abbotsford where my family shops and eats every day

Stop restricting access. People all over the world take short cuts through other areas. What makes Clifton Hill so special?

I want to be assured an ambulance or fire engine has the option to enter Clifton Hill via Trenerry Cres for everyones safety.

The closure of Trenerry Crescent is the most ridiculous idea. It is a local road used by locals. The road feeds locals to schools, work, supports small businesses and allows a connection from Abbotsford to Clifton Hill. It is not a dangerous road and there are bike paths available already as viable options. The extra pressure put on the main roads and increase travel times will only place extra stress on people and families at a time when that is the last thing needed.

Do not close Trenerry Crescent. Do not even trial it.

What is the real problem that we are trying to solve it is not clear.

We live in Fitzroy North and use this route to commute to my sons school just the other side.

To close Trenerry Cres. would inconvenience soooo many people in many many ways I totally disagree with the idea !

My mother lives on Trenerry Crescent whom I need to take care of on a regular basis. Closing Trenerry Crescent would make it much longer and more difficult for me to get to her home.

Please focus what budget you have on maintaining our existing park lands instead of using it on projects like this that will negatively impact on lots of local commuters and bring limited positive outcomes.

This will make my daily commute so much harder. This will affect many local commuters in a negative way, which is not a great idea when these same people already are struggling with the impact of the pandemic.

As a local commuter who uses this road daily, I am already struggling with problems from the pandemic, and this will just make things even more difficult for me! Please do not proceed with this. Please look to do something else that will help people.

This proposal makes no sense to me. I live on Trenerry Crescent and use this underpass daily in my commute to work (in a car). Closing off the road will cause needless congestion at the already very busy junction of Johnston St and Hoddle St and increase commute time and stress for residents. If the intent is to increase cyclist safety then a better solution would be to ban cyclists from this stretch of road - they can easily cross Merri Creek, then use the Main Yarra Trail to pass under the freeway, then cross back over the creek to meet up with the Merri Creek Trail. It would add 600m to their ride along a beautiful trail, rather than forcing more vehicular traffic through a horrible intersection. I would also like to see signage at both ends of Trenerry Crescent saying local traffic only to discourage use of the road as a thoroughfare by non residents. If this trial were to go ahead then the traffic light signal cycle at Johnston and Hoddle should be reviewed and adjusted to allow more time for cars turning right onto Hoddle Northbound.

Given the council needs to cut spending and focus on supporting struggling local residents, projects like these make no sense and should be discarded

keep it open- it's an important link between communities and cute aspect of the neighbourhood. Already three bike/ pedestrian paths catering for that link:Overpass, protected path next to road and path next to river. I use it all the time

I frequently use the underpass to access Abbotsford and would hate being forced to add to the already crazy Hoddle St traffic flow.

There is only one viable option. Keep it open!

As a mother of two young boys I would no longer be able to access the children's farm, toy library, Kew junction.

The lack of vehicle access in/out of Clifton hill for emergency services if the road is closed is dangerous and WILL cause people to die!

Trenerry Crescent provides an important link between communities, promised when the freeway was built. The freeway is a huge, unnatural barrier separating the neighbouring communities. It is also a quaint little drive adding charm to our neighbourhood. There is already a path along the river catering for bikes and pedestrians as well as a protected path next to the road. I frequently enjoy walking and cycling along both paths and don't find there is a need to extend the facilities further at the expense of vehicles

I can't see any valid reasons for any closing of Trenerry Crescent in any form. In my experience of using this route intermittently at various times of day for several years, the traffic flows and is relatively light for an inner city route. Also the route speed is heavily prescribed by the presence of 40k per hour signs, speed bumps and roundabouts. So bike riders should feel safe and protected. I would be interested in knowing the number of incidences where bike riders and pedestrians have been involved in accidents with cars on this route as I believe it would be low. There is good visibility and the cars are controlled by the means mentioned above. To close the route would force even more vehicles onto the appalling bottleneck that is Punt Road. I also fail to see how any proposed closure (lets be honest this is usually a precursor to a permanent closure) will improve the Climate Emergency Plan (the vehicles will only be diverted to an alternative route), create any safer routes to schools (where are they in the immediate vicinity??) or create a safer distance on the bike trails. Riders who travel on the bike trails are using the trail not Trenerry Crescent. Perhaps you might redirect your funds and energy into creating bike paths separate from walking paths so walkers don't have to use shared paths where they are currently bullied and intimidated by the unfortunate riders who feel they have priority.

The total lack of community engagement by the council on this proposition is criminal. I will be watching to see exactly which councillors vote in favour of this and I will be voting you out in October

This was a completely unnecessary process

Love it - should be permanent.

This protection of Clifton Hill for the residents is not helpful to those who have a long car commute from outer suburbs. The roads are for everyone and should not discriminate against the less fortunate.

Many local people also use this route for taking children to schools.

The preferencing of bicycle traffic singling out young fit adults instead of the whole community seems to be at work here. The rest of the population is a much larger group of assorted people of children and their hard working families, people in various industries like health who need their cars for work, the increasingly large number of the elderly and various people with handicaps. Build the best cycle routes for that minority but remember the rest of the population are equally in need of consideration.

I do not support any closure whatsoever. There is no purpose and certainly would be detrimental to the residents and visitors in particularly in Clifton hill and Abbotsford. This will only increase traffic on already overstretched roads just as Johnston street and Hoddle street. The way the council has gone about this proposal has been disrespectful and underhanded and I'm sure will be reflected come next election.

The lack of initial consultation is undemocratic

For a 200 metre stretch of road it is unbelievable

To allow non residents to have equal opinion is not a fair representation of the local community

There are ample bike paths (Yarra has done a brilliant job) if you are a leaner there are plenty of fantastic open spaces to learn
Emergency services need as accesses as possible as many elderly people live in the Clifton Hill job
Emergency services will be severely restricted as they have reported

It would be valuable to understand the purpose of this project, what is it trying to achieve. I think this would assist the community in buying into the closure.

I live on Spensley St and can only vote for no closure of Trennary Crescent.

The reasons are as follows:

- Abbotsford Convent and Collingwood children's farm would be not accessible to my family (2 children under 3)
- would cancel our membership at Collingwood toy library
- unable to access local shops such as Rita's pizza on Johnston St
- my mother in law (who is also a carer for my eldest son) lives in Kew off Studley Park Rd, this would likely double if not triple the time and distance required to travel between our houses
- I work in Richmond and use Trennary Cres to access work
- Emergency access to Clifton Hill from our closest depots in Richmond puts Clifton Hill at extreme risk
- Clifton Hill would be like a poorly designed housing estate with 2 reliable exits points (Roseneath St and Fenwick St), Ramsden St is not effective and can take upwards of 15mins to use at peak hour due to the level crossing

If the closure was to go ahead, Clifton Hill residents would be forced to use council services and local businesses in Fairfield and Northcote due to easier accessibility

Also how COVID has any bearing on the road management is baffling. The bias toward bikes being a preferred transport method also disadvantages people in our community with a disability and our older residents where using a vehicle is their only option to engage in our community.

I was offended by the mail drop from the council as it was a very biased letter wanting the closure to occur when previous attempts at closing Trennary Cres have clearly found the local residents need and require the road to remain open (2011/12)

I object to any change. I am a resident in Clifton Hill for over 20 years and rate payer. I use Trennery Crescent regularly, to get to my employment, saving me time and money and also keeping traffic off the busier roads (Hoodle and Johnston Streets).

For people in the north of Abbotsford (particularly north of Johnston), access to the M3 and Clifton Hill is almost impossible during the day, especially during peak hour when there is no right turn onto Hoodle from Johnston. Even outside peak, that turn can take multiple light changes and in some cases 20 minutes to complete. That does not include the time taken to turn right from Lulie or Gold St onto Johnston St which is at best slow and at worst incredibly dangerous.

The optimal decision would be to expand the width of the path and make it a shared cycle path to remove the 'safety concerns'. As someone who has lived near Trennery Crescent for nearly two years I have never seen an issue with safety for cyclists on the shared path.

Nor have I seen any issue with traffic, even in the morning rush where people are 'rat-running' and bypassing major roads from Clifton Hill and Heidelberg Rd.

I think this is a poor decision but if the council must spend ratepayer money on additional changes, a closure of the southbound lane and/or an expansion of the cycle path would be the only way to make it worthwhile.

This road provides a link mostly used by local people. Improve the bike paths and segregate cyclist and pedestrians on the existing link

Closing this would close a vital link between the two suburbs. Please don't do this.

Stop closing local roads that locals use to navigate living in the city and the traffic on major roads. People who don't live here but who pass through for their daily commute need to be discouraged from using their cars - as opposed to residents being told to leave their cars at home to take their kids

to sporting matches and music lessons with all the gear that goes with that. In North Fitzroy, local access is being restricted and Nicholson St has no right turns and U-turns are about 1km apart. You can't even ride a bike across Nicholson St any more because of the huge barriers along the tram tracks. Your supposed to work for us - stop making it hard for locals who live here.

I see little practical value to close access; there is already a pedestrian bridge across the freeway, & there are speed humps throughout Clifton Hill to slow down traffic. There are also Right hand turn restrictions in place. Hoddle Street doesn't need any more traffic.

This is an important alternative route to suburbs like Abbotsford and Richmond that takes traffic of Hoddle St. I have not noticed high traffic passing through residential Clifton Hill to enter Trenerry crescent. And I'm sure it's a route many locals there find convenient rather than the traffic light heavy traffic heavy Hoddle St.

Please leave open as entry to Clifton Hill from Hoddle st is grim

Driving access to homes around Noone St and Ramsden St would be awful if Trenerry was closed to vehicles long term. The alternatives of Hoddle St or the Chandler Hwy/Heidelberg Rd would add a significant amount of time to my daily commute.

Why is there no mention in the proposal about exactly how bike riders will benefit with these changes? Will there be marked lanes on the road? Will the current footpath (riverside) be expanded and the barriers removed? The current situation is dangerous for riders.

This will add tremendously to Hoddle St traffic and travel times for anyone wishing to travel to and from the eastern suburbs. Terrible idea

This proposal is STUPID. That is all.

Necessary to keep this road open for alternate to Eastern freeway when Eastern freeway is blocked due to accidents etc

Necessary for emergency vehicle access.

I am strongly opposed to any closure of Trenerry Crescent. I am very concerned by the attempts to get this through without community consultation. I am very concerned that council has been unable/unwilling to answer my questions regarding this proposal. I would like to know what data is informing this decision? Eg how many collisions have there been involving pedestrians or bicycles on Trenerry Crescent. What consultation has been done with Ambulance Victoria and the Metro Fire Brigade about cutting off emergency access to this part of Clifton Hill? How many extra minutes will it add to emergency vehicles attending emergencies? Why did council consider it was acceptable to push this through without consulting the very residents that have been affected? Is council paying for advertising regarding this proposal, for example, with bicycle user groups? If yes, why is this considered an acceptable use of public funds?

Please please please don't close this road, it's a thoroughfare for most locals and those working in the area. We visit the beautiful falls by car all the time as the kids really love the area. This access road is so important to keep traffic flowing, rather than cause greater bottlenecks along Johnson st and others around the area, its already a nightmare at peak times. This road is key for me and many others getting to and from Abbotsford and Richmond. I have 3 young kids and we use this road all the time (except in lockdown). We go to the farmers markets and other attractions in the area via this road. It's too far for us to ride there. Please consider other options as more speed humps or reduced speed instead. Please do not close this road at all.

I'm dismayed by the lack of data the City of Yarra has provided to 1. Justify the need for this proposal. 2. Explain how any trial would be assessed. 3. What data driven outcomes the City of Yarra is trying to achieve.

Making decisions without data is negligent.

If you really want some anecdotal feedback on your proposal to close "Trenerry Crescent to vehicle traffic in response to the coronavirus", I would say that there are multiple options for cyclists and

pedestrians to traverse (socially distance) the area around Trenerry (Yarra Trail / Pedestrian Overpass) without closing Trenerry to Traffic.

Trenerry is an important vehicle route for me and my family and I never want to see it closed in either direction

Please don't waste rate payers time and money with half-baked proposals not supported by data or analysis.

Bikes are cars are not the same. They are not substitutes, not everyone can ride a bike, not everyone can drive. You can not say closing this road will increase bike usage. This is so crazy

Although I do use this route to get to work, and it would add an additional 5-10 minutes to my work route, if this genuinely would assist with the points made in the proposal, I would be happy for this to go ahead temporarily.

I live next to Victoria Park and I avoid getting onto Johnston St from either Lulie St or Trenerry Cres when I am driving as it can be a little hair raising some times - I would rather see traffic lights at Trenerry Cres.

I am a little unconvinced by the projects objectives. I walk a neighbours child to school and we walk on the overpass which is a good alternative to walking along the underpass. The underpass doesn't get that crowded that I think you can't social distance.

I think that the traffic 'cutting through' on Trenerry Cres and down Lulie St is excessive and people often speed down Lulie St - if this is real problem I would be happy to vote for Option C.

It's very unnerving and unsafe cycling down this hill as there's not really enough space for cars going down quickly and cyclists. There's also an unsafe choke point at the bottom which always bothers me, especially when there is a car nearby.

While I understand that this bit of road is a hazard for cyclists as I am a cyclist myself, closing the road off interferes too much with the access to the suburb by car.

I suggest that plans be made for improvement to the path alongside the road so that cyclists and pedestrians could both use it and also improve the path under the bridge on the other side of the creek. This path is too narrow to carry both cyclists and pedestrians as it does now.

Until recently I regularly cycled around this area and was always terrified about this section of road. Cars speed, the road is narrow and steep. Cars can use Hoddle Street - rather than rat run. Please provide more safe cycling conditions.

We shouldn't be disadvantaged as locals and be forced onto busy Hoddle St. I would like to see the council come up with a permanent solution to the number of non-locals that use the road causing congestion during peak periods.

I use this road to travel to and from work as an essential worker. I would be forced onto Hoddle St and add to the already congested road. I would rather the council explored other options to prevent "rat runners" coming through our suburb. I am a local and pay rates and as such would like to be able to use my local road. Thank you

Intersection of Johnstone St and Trenerry Crescent is very dangerous for cars and pedestrians because it's so busy and there are no traffic lights. Also cars commonly don't stop on pedestrian crossing further down Trenerry. Hopefully the proposal will lead to less traffic and reduce these issues somewhat.

trenerry Crescent is the only southerly ingress/egress from our home in Clifton Hill. The only other alternative is a detour which adds to the traffic in Punt Road. Not desirable from any standpoint.

This really is a ridiculous idea ,the housing density in the area has markedly increased and to reduce access is both dangerous and irresponsible.

Access of emergency vehicles in to the area would be affected

Put a footpath on both sides of the roAd if you need extra bike access.

Really go t know why we have to fix some thing that is not broken !We have a good 2 way road leave

it as is or stop approving multilevel dwellings Attracting more people and traffic to the area
Local car traffic has increased not decreased
Relying on access from Hoddle Street only is Not going to work an noone st from Hoddle st has no right turn !
Please donot do this !

This proposal forces all traffic leaving Clifton Hill and heading into Abbotsford or Kew out onto Hoddle Street, increasing already heavy traffic to that road (the 'reduction' in traffic on Hoddle isn't that large given people's increased use of cars versus public transport with Covid 19). There are also already three safe direct links for pedestrians and bicycle users between Clifton Hill and Abbotsford - the footpath, bicycle lane and overpass, and only one direct link for car users.

Terrible idea, completely unnecessary. Leave the road open as it is.

We live directly opposite the Trenerry Crescent and Gray street junction and find that cars speed through the stop sign and most do not stop. I imagine they are not residents , I would prefer to have a residents of Clifton Hill only road and checks by the police , closing the road is the next option..

Great idea!

This is a terrible idea and as a resident who frequently uses this roadway as a motorist and pedestrian does not have my support. The alternatives are also terrible choices. Consider the locals in your decisions and propose a better solution instead.

In the current COVID environment I am not comfortable sending my daughter on public transport to school in Kew. Even in normal times, the public transport options are not optimal - with no direct service.

This trial or change is likely to force more cars onto Hoddle St and significantly increase the time to commute twice a day.

No reasons have been given for the change. I do not support it as I cannot see any benefits that would outweigh the disadvantages.

I think closing Trenerry Crescent is a terrible idea as I use this road close to daily. But I understand the need for more space during COVID, so I'm supporting a single lane closure for a few months to allow for greater pedestrian social distancing during this time. Once we are passed the social distancing requirements, I would not support the closure at all as this is the best way to access Abbotsford and the Eastern suburbs by avoiding Punt Rd.

No no no, why close this road? (shock) Many of us use this road to bypass very busy Hoddle Street - this is reason we have many connecting roads! Not good idea to force us to busy road. More problems then.

Not just cyclists who use this road. Cars too need this.

So many other things that you can do to improve safety. Don't take this road away from us pleeeeeease!

Closure of Trenerry Crescent will filter a significant amount of traffic onto Johnston and Hoddle Sts, with no discernible benefit. Those roads are already under significant strain, and by closing the only route north and south on the east side of the train line, they will come under even greater pressure, leading to more congestion.

The narrow bike path underneath the freeway needs improvement. Also the tight turn from the bridge across the creek. Also the blind curve at the bottom of the hill approaching the narrow bike path underneath the freeway. Also, inspite of prior remediation, the path still collects mud and debris near the blind curve. Also the path still collects mud and debris on the hill heading north. The signs that indicate the need for dogs to be on leads on and near paths should be more obviously connected to the 'dog off leash area' signs. Many people only look at the top sign and miss the caveat.

NO CLOSURE PLEASE. Me and my family use this road everyday to get to the other side of Clifton Hill instead of the horrible Hoddle Road. You are forcing me to use congested roads to get to my

destination which will take me a LOT longer to get there. I have very young kids and very busy myself, not much time to be spending my life in busy traffic when there is a good operating alternative. Cyclists are important and so are we drivers. They have other options too. Why are you only cutting us drivers off from using this road??? You just lost my vote. This is ridiculous idea. PLEASE THINK ABOUT THE NEEDS OF ALL OF US!!!

1. Please you need to balance the interests of ALL users of this road, not just cyclists (no disrespect intended here, biking enthusiasts). We all pay our taxes. To say this is an "insignificant" stretch of road is unfounded. This street provides easy connections to other suburbs (eg Richmond, Abbotsford, and further) and the northern and southern sections of East Clifton Hill by going under the Eastern Freeway without the need to further clog up the infamous Hoddle Street. By closing this street, you are simply creating the bigger problem of adding to road congestion somewhere else. There is no reason cyclists and car drivers and pedestrians cannot share this road in a civil respectful safe manner. Perhaps you can spend this time to do a poll on the number of people (drivers and their passengers) who use their cars on this road vs cyclists to come to a more fact-based argument.

2. Please explain and provide evidence on how the closure of this road would result in "stopping the spread of coronavirus". How would drivers of cars using this road be contributing to an increase in coronavirus cases??? Please also bear in mind that masks are now mandatory across VIC. And what happens post-Covid??!

3. Road safety - this stretch of road has possibly the most speedhumps per KM than any other equivalent road (& very large speed humps for that matter). The mere presence of these means that cars cannot possibly be speeding nor driving recklessly to endanger the lives of any cyclists or pedestrians. If cyclists are "not confident" about being on the road, then perhaps they shouldn't be - at risk of danger to themselves and to drivers who might also not be confident - this would apply on all roads/streets, not just Trenerry!

4. There are other ways to address "current safety issues at the Grey Street / Trenerry Crescent and Johnston Street /Trenerry Crescent intersections" - beyond simplistically the closure of a perfectly functional street - a very short sighted biased view.

And lastly - please why are you creating a problem to solve where none really exists? There are more important/urgent issues to turn attention to in these Covid times! Please use our hard-earned tax dollars towards matters that actually make a difference to the vast majority. It is very disheartening and disappointing that in hard times such as this, this is what the Council chooses to focus on. You CAN do better!

It is an important route to Kew.

Cycling needs to be made safer to encourage more people to engage for purposes of exercise and commuting. Mental health and exercise is now more important than ever

This is the road that I take to travel to work and closing it would mean that I would only be able to come in and out via Johnson street which during peak hours is very stressful to turn right. I couldn't imagine the stress if Trenerry Crescent were to close and the amount of traffic would accumulate once people return back to work.

This form is either very poorly or deliberately designed to mislead people. There are no instructions about the box on the right side. I have moved option C and option B to the right side as these two are not an option in my view. My say is that Trenerry Crescent SHOULD NOT be closed for any traffic. We use this route all the time and it allows a convenient passage (for all residents in Trenerry crescent) to Clifton Hill and Northcote.

I am re-iterating my preference here so there is no misunderstanding of my preference in this very confusing form. As I said before, it is either deliberately designed this way or unintentional. Please take necessary steps next time to provide clear instructions and have these feedback forms designed properly. Thanks.

If the closure goes ahead, the only way out is through Johnson Street which is always incredibly busy during peak traffic. Ordinarily, this has caused a lot of unnecessary stress commuting to work so if

Trenerry Crescent to Clifton Hill is closed, this will amount to further distress to drivers and residents in Abbotsford.

What are the stats or data that indicate this trial will enable more people to get safer and better access to schools (I do not recall any / many schools that can only be accessed through Trenerry Cres. and I have lived in this area for over 45 years.). What shops can only be reached through Trenerry Cres? Why are the current riding paths overcrowded? That section of the road with sharp corners is very very steep.....not good for any new / young or vulnerable riders....they'd be pushing their bikes and kids uphill and freaking going down. This is NOT access for vulnerable at all.

Absolutely ill considered idea that will trap CH residents in peak times

I don't understand the rationale. I ride my bike on that stretch of road most days during the lockdown. I encounter few vehicles and have never seen another bike. I have no idea why the council thinks it will make people on the main Yarra trail and the Capital City trail safer - they are a long way from the road.

One day I came close to a northbound car that nearly lost control on the bend at the south side of the freeway. Placing another speed bump just before the bend would prevent this. Closing the street would inconvenience those of us who live in the adjacent suburbs.

We are a business and closing the road would be a concern for our organisation.
Thanks for the opportunity to give feedback.
cheers

This is a terrible idea - please direct your energy to more worthwhile ideas.

Please do not close this road which we use on a daily basis. Spend more efforts on improving our existing parklands that have not been well maintained - for example following the re-surfacing of the footpath near the Merri Creek labyrinth, the grass and land around this still has not been restored and remains simply mud.

I think this is a terrible idea. This road is an important link between suburbs for local commuters. There are lots of better things to focus on such as greater support to those struggling at the moment, better maintenance of our parks - we have areas that have not been cleaned up or maintained well!

I urge you not to close this road as it is used by significant numbers of local commuters. This plan will just shift traffic congestion to other parts of Clifton Hill - not a great result. Direct your attention to better placed options for improving the environment.

Encouraging more active travel and recreation through increased safety is something to be supported and promoted. Partial road closure will allow all to see the benefit of giving space to bikes and pedestrians.
Here's to more re-imagined road space, more protected bike lanes, more pedestrian and bike priority.

This is a very good idea to make Trenerry Crescent safer, especially during peak hour traffic when a large volume of cars travel through the street, oft at excess speed without consideration to children and adults crossing the road, or residents exiting driveways and parking lots.
I believe a better solution to closing Trenerry Crescent to vehicular traffic 24/7, would be temporary closure Monday to Friday during the morning and afternoon peak hours. Having the road open during the other times would be fairer to local Abbotsford and Clifton Hill residents who generally use the road with more care towards others.

Yarra Council needs to be more bike and environment friendly.

Trenerry Crescent should be kept OPEN

There should be no street closure, directing all traffic via Johnston St would be an absolute nightmare. It is already a nightmare as it is. Freeway access for residents would become a time-consuming lengthy journey not to mention pointless. The closure makes no sense. There is absolutely no possible reason to close the road.

I work in management consulting and a fundamental principle of making a successful and sustainable change is to make iterative change, pilot and test, gather feedback and data on what is working and not, refine and improve and finally embed and sustain. Based on that I strongly support Option C to test the impact before moving to any full road closure. I think this still achieves the aim of more walking space for social distancing.

The City of Yarra's systematic destruction of the amenity of Clifton Hill must stop. Council has made it increasingly hard to get to Northern goods and services and now this proposal blocks access to the South. The eastern freeway calved up our suburb enough and council should spend its time and our resources improving transport opportunities for all sections of the community.

The proposal document connects this road closure with the current pandemic which is insulting in the extreme. The proposals inability to enunciate the benefits of the closure while brushing aside any increase in travel time for pesky motorists is damning and only highlights council's fixation with personal autonomous modes of transport. We live in an economy that rewards specialization and with that comes the need to move around autonomously. We do not all have the luxury of locking ourselves away in our ivory towers as council has done over the last months. If you don't know the real issues this community is facing please do us the courtesy of resigning now.

In non-COVID times I like to ride widely around Melbourne and this narrow choke point needed improvement

As a local resident, I regularly use this section of road for direct access to Johnston st both driving and cycling. I cycle commute most days along Trenerry Crescent and from my observation, there aren't a lot of bikes using this section of road during the morning and evening peak. On the weekends, there are more cyclists in this area, but most of them are on either the Yarra or Merri Creek bike paths with only a few using the road. Those that do access the road tend to use the path from Dights falls to the car park, which completely avoids the proposed closure.

There are limited roads available that cross the eastern freeway. Closing Trenerry Crescent is likely to increase traffic in other areas of Clifton Hill as residents that would have used Trenerry would be forced to drive through the suburb to Hoddle st in order to cross the freeway.

I don't support any closure of Trenerry Crescent which has also been my opinion with the previous proposals raised by the City of Yarra over the years to close this road.

There could be no possible benefit to the community in a temporary or permanent closure to this road. I am amazed that this has even got this far.

This is a highly unfavourable proposal for local residents who commute through this area for schools and childcare. If Trenerry was closed, we would be forced to use Wellington St and Hoddle St simply to drive to the local school. Clearly, this would add a substantial delay to the school drop off and adversely impact families with children in the local schools. It would also adversely impact many families who use this route to quickly access Kew for high schools as well, again forcing them out to main roads resulting in a much lengthier delay. I am also a cyclist, and I believe the Eastern Freeway overpass provides a suitable alternative to avoid Trenerry that is car-free.

I use this road often to avoid Punt Road on my motorbike. If there was an incident on Punt Road it would be a useful bypass.

I regularly use Trenerry Crescent road as an alternative to Hoddle Street to go from Clifton Hill to Abbotsford for shopping. Please do not close it down.

There is no problem to solve here. Traffic is light, the road is easy to ride, and cyclists and pedestrians already have the option of using the separated path on the east side of the Yarra. The footpath could be widened by reducing the road lane widths which are quite generous for the set speed limit. Don't force local traffic on to Hoddle street simply to cross the freeway.

More Safety around the sewerage grating in the bike lanes, more caution for the road crossing for bikes continuing northbound onto the merri trail

I am deeply upset at the actions of Council to have allowed this proposal of a trial closure of critical community road to have gotten this far. Any sort of closure is not acceptable. Improvements to bicycle routes and safety do not need to be and certainly should not create the significant negative externalities that 'Option B' and 'Option C' would create. Any changes should improve accessibility for all not attempt to improve bike accessibility at the cost of everyone else's Accessibility (imagine emergency vehicles not being able to attend an incident in a timely manner because the road is closed or only open 1 way.

Living in Studley st Abbotsford we've relied on Trenerry crescent to access Walker st kinder when it is possible to turn right onto Hoddle st. We want to commute to school drop offs and pick ups in Clifton hill in future years with bikes at times but with 2 kids who can't ride yet this is not feasible for me and there will always be the need to have car access when weather, time etc demand it.

I implore you to think more innovatively to improve accessibility for all and stop creating community angst with such divisive and ill-considered proposals. Particularly at such a challenging time for us all. A proposal to cut off connectability between communities is hurtful and unnecessary when we're trying to support local and be more mindful of others around us. Many no doubt are in significant distress of some form, myself included and find the need to defend our community against proposals lacking in evidence and authentic thought of costs and benefits. As a public servant of the Australian Public Service I have empathy for demands of local government but I expect more from you.

Transfer the road into a dynamic one-way road that direction can be adjusted to accommodate peak times of the day as required - southbound in the morning to 12am to 11.59am and Northbound in the afternoon to 12pm to 11.59am. Therefore a one-lane vehicle road, allowing the other lane for other community access, cycling etc

I support closure. There is far too much through traffic through Clifton hill and it has been steadily increasing for years (pre-COVID)

great idea to expand the walking and cycling options around trennery as is currently dangerous as the numbers walking and cycling increase.

This is a classic council reaction to a squeaky wheel.

If you were proposing temporarily to close 1 lane of Trenerry Crescent to fix the foot path on the Eastern side so it could have both bikes and pedestrians and continue its link to the Merri Creek trail I would be in support.

but rally, you think that the current traffic is a problem. I am both a motorist, bike rider, walker and dog owner and live on Noone street so as close as you can get without living on Trenerry crescent. There is no traffic issue.

The biggest issue I see is bikes trying to ride up to link on the merri creek trail or having to cross into traffic to the bike lane with very little vision.

Sure lots of cars come down this way, but there is not traffic jams and hardly a wait to join into the very valuable flow through of cars trying to cross North South or South North from the pockets of Yarra council residents either side of this road that dont want to wait long times to use Punt road. Please use common sense and dont create an issue to a problem that does not exist.

I'm a motorist and cyclist. I don't understand the purpose of closing the road To motorist's when there is currently already separate access for motorist and cyclists/ pedestrians to access this area. There is no benefit to closing the road and making access for motorist's difficult.

I do not support ANY closure of Trenerry . This road serves as a vital thoroughfare between Clifton hill and Abbotsford for the residents of both suburbs. There are SEVERAL other bike routes, and the freeway overpass for pedestrians and bicyclists. This does NOT serve the residents of either suburb but rather to cyclists from other areas who have multiple other routes available to them.

The train crossing on Ramsden in closed more often than it is open which leaves only Roseneath available for motorists. The traffic on Roseneath has already been known to bank up and this will only make this problem worse.

I have been involved in 2 near miss riding under here with cars using this route to avoid hoddle. I stopped riding this route and chose to ride over the pedestrian bridge between here and hoddle for safety.

Two way bike traffic should be allowed on the held closed road.

Please don't close Trenerry Crescent, it would be highly inconvenient. Hoddle Street gets busy enough as it is, and closing Trenerry would force locals to add considerable time and stress to their journeys. There are many bike paths, bike lanes and walking tracks in the area, and there is an overpass for the freeway a couple of blocks away that cyclists can use if they feel hesitant about using the bike lane in that particular spot.

Trenerry Crescent is the only alternative to Hoddle Street for southbound traffic in the area, and by closing it you would effectively turn the whole section of Clifton Hill into a cul-de-sac. I urge you to leave it open.

Cutting off access between Abbotsford and Clifton Hill with the road closure will greatly impact the way we navigate our local neighbourhood. We use this road to access both the shops and the parks on a daily basis. This will definitely stop if this road closes as it is untenable to access Clifton Hill via an alternate route due to traffic congestion on Johnston. We have two children under the age of 4 and so it is not always possible to ride and it is certainly not worth the walk to get to Quarry Park.

Vulnerable bike riders will normally use the opposite side of Merri Creek to avoid the steep hill.

I don't understand or see what positive aspects will come from this proposal. What 'extra' space do people need? There is already a pathway on both sides of the river. There is also a bike lane. Why would people decide to track along the freeway rather than by the river? How will it make it easier for families with children attempting to get to local facilities and local schools by car?

Make it illegal for the buses to use. They should not be driving down there. Why not purchase some of the commercial carpark on the sharp corner to make it safer for cyclists by widening the road? Why not put more infrastructure down in the grassed area near the bike and cycle path to create a space for people to congregate? There is one table at the moment.

This proposal has nothing to do with ticking any box for an emergency climate plan, other than creating more traffic on Johnston street and adding travel time in the car for people that need to use one to get around. It may also add value to houses in that section of Clifton Hill which is where I'm guessing this proposal is really aimed at.

This will cause more traffic on Johnston/ hoddle junction.

No right turn onto hoddle in the mornings.

I live in an apartment complex on Trenerry Crescent. The intersection turning from Johnston street into Trenerry Crescent is in high use. To expect drivers to do a P turn or right hand turn at Johnston street is increasing a high traffic load to an intersection that was already disrupted and managed with a P turn. Now you are imposing an extra load to that intersection. It is also a quick light change so there will be significant traffic build up around that intersection - to do the P turn or not.

The Clifton Hill shopping precinct is my post office, cafe, closest newsagent, medical practice, drycleaners, I also support other local businesses there for delivery of takeaways meals, supermarket/bottleshop, vegetable grocers, bakery and chemist. If there is significant extra travel time to go to Clifton Hill I will no longer be supporting these businesses, which I attend and spend money at on a regular basis. The changes proposed will not provide these businesses with an alternate clientele which can make up for the shortfall. I use Trenerry Crescent to access northern suburbs. Closing this road will increase an already congested Johnson/Hoddle Street.

I am also disappointed that the consultation process has not been open and transparent to the people affected. I have only recently been advised of these changes because of a notice from the apartment group. Yarra council despite requiring to consult the local residents have provided me with any notice of the change. In the lockdown I am sure there will be a significant amount of affected residents and users of Trenerry Crescent who have been unaware of being able to provide

their feedback.

This is unfair and disappointing given it was a specific requirement from the councillors.
I am happy to discuss an comments.

Yeah, why don't you block all us trenerry crescent residents from getting out of our already difficult block. Rediculous decision by someone who obviously doesn't live in Trenerry.

Closing the Southbound lane will bottleneck Hoddle Street. During peak hour traffic getting through Southbound on Hoddle Street from Ramsden st just past the freeway exit takes approximately 15 to 20 minutes. (this is just a few hundred meters.) I understand that during COVID-19 this is not the case. What I suggest if this is what you want to do is keep it open both directions during peak hour and close it during the day. From 9am to 5pm. This would give your residents lots of time to move around and also our roads not to be congested.

No this would be very inconvenient to my family

Sensible solution providing better cycling transport options and keeping people safe during Covid

Preferred option would be to provide a cantilevered off road bicycle path to separate road users completely and improve safety.

Closing the road will increase congestion in Hoddle Street, and cut off businesses. A road closure will negatively impact the Council Climate Emergency Plan by creating more congestion rather than having free flowing traffic for the cars that use this road.

I strongly support a closure. I've been walking here recently and there are too many conflicts between pedestrians and bikes.

As a resident on Trenerry Creacent, I strongly object to any closing of the road, as it's the only safe exit for residents. The intersection on Johnson street is incredibly dangerous for people turning right.

I'm a resident of Clifton Hill (CH) and a keen and regular bicycle rider and as such always pleased to see any improvements which will make it safer for the rider and also encourages more people to ride. Having said that any changes must be made in consultation with the stakeholders, in particular, the residents who are directly affected.

The Yarra Council's attempt at pushing through partial or total closure of Trenerry Crescent without consulting its rate payers directly affected is a disgrace and flies in the face of the democratic process. The Councillors are elected by their constituents and hence should represent them and their interests.

With regards to partial or total closure of Trenerry Crescent these options were rejected some years ago when a traffic management plan for CH was being developed so why bring it up again! Trenerry Crescent is a vital link for the CH residents and emergency vehicles. Being forced out onto Hoddle Street just to get to the other side of the freeway, particularly at peak hour, is absurd as it would add a considerable time to the journey. For example, a family who lives south of the freeway and have kids attending Spensley Street Primary would have to go via Johnston and Hoddle Streets before heading into CH again to drop their kids off or collect them – at peak hour this could take anything up to an extra 30 minutes.

There are plenty of bike paths that riders can and do use (including myself) to get from south of the freeway to the north side and vice versa. Signs displaying these should be erected to inform riders and pedestrians.

If the Council really wants to make a difference, then it should make the current footpath wider (by using the embankment and not the road) and create a 2 way bike and pedestrian path– that way both the residents and riders would be happy.

I'm a resident of Clifton Hill (CH) and a keen and regular bicycle rider and as such always pleased to see any improvements which will make it safer for the rider and also encourages more people to ride. Having said that any changes must be made in consultation with the stakeholders, in particular, the residents who are directly affected.

The Yarra Council's attempt at pushing through partial or total closure of Trenerry Crescent without

consulting its rate payers directly affected is a disgrace and flies in the face of the democratic process. The Councillors are elected by their constituents and hence should represent them and their interests.

With regards to partial or total closure of Trenerry Crescent these options were rejected some years ago when a traffic management plan for CH was being developed so why bring it up again! Trenerry Crescent is a vital link for the CH residents and emergency vehicles. Being forced out onto Hoddle Street just to get to the other side of the freeway, particularly at peak hour, is absurd as it would add a considerable time to the journey. For example, a family who lives south of the freeway and have kids attending Spensley Street Primary would have to go via Johnston and Hoddle Streets before heading into CH again to drop their kids off or collect them – at peak hour this could take anything up to an extra 30 minutes.

There are plenty of bike paths that riders can and do use (including myself) to get from south of the freeway to the north side and vice versa. Signs displaying these should be erected to inform riders and pedestrians.

If the Council really wants to make a difference, then it should make the current footpath wider (by using the embankment and not the road) and create a 2 way bike and pedestrian path– that way both the residents and riders would be happy.

To whom it may concern,

I would like to voice my objection to the proposed closure, or partial closure, of Trenerry Crescent to Clifton Hill.

I've been a resident here, on Trenerry Crescent, for over ten years, and I can confidently tell you that what ever gain you get from closing this access point will be more than offset by the significant danger and inconvenience you are incurring on the local residents.

By closing this path, what you are doing is forcing all traffic northbound to turn right from Johnston Street to Hoddle. This traffic light in particular is already deplorable, with traffic often backed up quite a bit.

But the most DANGEROUS consequence to your proposal is the right turn from Trenerry Crescent to Johnston. I will take a hazard that whomever proposed this closure is NOT a local. If you were a local you will know that this right turn is a downright scary and dangerous experience to start with.

We will now force EVERY RESIDENT to turn right here to go to Clifton Hill, which is madness and is an accident waiting to happen.

Do you really want to be held personally accountable, or at least negligent, for introducing a significant level of danger - unnecessarily- to your constituents.

Last of all, I am unimpressed with the short amount of notice and lack of transparency around this proposal. The proposal states that it is a "temporary closure during COVID", however the details state that they are in fact trials. Trials imply further roll outs. So given you are trialling during COVID, any impact you are seeing would already be compromised as they are understated.

I would like to strongly encourage you to reconsider this proposal and engage properly with the community actually living on Trenerry Crescent, because it is clear you haven't adequately done so.

I live in Clifton Hill and use the Trenerry Underpass daily both in my car, riding my bike and walking along the river. The pass is incredibly important as an access for me to get to Abbotsford to go to the closest supermarket by car (e.g. Johnston St or to the Hive) or to visit friends and family in Hawthorn and the Eastern Suburbs.

This road is one of the great secrets in this beautiful part of Melbourne and should be preserved as a quick and SAFE way for all modes of travel to cross to the other side of the Eastern Freeway. I shudder when I think of the alternative.

Clifton Hill residents reliant on cars will have to use Hoddle St to access amenities and shops in Abbotsford and Collingwood thereby increasing travelling time and Hoddle St congestion.

a clear no

the justification is for a minority and thoughtless and the process of consultation very poor

In truth, this probably wouldn't have been necessary if:

A) the works on Punt/Hoddle to insert P turns hadn't had the effect of pushing traffic off Hoddle onto the side streets creating dangerous and congested driving conditions in neighbouring areas

B) the works to 'upgrade' the speed bumps on Trenerry had actually been done so that it would have slowed traffic instead of simply encouraging drivers to veer out of the traffic lane into the parking and bike lane to avoid the bumps.

C) there was proper enforcement of the 'Do not turn' signs that are on and around crossroads to Trenerry.

Also, the pedestrian crossing on Trenerry between the oval and Mews is still backwards. The speed bumps are after the crossing. Given the foot and bike traffic along that section of road and crossing, it would be best to simply change that crossing to a Wombat crossing, the same as the one on Wellington St.

To whom it may concern,

I understand the motivation for this proposal, however the consequences for me and other residents of Turner Street and Trenerry Crescent will be highly restrictive. It will mean that the only for residents like myself to exit the area and to travel north will be via Johnston street which is problematic and at (normal) peak time quite dangerous, especially when turning right onto Johnston street and heading west towards Hoddle Street. The difficulty is further exacerbated during peak times when the new 'P' turns are activated when turning right onto Hoddle street to travel north.

I understand that many commuters use it as a quick access (rat run) to Johnston Street to avoid Hoddle Street traffic congestion but I feel we would be unfairly penalised by action like this taken to stop this behaviour. Perhaps there is an alternative solution or way to discourage this behaviour. This closure will force more traffic onto an already congested Hoddle Street during normal traffic flows. Trenerry Crescent is a vital alternative access route for us to the northern suburbs.

If this closure were to go ahead we would like to see traffic lights installed at the intersection of Johnston Street and Trenerry Crescent. This would make that dangerous intersection much safer. Even now with reduced traffic numbers it can still be quite dangerous for both cars and cyclists turning right onto Johnston street from Trenerry Crescent. I try to cycle quite regularly and have experienced this level of risk as a cyclist. My wife and I try to cycle as much as we can to reduce the use of our car and thus reduce emission into the atmosphere.

Thank you for this opportunity to voice my thoughts.

My wife and I are appreciative of the work done by the Yarra Council in many other areas and would like to thank you for that.

Why would anyone think to close this road?!

You close this road and this will push more resistance to access the freeway via Johnston street and hoddle street, more traffic on these road, more risk of accidents by getting onto Johnston street. Yarra council certainly come up with stupid ideas.

Any trial of Trenerry Crescent closure should wait until conditions return to normal or are stabilised to some new norm. Probably a year or more from now.

While there is so much pedestrian traffic on the Yarra Trail, could thought be given to prioritising pedestrians over cyclists? Many cyclists are indifferent to the needs of pedestrians at present.

I've often wondered if/when there would be a southbound closure of this part of the street, so great to see something happening.

Unrelated... but important if sending more traffic from Trenerry onto Johnston Street.... I hope there's also a plan in place to address trying to do the 'dog leg' by bicycle from Trenerry-Johnston-Nicholson streets to go southbound. It's very hard to see on a bicycle when you are turning if the middle lane on Johnston Street is set to east/west/turning.

I am a delivery driver and i use this route a lot for work. To have to use Hoddle St or Princess St would not be beneficial at all.

Trennery Crescent is the only way to get easily from Abbotsford to Clifton Hill. The only alternative is to go up to Johnson Street and make a right turn into Hoddle street (note during peak hour the right hand turn is not even allowed) and then go to either Roseneath or Ramsden St and do a right turn to get to Clifton Hill. The right hand turns at Roseneath and Ramsden are extremely dangerous as Southbound traffic travels very quickly and often cars run the red lights. I believe there will be more accidents at these intersections and even loss of life.

I only support Option A and therefore have not nominated other preferences. Although there are a few houses and apartments on this road, there are also quite a number of business. It would not be classified as a local residential street by Council. Apart from servicing businesses, Trennery Cres provides community access to neighbouring suburbs (such as Abbotsford, Richmond and Kew), and to amenities such as Dights Fall, the old Collingwood Football oval, Collingwood Children's Farm, Farmers market and other parkland (eg Studley Park). Both option B and C will prevent the local community (Clifton Hill and Fitzroy Nth) from easily accessing all of the above. It will redirect residents out of their way and onto the only other north/south route available, Hoddle St. It appears the greatest benefit will be for cyclists and only cyclists. There is already a cycling path in place. Council has resisted closing other local residential streets as the community want them to remain open for access. Why does Council consider it OK to close a road like Trennery Crescent? Once closed it will not be a temporary measure. From past experience I suspect Council will not open it again, therefore I do not support a trial.

Seems unnecessary and would really advise against it

Closing northbound traffic will create a dead end for residents around Victoria Park. With a number of high density residential addresses in the area impacted, exiting the area, particularly turning east towards the CBD on Johnston at will be near impossible. It is already almost impossible in normal traffic to do so. This will effectively locked in vehicle movements for local residents

Yes, great idea...close it! There's too much traffic in Abbotsford! More room for bikes too.
Failing that, close southbound in the morning, northbound at evening to reduce peak hour?

Road closure would make access to the freeway from the area around Victoria Park extremely difficult given the ability to access Hoddle St from Johnston and difficulty with turning right from Trennery Cres into Johnston for much of the day.

other than how flawed this form is? I have to rank my selections? Option A is the only agreeable suggestion. By all means invest in improving cycling paths and access, but don't do it at the expense of your ratepayers quality of life. This isn't acceptable.

I am the owner of property in trennery crescent

I live on Groom Street and frequently drive along Trennery Crescent to access Richmond / Kew / Hawthorn areas and to essentially avoid traffic on Hoddle Street. I agree that there is increasing congestion on the footpath with walkers / runners and that the road is not terribly safe for cyclists, however there are alternative solutions that can be achieved. I believe that the council should propose to widen the footpath by creating an embankment that cantilevers the river rather than encroaching on the road.

Will cause more traffic at johnston/hoddle.
No right turn onto hoddle.

Option D - Contra flow traffic management to make the "shortcut" slower than the long way in peak hours would be the best solution. This would not prevent genuine locals from going through (slightly more slowly) in either direction, reclaims some of the road, and deters rat running all in one move. By making a large portion of that stretch 1-lane, you've still got room to improve bike lanes/narrow footpaths, and by putting a traffic light at either end of the of the single lane, the rat runners will head to arterial roads instead of queuing up waiting for their turn.

From Trenerry Crescent, the above route is the only easy way to reach the entrance to the M3.

If you close it completely, to access the M3 we would have to:

1. Turn right onto Johnston Street (very difficult during peak hour, especially since EVERYONE breaks the law and turns into Trenerry Crescent from Johnston on Mon-Wed between 4pm - 6pm),
2. Turn right onto Hoddle Street,
3. Perform a U-turn on Hoddle Street after Noone street somewhere (I ask you, how can you do this during peak hour?)
4. Merge left onto M3.

If it's the amount of traffic during certain times, maybe stick a cop on the corner of Trenerry Cres. - Johnston St during Mon-Fri 4pm-6pm and fine everyone breaking the law.

I am in favour of option C long-term, pending a successful trial

As a long term resident of Clifton Hill (44 years), I have seen many council strategies to address through traffic in Clifton Hill, I know that your advertising material does not include reducing through traffic, I know that there are still a number of residents that have this goal. The outcome of these strategies, as will be the closure of Trenerry Crescent, is to make it difficult for local residents to enter and exit east Clifton Hill. We use Trenerry Crescent by car at the very least once a week and, on foot, once or twice a week. Yes there is more traffic on the path at the moment but hopefully, this will be over in six to twelve months. If people are concerned about physical distancing, they should not use the path. there are plenty of alternative walking and cycling paths in the area. as in your publicity material you say there are alternatives for cars.

When we moved to the area and prior to the construction of the freeway, there was car access from the suburb to Johnson St. This should continue.

I'm totally opposed to the closure of Trenerry Crescent.

I am a new resident of Trenerry Crescent. I would like to keep access in and out both ways as a local resident it will be inconvenient to block the street. If there's an issue of through traffic avoiding the Hoddle and Johnston intersection then my first thought is to make it a local residents access and/or stop traffic entering during peak times as I've seen done in other local areas. Otherwise and while I realise we have restrictions on currently I don't see a great deal of through traffic for the pleasure of those of us living here.

Many thanks

As a resident who lives on trenerry crescent I see no benefit to closing the street. There are already restrictions in place to when drivers can turn in to trenerry crescent from Johnston st. We have bike lanes either side and wide footpaths. Potentially can look at more pedestrian crossings. Closing the street off will mean we would need to drive significantly further to get to the freeway of the north

If local traffic rules were enforced this may have helped in the past

I work in the Eastern suburbs and at times it is time critical to get to work. I use the north bound route of Trenerry to access the Eastern Freeway, which is exceptionally easy and has minimal traffic/time delays. Closure of Trenerry would, not only increase my time to work when it is time critical, it would also increase my time to work in general. Please do not close Trenerry Crescent!

If we had a traffic light at the Johnston St end of Trenerry Crescent, this closure might be ok. But during peak times, with no traffic light, it can be extremely difficult to turn right onto Johnston St.

It is very disappointing that council couldn't do a letter drop to notify the community about this proposal.

And there is no statistical evidence of accidents to substantiate the closure with cars, bicycles or pedestrians. And no consideration of access to recycle centre in Clifton Hill

A very poor display of our council at work.

Full or part closure of this road will negatively impact on residents, and create an even bigger issue on Johnston Street turning northbound on Hoddle. I do not support this at all.

I just don't know what to say about this proposal as it seems to me to be so ridiculous that I am dumb struck. Vehicles that currently use it are going to be forced on to already busy streets. There are plenty of bike tracks in that area for cyclists to use.

This is a thorough fare & roadway that is essential for car access ... it allows a safe route for all local residents & others in Yarra to the Yarra recycle centre & open green space ... it is not a black spot for bicycles & is a safe area for all users ... bicycles have a number of other routes & cycle paths to travel on but cars do not ... Hoddle Street is already overloaded with traffic in both directions & does not need more unnecessary vehicles forced onto it ... the lack of consultation is also of concern Yarra residents need to be consulted & heard on issues that affect them & their quality of life ... PLEASE DO NOT CLOSE TRENERRY CRESCENT !

More of this please. The footpath is far too narrow, and more space for people and bikes will make this area even better.

Excellent proposal. Currently too much traffic rat runs during peak from Johnston st, to get to the freeway.

The current waling path under the freeway is dangerous, because so many bikers ignore the rules and use the footpath. A full closure except to bikes and foot, would be a good solution.

If lots of locals complain and want to get to johnston st via trenerry, then a partial closure would help, with oneway from clifton hill to th other side. This would stop the rat runners at evening, but allow locals to get johnston st.

Covid means there is a chance to reshape lots of streets for bike and foot traffic. London is making big changes, and there isn't any reason not to do so here.

I think it is important for local residents to have an option to still drive one way through this section of Trenerry Crescent. But adding more space for cyclists and walkers is very important. That's why my first pick is half road closure.

I'm not sure closing the road completely is a good idea, it will force more traffic onto Hoddle St, it's not a heavily congested road section. I used to live in Abbotsford so know this section of road well. Perhaps limit access one-way to all but heavy vehicles?

Regardless of the outcome and the preferred option, safe options for turning right onto Johnston Street need to be developed and implemented.

I don't see why catering for one kind of transport should be at the expense of another. If the Council wants to provide additional space for active transport then it should widen the footpath and/or bike paths towards the creek.

I also have a concern that this would result in only one access out of Clifton Hill to the south being Hoddle Street. In an emergency situation this would limit the ability to get vehicles (including emergency vehicles) in and out of the area.

My final concern is that trialling these initiatives is all very well but in the event that it is not successful, it is often hard to wind back and return to the status quo

Please focus on more important climate issues than closing this road

Surely there are better ways to address environmental issues than closing such a crucial local commuter road?

Please do not close this Important road. You will just make other areas of Clifton hill suffer from increased traffic and congestion. Please focus your attention on more purposeful ways to improve the environment - eg. Actually Replace the trees you have removed and left for over a year!

This is not improving the environment - this is simply moving traffic congestion to other areas of our suburb which serves no purpose at all

We use this road daily - this would cause significant disruption and delay to many and also just shift traffic problems to other areas in the suburb

No closure is necessary. Just make the road available to locals only during peak time and setup a police inspection point and check people's addresses to make sure they live on Trenerry Crescent. You would only have to do these random checks a few times for people to get the message.

No need to close this road, people drive quietly

I actually don't know the reason or the need to trial this. A full closure especially, does not seem like a compromise. I'm not even aware of the benefits of a half closure.

What are you thinking, leave it how it is.

I live on Trenerry crescent. If you close that road the only way to exit would be via Johnston St. We would essentially become a giant cul-de-sac hemmed in by two excessively busy congested roads. No one can argue a right hand turn onto Johnston St or Hoddle st in general is smooth and pleasant experience let alone at peak hour. In fact even as it is sometimes I go around Vic Park oval so I can turn left on to Johnston then right at Nicholson Street lights and loop back to Hoddle because a righthand turn onto Johnston is onerous. Accessing Clifton Hill, surrounding suburbs and the M3 would be pretty frustrating. While I know it is used as a thorough fair at peak hour..I've never noticed it to be excessive (and I literally live there on Trenerry). The window that the street is "busy" is relatively short and has yet to impeded local access. Thanks for seeking opinions

As a avid cyclist of paths and roads of Melbourne, this particular section is on my radar as being difficult to navigate. Pedestrians do not like cyclists taking up the very slim pathway and the alternative option of exiting the Yarra trail from Dight falls to join and cross this road for a fairly steep but short climb is laborious for such a small stretch to rejoin the bike path. Any improvement here would be highly valued by all road and path users.

I would be dead if it wasn't for Trenerry Cres! In Jan 2019 our bbq caught fire and took me with it! Resulting in 11 days in a coma, three months in hospital and 46% total burns coverage. I was attended by Northcote ambulance station and Richmond fire station, who without Trenerry Cres only have Hoddle St so to access Abbotsford and Clifton Hill. On that basis removing an access point between the suburbs for emergency vehicles, and adding time to their transit via a main arterial road that is frequently blocked, will compromise lives. It's that simple!

Due to my accident I am no longer able to ride a bicycle or walk long distances, leaving me dependant on driving to attend rehabilitation, and undertake simple tasks like visiting the post office. This is akin to being an older citizen that has to move slowly and carefully. Not having to negotiate right turns on to Johnson St or driving on Hoddle St made these tasks, that are taken for granted by most ppl entirely less onerous and achievable.

Cyclists have two safe alternatives to make the crossing other than using Trenerry Cres (overbridge and opposite creek side) neither adding greatly to the travel times to make this journey; those of us who need to use vehicles don't have these adjacent choices.

In short, removing vehicular transit in one or both directions on Trenerry Cres does the following:

- *compromises access by emergency services to the adjoining suburbs

- *is ableist and considers only those that are able to transit by bicycle

- *seeks to assist those that travel through but do not live adjacent to the transit route

- *separates two strong and thriving communities who work together to assist each other, evidenced by the Clifton Hill Good Karma Network that has over 4,000 members across Clifton Hill and Abbotsford and is growing by around 30+ residents a week

- *adds more traffic to main arterial roads that are already clogged

Pls consider that not all members of the community have all choices in the way they live their lives and the transport they use.

Thank you.

The idea of closing trenerry crescent to car traffic completely baffles me. Although I rarely drive I have no problems riding my bike around the bike path on the East side of the merri creek if I need to and pedestrian traffic is easily managed via either the underpass or the bridge. It seems ridiculous to me

to take away this option for people who live in abbotsford and need to drive north either for work or to take their kids to school. Forcing them to use hoddle st is ridiculous.

Closure in any form is a nightmare for us local residents and will just add to further traffic congestion nearby. There are already significant alternatives for walkers and cyclists in this area and appropriate fines for 'rat runners'

Closure of this road would cause serious dislocation for the residents of Clifton Hill and Abbotsford.

No. I live on Trenerry Crescent. Turning right on Johnson Street without lights and a clear visual due to parked cars as well as the masses jaywalking from the GSK building is scary enough. There's traffic lights for a company 100 metres down the road but none for an entire intersection? WT. Also if it were closed, getting onto the freeway from Johnson, Hpddle then m3 would be nuts! It's already a 40klm zone with boatloads of speed humps. Fix what's wrong, not waste tax money to reinvent the wheel #eyeroll

Extended emergency services travel time.

Already viable other routes for bikes.

Closes off Yarra being accessible from Clifton Hill residents.

1 bike incident in 14 years means there are a lot more dangerous spots Yarra needs to fix if they choose to fix this.

Adds travel time for all Clifton Hill residents and will increase traffic for the whole community.

As a cyclist I support the closure - it's a scary road and many less experienced cyclists opt to use the footpath instead which is already congested.

I wonder if an alternative option would be to allow local traffic only? Or perhaps just to close it at certain times of the day.

This is cutting off two communities - not to mention the traffic that is going to be pushed onto Johnston

this is a route that is often used by cars and is a necessary alternative means of north south travel for locals

i think this is absolutely absurd. you think closing a road will help with the safety of cyclists? no. there is a bike lane, if cyclists do not feel safe along there then there is a yarra trail or a overpass bridge! i really do not see the point it will only just cause more traffic to the already overflowing hoddle st. i have been using this bike path and footpath for 15 years and have never had any trouble. yes it is a bit squishy but it's absolutely avoidable with a simple step over to the side! as far as it goes for cyclists, there are two alternative routes to take to avoid it if you do not feel 'safe'. closing this road WILL cause local residents stress and will make getting places more difficult!! i understand that many people from the suburbs of kew and hawthorn use the underpass as a shortcut and it causes congestion but you could consider a time restriction meaning you could only go out of abbotsford at the peak hour times of the day. another alternative for cyclists is too implement a system called 'moon deck' it is a glow in the dark trail paint! <https://moondeck.com.au/> it is amazing stuff. the potential closure of trenerry crescent is idiotic and a not thought out solution!

Please don't close this road. it is essential for our communities to function

Trenerry Crescent connects Clifton Hill to Abbotsford and Kew including the convent, children's farm, recycling centre, toy library and Kew schools and shops. To close the road divides the community. Public transport options are disjointed and take a long time. Compare the car to Kew schools 15 minutes each way and public transport at least an hour each way. Our family uses a mix of both. Hoddle st Johnston st or freeway Chandler Highway options would mean more time in the car and more CO2. There is a perfectly good cycling path available across the creek for the section under the freeway or simply walk your bike down the footpath or over the pedestrian overpass. We have been doing this for the 22 years We have lived in Clifton Hill. Connecting the proposal to COVID-19 is complete nonsense. Have you considered a "local traffic" restriction with local defined as Clifton Hill and Abbotsford if volume is the issue?

There is no justification to close this road that is essential for the residents of Clifton Hill and Abbotsford and the emergency services.

Council clearly does not listen to it's residents. This survey should only be the residents of Clifton Hill and Abbotsford. Shame on you.

We are so disappointed in Council for attempting to close Trenery. Can't wait to vote later this year.

I do not support any trial closure of Trenerry Crescent. The pavement for pedestrians is perfectly adequate and has appropriate safety barriers. Cyclists have the option to veer off to the right down towards Dights Falls and follow the bike track over the Merri Creek bridge, turn left, remain on the small section of bike track, turn left over the next bridge, and join the track at the Roseneath and Field St corner.

Closing Trenerry crescent will cause massive build up of traffic at the Johnston street exits which are extremely hard to turn right at.

Is is very dangerous crossing 3-4 lanes when there are cars, busses obstructing your view.

This would not be a safe idea for those residents living northbound of Johnston street and south of the freeway

I can only support Option 1 (no closure) because neither of the two closure options (Options 2 & 3) allows traffic to flow in both directions (i.e. north to south AND south to north)..For this reason we only selected Option 1 as I did not want to give any form of legitimation to the closure options as I believe they are both unreasonable and unwarranted.

It has been argued for a trial closure of Trenerry Crescent for the following reasons: "This opens Trenerry Crescent to walking, cycling, playing, more peace and quiet and a more beautiful place along which we live" (quote from Streets Alive Yarra proposal to Council). But an argument based on potential lifestyle benefits for some misses the main point – that being the reason why Trenerry Crescent exists at all.

The primary purpose of a thoroughfare is to enable people to get from one location to another.

Secondary considerations, such as the type and volume of traffic, speed, noise, safety, recreation and aesthetics, though important in their own right, should not deny a thoroughfare fulfilling its primary purpose, which in this case is as the only local link for vehicular traffic between East Clifton Hill, north of the Eastern Freeway,

Council proposes two types of trial: full road closure or half-road closure with traffic in one direction only. I reject both of these options, for the following reasons:

I am opposed to full road closure on principle. In terms of fairness and equity, total closure does not discriminate between a speeding rat-runner and legitimate use by a local resident. In order to deny use of Trenerry Crescent to rat-runners, Council appears prepared to sacrifice local residents' vehicular use of the only north/south thoroughfare east of Hoddle St.

I also oppose the half-road closure option as proposed by Council. Why should northbound traffic be privileged over southbound traffic? This would mean that if you live in Victoria Park, for example, you have the right to drive into East Clifton Hill, but residents north of the Eastern Freeway are denied reciprocity. Clearly what is needed is an approach which allows controlled traffic flow in both directions, not closure in one direction, while open in the other.

Council's Options 2 and 3 are therefore neither sensible (denying the primary purpose of having a road linking different parts of the suburb), nor practical (allowing access in one direction only, while denying it in the other).

Regularly visit family friends and cafes. This closure would be a deterrent to visiting the area

I am an avid cyclist and do not feel the need to access the street without motor vehicles. Street is safe

If you close Trenerry it will take a 5minute trip an additional 20 minutes for a trip to my child's daycare and swimming now the P turn is in place on Johnston Street. Plus if there are any issues with Johnston at or Hoddle at we will be cornered in with no other access points. We love on the street you are talking about closing, we ride bikes and we have alotore options on the bike than we do with our cars, please don't make it harder.

I am a resident who has experienced severe traffic safety issues on Trenerry Crescent, whilst walking and cycling.

We use the pedestrian bridge over the freeway when cycling instead of Trenerry Crescent. The bike lane and road is too narrow, cars drive in the bike lane and at high speeds.

Trenerry Crescent is a local road but is used as a regional road. This area has a high number of young families, walkers, runners and cyclists. We should protect residents over minor inconvenience to car users.

Please consider all residents including those who have not voted either way. Where residents have not chosen to voice their opinion, it should be consider a vote of confidence. This should not be whoever shouts loudest.

Council continuously announces grand plans to improve pedestrian and cycling infrastructure, achieve net zero carbon emissions and improve the liveability of the Municipality. This can only be achieved through change. Please have the strength and integrity to follow through with these commitments.

We need to have direct cycle infrastructure. Relying on paths along creeks is not a way out. By shortening cycle trips, making them safer and more accessible we will get more people on bicycles.

This road is deadly to cycle on! There are many other routes for cars so it would be wonderful to see this as a cycle / pedestrian road - which would also take them from the other busier routes.

I use Trenerry Crescent on a daily basis for work and school travel. It is always busy. Closure would lead to traffic from Clifton Hill having to divert via Hoddle Street (which is already busy enough) and then via Johnson Street (adding more traffic to the shopping precinct between Hoddle Street and the train station).

Trenerry Crescent is an important route for Yarra locals to get to/from the east side of the city without having to use Hoddle St. A partial or full closure of this route for vehicles will cause more congestion on Hoddle St.

Consider banning heavy vehicles from this route rather than all vehicles.

Cyclists already have a newly improved bike trail and pedestrians have a dedicated pathway.

The advantages of closing Trenerry Crescent to vehicles do not outweigh the detriment of a partial or full closure of Trenerry Crescent.

I have lived in Abbotsford for my whole life. While social distancing is vital, removing access to a well-used and necessary road does not strike me as a very effective method. For less confident bikers, there are alternate routes readily available, which avoid needing to ride on the road (I use these myself frequently as i do not drive). I believe closing down the road would have a negative effect on Abbotsford residents, my family included. The road is the most direct route between Abbotsford and Clifton hill, and allows my community ease of access to many parks, schools, walking tracks, and other important facilities. This road closure would force more traffic onto the already overloaded Hoddle street, making peak-hour travel far more time consuming. Avoiding Hoddle street traffic is a big reason why people use this road in the first place. I would suggest a small roundabout at the intersection of Trennery, Noone and Gray, as well as widening the footpath in trennery, allowing bikes or encouraging them to use the paths by the yarra (very close by), and installing a more bike-friendly barrier between the footpath and the road.

Closing the road will affect a lot of people in Abbotsford who need to use their cars to get to Nth Fitzroy and beyond.

My preference is to maintain the Trenerry Crs underpass.

- I live on Trenerry Crescent, and utilise the underpass to access Fairfield, North Fitzroy and the

Eastern Freeway. Removal of this access will force me via Princess Rd in Kew to get to the same roads, or further along Johnson St and up through Brunswick St - potentially 10 minutes out of the way. Nearly all traffic I see is local.

- I do not see any through traffic volume off Johnson St using Trenerry as a cut through to the Eastern. Traffic along Nicholson are more likely to use Langridge or Gibbs to access the Eastern via Hoddle, and traffic from Studley Park Rd would not use Trenerry (given they have come from Kew Junction and Princess St)
- Traffic rarely banked up along Trenerry Crescent during PM peak in pre-COVID times. I believe the existing no turn and road restrictions in Clifton Hill manages to prevent "rat run" routes.
- pedestrian and cycling infrastructure is quite around Dights Falls, with the convergence of the Capital City and Merri Ck trails. I do not believe there is further need for more infrastructure.

Completely cutting the access to Johnson St from CH would be a hassle, but improving bike safety on Trenerry would be good. Maybe part of the underpass could be made "one way at a time" for cars to reduce traffic and leave more space for bikes?

Please do not close Trenerry Crescent. Tolling non residents to reduce traffic is not a bad idea.

Why is the council listening to the Bicycle Advisory Committee (and not locals or independent research). We locals need this important access route to the inner east.

Don't we have anything to do? Why is council disrupting traffic. JUST Leave it alone. I am a frequent user, especially in the afternoons as I can't turn right from Johnston st to Hoddle st. The U turn on Hoddle st is useless. Very difficult to make a U turn when the traffic banks up. (Have contact Vic Roads).

LETS NOT USE COVID 19 As an Excuse. LEAVE IT

I am a Frequent user of that section of road Please leave it alone , Stop making it difficult for me and other local residents. Council is there to help locals not hinder them.

With 2 small children this will adversely impact our ability to get to the toy library and other places that are simply too far for us to walk. As a result we would stay home.

As a local resident just off Trenerry Crescent, I do not believe that a part or full closure should be considered. This proposal would cause extreme traffic issues in the area and I do not believe that there would be any significant community or environmental benefits obtained.

Please do not close this road. I, along with every other member of my 4 person household and 2 of their partners, use this road at least twice a day, often more, everyday. Closing it would cause all of us, our neighbours and friends and family from other areas, a big disturbance and would force us to change the way we get around Melbourne, adding both time and distance to our journey. This is also going to have a very negative effect on the environment. Additionally, all members of my family use the Capital City and Merri Creek Trail's multiple times a week and have never felt unable to keep a safe distance from others, even in more recent months with Covid-19 and social distancing being more important than ever. We are so lucky to be surrounded by so much parklands and trails and I do not believe lack of space to keep a safe distance from each other is a valid reason to close this road. I genuinely believe that closing Trenerry Crescent would cause more inconvenience, aggravation and disadvantage to residents and people who use the road and it would be a negative move to make. Despite the possible advantages you outline I don't think they are enough to justify its closure.

Thank you for your time.

Close it. plant the road/underpass with natives for the birds.

A great idea, thank you! Covid 19 is resetting our expectations about public leisure space and the more we can experiment with expanded pedestrian and cycle corridors now the better for our shared future. I would suggest however that this closure could put additional pressure on the Trenerry Cr/Johnson street intersection for those residents coming and going from the northern Abbotsford pocket. Could we have traffic lights there please? I am a resident in Trenerry Crescent.

OPTION A- the status of the road to remain open.

This is an absolutely crazy idea.

You are closing of access for Clifton Hill residence to shopping centre in Richmond.

At this time I am doing a weekly shop, and I shop for three different households, I must use a car for this task.

You are forcing all Clifton Hill residence onto Hoddle Street, adding considerable time onto the car trip.

There are plenty of bike and walking tracks around that we have been using daily since late March 2020.

The amount of foot and bicycle traffic on these paths is manageable, they are not over crowded.

I am also disgusted by the lack of advertising of this proposal. I read about it in Cr. Jolly's letter drop.

I strongly oppose and object to any proposal that closes or restricts Trenerry Crescent in any way.

This proposal would put more traffic onto Hoddle Street between Heidelberg Rd and the Eastern Freeway. This road is already overloaded , even on weekends. The residents of Clifton Hill use Trenerry Crescent to get to and from Studleey Park, Kew, Richmond etc, it is illogical to close this road and create more traffic on Hoddle St, as well as the resulting inefficiencies and longer travel times.

Additionally, I would highlight that the council has approved an enormous amount of medium and higher density (apartment) development in the area over the last few years, with that comes more cars. The council cannot have it both ways, enjoying increased rate income, whilst ignoring the increased traffic the development brings, then closing a significant arterial into the area that carries that traffic. This proposal does not seem to have the rate payers best interests as a key consideration.

Traffic lights needed 2 sets for computershare 50m apart is irresponsible for traffic flow

Traffic lights at Trenerry and Johnston streets would be more effective in enforcing the No Left Turn signs from Johnston street. Traffic rat-running from Hoddle through to Heidelberg Rd is the main source of traffic in the mornings and evenings. No need to penalise residents - upgrade the intersection to include traffic lights with No Turn signals.

Could we divert bicycle traffic elsewhere?

There are definitely more cars using that route, otherwise all that car traffic would be diverted towards Johnston street/Hoddle St which is already chaotic as it is.

You will be responsible for the people making dangerous right turns onto Johnston.

Whilst I agree that the pedestrian and cycling links/track is too narrow, incomplete and in need of a significant rethink, a total closure to vehicle traffic is a blunt and lazy option. The area needs to be assessed with all users, including those in vehicles in mind. This type of assessment will probably yield a lengthy and costly solution but one which will ultimately benefit the residents of Abbotsford and Clifton Hill as well as the wider community for the long term.

I am a cyclist, a road user and a rate payer. I prefer to use the pedestrian flyover to make my way from Trenerry Crescent over towards Roseneath St so I can go home. Trenerry Crescent is too narrow and unsafe for bikes and cars but closing it would be a huge inconvenience to all road users and residents. I think a solution I haven't seen offered is to have pedestrian and cycling traffic in one direction only around the bike path. For instance if you enter the bike path from the Ramsden st Oval side (near the Recycling centre) and cross the creek bridge, turn right towards Dights Falls. How about, from that point is 1-way only so you have to do a loop to get back. Cross the bridge again at Dight Falls and turn back onto the path on Trenerry Cres (under the bridge) and that takes you back (1 direction again) to the Recycling centre/Ramsden st reserve where you began. Easy!!!!

AGAINST a road closure - there is plenty of room for walking and cyclists. Closure will cause a huge disruption for my commute to work

A southbound only closure would achieve nothing. Please trial the full closure for some effective results!

I'd like to register feedback strongly against closing Trenerry Crescent between Abbotsford and Clifton Hill. At present, turning right onto Johnston Street out of Trenerry Crescent is very dangerous - there's poor visibility and we have had numerous accidents. Travelling via Clifton Hill is a much safer option. A road closure of the type suggested would mean that residents of Trenerry Crescent would be forced to use Johnston Street, and I think it likely that you'd see an increase in accidents at the Trenerry/Johnston intersection.

Unless you're planning to install traffic lights at this intersection first, any road closure along Trenerry will impact residents adversely.

A lot of residents want this closed but are not as vocal as the group who want it kept open.

As a resident of Noone Street, I use the Trenerry Crescent access to travel to and from Kew and for access to Richmond. Please don't close it. This is an important link for local residents. Non residents who use the underpass do so because at peak hour the right turn from Johnston Street into Hoddle Street to then go onto the freeway or travel north is prohibited. If you close Trenerry Crescent, how do I get back to my own suburb at peak hour if I can't turn right? If your purpose is to deal with 'rat runners', have you considered tolling technology to detect cars that are not registered to a 3067 or 3068 address?

The Merri is so packed - thanks for looking at ways that people can safely continue to use it!

I use the walkway on Trenerry crescent daily and it is impossible to social distance. Particularly problematic as many runners use it (myself included) and are not wearing masks. It is also dangerous when cyclists ride down it. Cyclists should be encouraged to use the road, it is quite safe and when I am working in the office I use it and find it to be fine. Much safer than the walkway!

Terrible idea, that threatens to divide communities and discriminates against those with disabilities who need to drive and don't want to waste petrol and pollute the atmosphere by driving all the way around via Punt road to reach for example Victoria Park, instead of driving the 500m between Clifton Hill and Abbotsford via Trenerry Crescent

It makes complete sense to me. I think it would be an excellent response to the increased use of Trenerry Cres and surrounds and the decrease of vehicle traffic.

Such a closure would push local vehicular traffic onto an already unattractive Hoddle St.

I

I frequently use this route to avoid having to use Hoddle St and use back roads in that area. This closure would also force the traffic to alternative routes and create more traffic using Johnston St which is already very busy. This would not be a smart move to close this road for people living in this area.

A full road closure sounds great, but southbound only sounds horrible and would achieve nothing. The problem is the northbound traffic! The northbound traffic is severely detrimental to the livability of Clifton Hill. Heavy vehicles and cars that accelerate heavily are constantly heading northbound and causing huge traffic problems in Clifton Hill.

I really hope the full closure goes ahead or at least a northbound closure. It'd be really disappointing if it doesn't.

Our lease is up for renewal and we have decided that we will only renew contingent on the northbound or full closure.

I suggest we need a bike lane on that road. And a wider sidewalk.

please do not shut the trenerry crescent road. its unnecessary as there are many paths for cyclists and pedestrians. it allows the residence of clifton hill to go to abbotsford without having to drive on huddle st .

Long term closure of this road would be a very bad idea. Even during 'quieter' times of the day turning right onto Johnston St takes forever. During peak hours of the morning and after work in the evenings it would be almost impossible and would block the roads around Victoria Park. Trenerry Cres/Gray St

also provides better access to Northcote and other northern suburbs. This closure would only lead to further congestion across Nicholson St, Hoddle St and Johnston St - please reconsider this idea.

I access Trenerry Crescent on a daily basis for either accessing my son's school in Kew or caring for my elderly parents who live in Kew also or shopping at the Hive in Abbotsford. Forcing me to use Hoddle St to conduct my daily business will increase my travelling time by 20 mins each way and increase my greenhouse emissions. I have lived in Clifton Hill for 30 years and grateful every time I use Trenerry Cres as it allows me to get where I need to be in a short period of travelling time.

I have also noticed that since they widened Chandler Hwy that less people are using Clifton Hill as a thoroughfare.

Pedestrians are well catered for in Clifton Hill with footpaths and the walk bridge over Eastern Freeway, and as for the cyclists there is a path on the other side of the Merri Creek opposite Trenerry Cres which I cycle to exercise. I think we have a good balance in Clifton Hill which meets everyone's needs. By closing Trenerry Cres to vehicles will be detrimental to those of us that need to drive.

Many residents in Clifton Hill who drive are very aware and mindful of pedestrians and cyclists as many of us walk and cycle ourselves. Maybe education is what we need. Knowing the rules will prevent confrontations. There are just as much poor behaviour from cyclists and pedestrians as there are drivers. Many in Clifton Hill have complained and have had issues with cyclists that speed, maybe having speed restrictions for cyclists that is enforceable like it is for vehicles will make Clifton Hill safer for walking.

By closing Trenerry Cres to vehicles, I fear we will have more accidents with speeding cyclists colliding with pedestrians, as this has happened in other suburbs.

As a 30 year resident of Ramsden Street, Clifton Hill, I am aware of the challenges local residents face accessing Richmond/Abbotsford and Kew should you have to use Hoddle Street. Closure would just penalise local residents and increase congestion on Hoddle Street (which is already congested).

Similarly, local residents south of the freeway would only be able to access Clifton Hill/North Fitzroy by interring Hoddle Street which can be challenging, even outside peak times. City of Yarra has never policed "rat runners" traveling through East Clifton Hill heading south in the morning peak (and north during the evening peak). A trial of this should precede street closure. Has the City of Yarra explored the feasibility of widening the footpath on Trenerry Crescent under the freeway?

My comments have been emailed to info@yarracity.vic.gov.au

Live right on the border of Clifton Hill and Northcote near Heidelberg Road and commuted through Yarra Bend / Trenerry for years to work at Abbotsford Convent. I would ride my bike all year round except in winter when the river trail felt unsafe. If driving, going via Hoddle/Johnston would triple the time of my commute if I couldn't use local roads. I don't think the road is the problem....make the bike path safer and the improve. I would sometimes push my bike over the freeway footbridge to avoid riding through the dangerously dark Trenerry underpass late at night. There is no other direct route for vehicles between Clifton Hill and Abbotsford so closing the road just diverts the problem elsewhere. Access to the Convent is difficult enough without closing another route.

Hoddle Street is fully blocked at peak hours and this is the easiest way for emergency vehicles and residents to access their GP, Coles, schools and day care.

If planning for better cyclist access then the closure should be at CBD for cars and trucks ..

Closing a suburb access impacts the residents negatively

I live on Trenerry Crescent and regularly use it to get to the Eastern Freeway. If it were to be closed I don't know how I would get to the Freeway as there are no traffic lights to give me the option of a right hand turn onto Johnston Street and during heavy traffic it's just not possible to get out onto Johnston Street.

No don't close the road, police should enforce the no left turn sign at Trenerry Crescent in the times the sign says. We need this road.

There should be a boom gate and Victoria park residents has a fob key to access the area. Local traffic only

It would be extremely inconvenient if Trenerry crescent was closed, even if just for 3 months. Having to drive on hoddle street instead would make my travel time so much longer
Please don't do it !!
Thanks

It would be nice to see other ideas for usage. When restrictions ease, can we have badminton nets? :) Also, for Option C - leaving the south-lane open is preferable to the north-lane. Northbound traffic rat-runs up Yambla St bike lane and makes it unusable. I had tried to ride with my kids here but have experienced a number of bullying episodes from motorists (one reported to police). If you leave the north-bound lane open, you need to cut off north-bound traffic at Yambla.

The trial closure is supported as I ride my bike between our home in Collingwood and her kinder and or the Yarra/Merri Creek daily and crossing Trenerry Crescent with its succession of rat runners is the main area of danger for our ride.

There are no second and third options. Roads need to stay open. How can the the ever increasing population manage with decreased roads? Not everyone is bike mobile, public transport capable or agile enough to manage without cars and roads.

This route is used quite often.

Traffic lights at the intersection of Trenerry Crescent and Johnston St.

There is a bridge for pedestrian and bicycles to cross M3 with ramps. You should educate cyclists to use the bridge which was built for. If you propose this to reduce the traffic of Trenerry Crescent, you should make sure people follow the sign at the corner of Trenerry Crescent and Johnston St.

We use this road daily to access Clifton Hill. It's part of our community and trying to do this via hoddle/Johnston Street would be time consuming and frustrating. We live on the street and completely oppose the closure.

Hello,

I fully support for the full road closure of Trenerry Crescent. My wife and I have voiced our opinions to Stephen Jolly over the years and he has tried to help the community with trying to stop the 'ratting' that happens in Clifton Hill. We have speed bumps in front of our house and they have absolutely NO affect on the speeding motorist who use Trenerry Crescent to get onto Heidelberg Road. Residents that have small children on our street our nervous when they place their kids into the car. It's only a matter of time before somebody is hit by a speeding car on Fenwick Street and other streets that are used by people commuting for work. Our cat was run over last year from a motorist that was speeding. If the decision is not to close Trenerry, I would like to request the council to introduce more effective speed humps to deter people from speeding as they are 'rat' around to gain access onto Heidelberg Road.

We are very happy to see that the council is taking this matter seriously....finally. Well done!

This is a key access link into our suburb and avoids trying to get in from other points which can be awkward at times. I don't believe this route is used as a major rat run but is extremely useful for us living in this block of Clifton Hill. I believe the closure of this link is likely to lead to a permanent road closure in the future at least which appears totally unnecessary. You may be doing this for Virus reasons currently for distancing. Why not put in a temporary traffic light system for one lane for both directions and barriers for pedestrians/cycles to work with there to be removed as soon as possible after the virus is controlled.

Crazy idea! You'll drive all that local traffic on to Hoddle St and add hugely to travel times. Whose idea was this? Leave it alone! There's no problem!

Note: resubmitting as character limit has been increased.

I am in support of the closure for two key reasons 1) reduce trough traffic, and 2) increase safety for

pedestrians and cyclists.

1) Living on Yambla St, there is constant through traffic from Trenerry Cres (presumably to) Heidelberg Rd. It is much worse in the afternoon, but is constant through the day. Anecdotally, I've been told lots of people use the backroads to 'get home faster'. I don't want my street to continue to be used to save people a bit of time. Often trucks and utes use Yambla and accelerate after the speed humps, creating a lot of noise.

2) I've also had incidents where drivers cutting through Clifton Hill drive quickly, not looking out for or slowing down for residents. I've had friends who live in the area also have issues with aggressive drivers not slowing down, and nearly hit their dogs.

I'm not sure COVID should be used to support the closure, however the above points are real issues (for some locals). I think some formal data collection and evidence is required to support any change. Is it possible to use number plate technology to determine the proportion of vehicles that use Trenerry/Yambla to then turn right on Heidelberg Road? Opponents to the Trenerry closure are now claiming 'rat-runners' don't exist, and I find this quite insulting/frustrating as a Yambla St resident. Data would assist in demonstrating the extent which Clifton Hill East is used as a 'short cut' home for non-locals.

I also know many local residents use Trenerry Cres, and perhaps a compromise is the best way forward. As Yambla st offers a very easy route for through traffic, another alternative solution could be changing the direction of Yambla st or closing Yambla? This would help deter non-residents from cutting through, and would also ensure locals who want to continue using Trenerry could do so.

Ridiculous proposal!

I oppose any closure to Trenerry cres.

I strongly oppose any closure to Trenerry Cres in any form.

I live on Trenerry Cres. In order to get onto the eastern freeway outbound or getting to Clifton Hill, this closure would increase the travel time drastically.

Not to mention, turning right from Trenerry into Johnston street can take 10-15 mins sometimes during peak time.

Found out about this via someone in the apartment building I live posting it in the elevator. Nice job on the notifications... What a disgrace!

It would be nice to have a council competent enough handle a list consisting of minor issues and borderline "imaginary garbage" issues like routes to local facilities that should be closed during this period anyway. Furthermore, you're causing major traffic and noise issues of constant stop/start of so many speed bumps contributes to carbon dioxide more than forcing traffic into fewer routes. Driving up one of few roads that cross the freeway only to find it is closed and have to drive all the way around to find another route will anger many and again contribute to pollution. There are numerous foot and bike routes you can direct people to take if you feel CARS on this ROAD are such a threat to peoples 99.9% chance of surviving covid.

We use the Trenerry Crescent route to Abbotsford on a daily basis as we are Carers for my elderly mother.

We purchased an off the plan apartment for her four years ago Based on the ease of access between our home in Clifton hill and her location near Victoria Park in Abbotsford. There are no traffic lights between our place and hers so we can get to her quickly.

I frequently take her to her GP In Kew junction . The trip via trenerry crescent to her apartment takes two minutes - going via Hoddle street Is dependent on giving way to hoddle street traffic, crossing the freeway and three sets of traffic lights Before turning into Johnston Street. This can often take six minutes - up to ten in traffic.

We have lived here for six years and aren't impacted by the "rat run" to get to Hoddle street via Trenerry & Noone streets. Perhaps the use of number plate identification technology to ensure local traffic only uses the road would be better served. This road provides important access and in our case

functions as a connecting lifeline in our suburb.

I don't believe we would have purchased here 6 years ago or bought my mothers apartment 4 years ago if the trenerry crescent route hadn't been available.

How can we give feedback on a proposal when Yarra have withheld data needed to form an opinion. There is no information on local traffic V's non local traffic.... I suspect there is no data on this. So we close an access road on our opinions, not on facts that drive change.... it is just crazy

I have lived in Noone St Clifton Hill for over 6 years and have never been overly impacted by the "issue" of rat runners using Trenerry Crescent to get to and from work. This only occurs during peak (non-COVID) weekday commute times and so is really very minimal anyway.

For me, Trenerry Crescent provides a convenient, and timely link between my home and:

1. The home of my elderly dependent mother-in-law in Abbotsford, for whom my wife and I are primary carers:

Direct access is really important as we have made many emergency dashes to her apartment (700m away, and with no traffic lights). The location of her apartment and accessibility was a critical decision for us.

2. Petrol station and Woolies Express Supermarket opposite Lulie St Abbotsford

3. The Hive shopping centre and pharmacy in Nicholson St

This proposal will add up to 6 minutes to what is approx a 2 minute drive. I do not support it at all.

I have deliberately not selected options B or C into the preference section of this form, as I do not want them considered them at all.

The road link is critical for locals to move between abbotsford, Fitzroy north and Clifton hill.

Congestion is extreme along Johnston street and Hoddle for most of the day and any movement using this route would be not be an improvement for local residents. Whilst there are people that rat run, this occurs on nearly every north/ south road leading into the city, it's part of being inner city. People generally move through at slow speeds and are aware of pedestrians. To note I am a pedestrian/ train commuter who lives on trenerry.

I support people commuting via cycling, though there are a number of commuter cyclists which are often rude and impatient with pedestrians. These don't generally tend to be the locals in the area- always walking we know our local neighbours! If cyclists need a more direct route then upgrade the adjacent footpath to allow for both. Past the underpass heading south they already dominate the footpath.

Please do not close off this connecting road

Dont close it! We need it. ive lived in the area for 10 years its not an issue at all .

I drive and ride a bike and never have an issue using this road..

Any closure of Trenerry Crescent is short-sighted and will adversely impact local Abbotsford residents that use this road as their only route of transport during peak hour traffic. The closure of Trenerry Crescent will force local Abbotsford residents onto Johnston St and Hoddle St in order to travel to the northern suburbs. This will significantly increase congestion on these already busy and dangerous roads. As a local resident that lives on Trenerry Crescent and an essential worker who must commute by car to work during this pandemic, any changes in access to this route will significantly increase my commute time. I am certain there are many others who share my predicament, as Trenerry Crescent is a densely populated area with many apartment residents. As a commuter who uses this route every day, peak hour traffic is never bad enough to warrant closure. Furthermore, not every local resident has access to a bicycle or can travel on public transport during this pandemic. Any changes to Trenerry Crescent will impact those residents that are currently experiencing these circumstances. Lastly, cyclists and pedestrians have access to the Yarra and Merri Creek trails (directly adjacent to Trenerry Crescent). These trails are large enough to accomodate pedestrians and cyclists, in addition to the footpaths alongside the road. Vehicles owners and users that use this road should not be penalised where there is currently adequate access for everyone.

I live in Clifton Hill and work in Abbotsford. Trenerry Crescent is my direct route to work, and as I have to occasionally visit clients, I need to drive into work. Shutting Trenerry Crescent will mean that I will have to drive down Hoddle St to get to work, taking my drive time unnecessarily from 5 mins to anywhere between 15mins to 20 mins. I moved to Clifton Hill because of the convenience. Clifton Hill already has limited roads in and out of it. This is just ridiculous.

I live on Ternerry Cres and would support the closure trial. There are lots of pedestrians and cyclists pushed over onto the sidewalk. At times this can cause congestion between walkers and cyclists especially under the bridge section. Reduced traffic would be a bonus less traffic noise

It will be very frustrating to get to Abbotsford via car for locals.

This is ludicrous and would equate to my family having to potential change schools and upset our families structure along with many others

It is understood that you are considering this initiative particularly to ensure cycle safety, however this is the only link from Clifton Hill village to Abbotsford to the south and to the east to Kew and beyond. The only alternative would be to join the Hoddle Street congestion and creep along until we get to Johnston Street.

The recent changes to Hoddle Street (no right turn from Johnston Street East) has pushed a lot more traffic down Trenerry Crescent who are not locals using this "rat run" during peak times to either get onto the Freeway and out East or going North to Clifton Hill, North Fitzroy and Northcote and beyond.

Solutions:

1. Leave the road open and let us residents put up with the "rat run" at the peak hours (max 10 hours a week).
2. Allow right turn on Hoddle Street to allow traffic from Johnston Street East to turn north up Hoddle Street - I suspect this also has forced traffic up Johnston Street into Collingwood to find any right turn to get onto the Freeway! Wellington Street seems busier since the VIC Roads no right turn at Hoddle decision.
3. Spend the money on creating a wider bicycle/walking pathway under the Freeway Bridge on the western side of Merri Creek that canter-levers out over the bank to make cyclists and pedestrians safe. There are plenty of examples of this up Merri Creek Trial. Note that this will alleviate the cycle/pedestrian congestion on the eastern side of the Merri Creek under the Freeway Bridge which does not provide COVID safe 1.5m separation and often jams cyclists up close into pedestrians.

Great idea! Let's do more.

These proposed changes will create more traffic issues elsewhere. Particularly Hoddle St (where they've spent how much to improve flow?????\$\$\$\$), Johnston St and surrounding streets of Clifton Hill.

a full, or partial closure, will have to the population of Yarra and surrounds is equal. A partial closure should not be considered as an alternative

I use Trenerry Crescent every day to go to and from work in Church St., Richmond to avoid heavy traffic on Hoddle St. It is already taking me more than an hour to get to work in Richmond from Epping. Taking Hoddle Street is going to take me even longer to get to work and to get home from work. I would appreciate it if Trenerry Cres could be left open which would make easy access for everyone.

I am very concerned that there is consideration to close Trenerry Crescent. This is an important route for those traveling from Fairfield/Clifton Hill to the Abbotsford region. The alternative route is via Punt Rd which is difficult (particularly at peak hour when it is extremely hard to turn right onto Punt Rd and then extremely slow) or via Chandler Highway (which involves significant extra mileage to get to Abbotsford and is not an environmentally appropriate choice). I truly can not see the reason for closing / reducing this road.

It is important for residents who live in the area between Hoddle st and Trenerry Crescent to have an alternate means of accessing their suburb other than turning right onto Rosneath and Ramsden st

from busy Hoddle st as the current traffic arrangements would lead to right turning traffic backing up into the right hand lane on Hoddle st increasing the risk of accident and traffic jams.

I would not like the road to be closed as my household access it often to travel to the northern or eastern suburbs in the morning. During this time the right turn at Johnston and Hoddle Street is not allowed. It will take considerably longer to travel north or east if the road was closed.

This road is used as a rat run buy vehicles avoiding Hoddle St. as a resident the traffic morning and night avoiding Hoddle is I feel unfair on the residents as Hoddle St improvements I thought were to improve traffic travel times and protect local residents from excessive traffic in our streets so we could walk exercise and enjoy the beauty of the suburb.

I have selected the only option I can support. I checked with Yarra Council and was told this would still be a valid vote. Given this, I think your voting instructions are misleading and many people will think they have to list ALL options in preferential order, even if they would not want some of them implemented. This could skew results.

Please do not close this road. I used it every morning to get to work. I wouldn't be opposed to closing the road if they hadn't of changed the conditions at Johnston/Huddle Street and prohibited people from turning right from Johnston st onto Hoddle St.
One or the other I say. Don't keep making things harder.

If your objectives are to create more space for people to keep a safe distance from each other whilst on the path and provide safer riding conditions for cyclists, then upgrade the existing footpath infrastructure to provide a dual lane cycling/pedestrian path.
Please don't suggest that this would contribute in any to delivering positive change for your Climate Emergency Plan, this is only going to re-direct traffic from Trenerry Crescent onto already congested roads and increase travel time for those in vehicles.

Excellent idea to improve local amenity and access for cyclists whilst separating them away from pedestrians to improve safety

The instructions re preferences mimic a preferential voting system and appear deceptive as they imply that you cannot choose just one option (i.e. no closure). I do not want either of the closure options. I use this route to access Heidelberg Rd for childcare duties in West Heidelberg and to drive to Yarra recycling facility. I live in the north end of Charles St Abbotsford. The changed traffic conditions (since bike lanes installed) in Vere St (and Johnston St) and short traffic light cycles/no right hand turn cycle for cars banking up to turn right from Vere into Hoddle St and the heavy traffic on Hoddle St (sometimes blocking intersection) make diversion onto Hoddle St to get to Clifton Hill a nightmare in terms of traffic congestion and time. I fear this so-called temporary closure may become permanent.

This proposal will create more problems in the future. It's impossible to gauge the flow on traffic effect it will have in the current climate. Pushing more cars onto Johnston and Hoddle st is not helping anyone.

The proposal doesn't "reduce traffic" it adds to congestion in other areas.

If "safety" is the issue perhaps bring the speed humps up to date or include other traffic management in the area.

Yes the footpath is tight under the overpass but there's multiple options for pedestrians to avoid that stretch of path if they're currently overly concerned about social distancing (other side of river & Alexander pde east foot bridge). Maybe point this out. This would also be of benefit for "less confident bike riders" as the section you plan to close is a steep hill with speed humps.

I should add I rarely drive, am an avid cyclist and frequently walk with the pram around dights falls and surrounds.

Using the Covid-19 pandemic as reasoning for closing roads is shameful.

Should be permanent closure. Have had several close shaves from cars not slowing at the corners especially northbound.

I think it's useful to provide access northbound for people living between Johnston & the freeway, rather than forcing them onto Johnston. But excellent to dampen the morning southbound rat run through Clifton Hill, which is when kids are walking to school.

Closing this access to Dight's Falls and walks prioritises usage for nearby locals, making it a longer drive along Johnston street for any other Yarra residents apart from those in Clifton Hill. Or those riding bicycles. It's difficult enough walking on your 'walking trails' with aggressive cyclists constantly edging pedestrians out of the way. Think I'll just give up and forego any future plans to walk there.

We live in Clifton Hill and believe that through traffic in the morning and afternoon creates an unsafe environment for pedestrians and cyclists. We support Option C, the partial road closure, as we believe this is more likely to be acceptable to VicRoads/Department of Transport and other Clifton Hill and Abbotsford residents.

In our view the through traffic impacts the amenity and safety of the residents in the affected streets, while closing Trenerry Crescent impacts the convenience of residents not in the affected streets. We believe all residents are entitled to amenity and safety while convenience is less important.

The enforcement of the no turn signs is nonexistent. It takes a lot of traffic police to enforce the turn bans because there are so many protected streets. We believe it would assist if the State Government enabled the traffic police to use "no turn" cameras in the way they use "speed" or "red light" camera. We suggest the Council could champion such action with the State Government to address the through traffic issue.

Last weekend I went walking with my family along the Merri Path and noted that the walking path, footpaths etc were more than sufficient to handle the amount of foot and bike traffic on a bright, sunny winter's afternoon. Therefore, I don't understand the 'making space for you' strategy for Trenerry Crescent as parkland, bike tracks, pedestrian tracks, shared tracks, open space are available now and as is, given social distancing.

Those of us who have lived here for a lifetime—in our household we total 229 years collectively-lived through the Hoddle Street massacre. That night, I had family visiting and advised them to return home using Trenerry Crescent as the popping sound suggested, at the time, that there were railway works happening adjacent to Hoddle Street at Clifton Hill Station. PTV used explosives to warn train drivers of workers on the line. The sound appeared familiar. Little did we know of the sadness and carnage happening a few streets away. My family visitors headed home under Trenerry, up Johnston Street and safely home. Egress and entry via the Trenerry corridor gives me peace of mind – if something were to happen on Hoddle Street, there is a way in and out of this pocket of Clifton Hill. Please think, discuss and take into consideration that for some of us long-time residents, Trenerry provides a safety net as it did on the evening and days following that awful night Sunday 9 August 1987.

I live off Trenerry Crescent in Abbotsford. I am very pro the southbound lane being closed but the northbound lane would affect the ability of this part of Abbotsford to get into traffic a lot. Trying to take a right turn onto Johnston in rush hour (either morning or evening) is essentially impossible, and without any traffic lights most of the time we are resorted to using Trenerry Crescent to try to merge with traffic that way.

The southbound way however would not matter much - it is a lot easier to get into our area than it is to get out.

A northbound closure on Trenerry Crescent would add considerable travel time for a multitude of residents - it doesn't make any sense. One of the reasons so many people live here is for the ease of access north bound, and this would prevent that.

I regularly need to go to AEU building from Heidelberg Road for meetings and PD.

I have family and fiends who live on or adjacent to Trenerry Crescent. This closure would force me to use an already busy Johnston Street and Hoodle Street in order to visit. I'm mindful of not being able to turn right into Hoddle from Johnston at times which will impact my driving time to Heidelberg Road (both of these roads are parking lots in peak hour...)

This will be very inconvenient and puts me/us into already busy streets. Going through Kew is not an option and would be a ridiculous detour/waste of time.

I'm not sure what the goal of this action is. I am not a resident The City of Yarra - I have destinations that require me to have access to Trenerry Crescent.

Have you thought about blocking off Trenerry Crescent at Johnston Street?

I believe a partial road closure would suit the community most. Many residents have complained of rat running in the area, and I believe a partial closure would slow the traffic associated.

Ideally the single opening lane would be bi-directional governed by traffic lights, but I understand this option is not proposed.

There is no safe journey for cyclists north/south over/under the freeway and something needs to be done. If we cannot widen the path then this is the next best solution.

I strongly oppose the closure of Trenerry Crescent. Leave things exactly as they are! I live near Johnston St so Trenerry Crescent is the route to the Northern Suburbs! I do not understand why you are wasting council resources on this proposal!

This road provides a very easy route between Fitzroy North and Abbotsford without having to go on the main roads. I use it to visit friends in the area and also to volunteer at the Fareshare Kitchen Garden. I prefer driving on the smaller roads rather than Hoddle or Johnston. There is also an alternative path on the other side of the creek for those who do not like the traffic. Could this path be widened to accommodate a larger throughput. Thanks, Linda

As a resident, road user and bike rider, i find this trial to be a great inconvenience, poorly considered and exceptionally badly communicated. Maybe consider starting again and doing it properly?

Important access point for the eastern side of Clifton Hill especially for locals

As a regular user of this road, the closure would be of major disruption of traffic and inconvenience to the public.

Unnecessary to close with plenty of spaces for walkers & cyclists in the area

This idea seems ill conceived and extremely disruptive to the local residence.

Whom does this benefit?

There are many alternative routes for bike riders and walkers if they feel unsafe.

So many cars speeding past my house!

As a resident of Abbotsford I am a regular user of a number of facilities and recreation services in Clifton Hill. Many of these are in the Clifton Hill area east of Hoddle Street. If Trenerry Crescent was closed I would need to access the Depot and it's recycling service, the Quarries Park and the sporting ovals by travelling in streets such as Hoddle and Johnston, both of which are already heavily congested. It makes no sense to add to the general traffic by precluding the most direct route.

Important and time saving link for me & my family from Fairfield to Collingwood, & the community services, family & friends we use in Collingwood.

Strongly oppose any closure.

The attempt to close this road seems to have been ongoing for the last few decades.

Due to the virus less people are using public transport so despite a lot of people working from home the traffic volumes on Hoddle St, Johnston St and Heidelberg Rds are high.

If there is any closure:

- 'North' Abbotsford residents will be locked in to using Johnston St only and if travelling north will need to turn right on Johnston St which is precarious at the best of times especially with the changes that occur in the centre variable lane.

- 'East' Clifton Hill Residents will be locked into using Hoddle St to head south which is also difficult due to volumes and will lead to vehicle queuing on several streets as well as impacting northbound traffic on Hoddle St as right turning vehicles at Roseneath St and Ramsden St will jam up the traffic flow.

- More vehicles will also use South Tce, North Tce, Gold St and Wellington St to avoid Hoddle St increasing vehicles travelling in 'West' Clifton Hill – increasing risk for children given the schools in that area.
 - The impact on residents in these area could be devastating with delay in Emergency vehicle access which has been flagged with all the previous attempts to close the road.
- If there is any 'walker / cyclist' congestion during lockdown it is not on the road or footpath on Trenerry Cres it is on the shared path on the opposite side of the creek and only on weekends.

I am a member of the collingwood toy library, and also work at the AEU. This closure would add an extra 25 mins to my journey to work if I had to go down hoddle street in the morning to get to 126 Trenerry cres. Please do not close the road!

I am a district nurse for St Vincent's hospital and regularly use this route on my rounds visiting patients within the Yarra shire (one round covers Clifton hill, to Abbotsford and north Richmond and Collingwood.
It is also used as a thoroughfare commuting from Northcote to University of Melbourne Early Learning Centre (I use this route by both electric bike and car)

Too many cars cut through Trenerry Crescent from out of town with little regard for speed limits and safe driving. I support this measure to make it safer for pedestrians and cyclists in a live-able neighbourhood.

The closure of Trenerry Crescent is completely unnecessary. This route is used mostly by locals who need to get to Clifton Hill, North Fitzroy etc. without having to go through Hoddle st. Blocking off Trenerry Crescent will only add to the congestion on Johnston St and Hoddle St and significantly increase the local people's commute times. As a person who frequently uses this route during peak traffic times, I can confidently say peak hour traffic on this route is never bad enough to warrant complete closure. Moreover cyclists and pedestrians have access to the trail that goes alongside trenerry crescent, their reasoning for closing off trenerry crescent is one-aided and unjustified.

Firstly - I believe there is a collective disappointment from the community regarding the lack of consultation and discussion around this new proposal.
I know there has been a long standing issue around improving the intersection at Noone/Gray/Trenerry and commuter traffic but this proposal does not seek to implement any supporting traffic and infrastructure changes to enable a better traffic flow through the area. This is an important thoroughfare for local residents living in and adjacent to the area.
The case for additional space for COVID distancing is null as there are 2 pedestrian overpass/bridges 300m either side of Trenerry Crescent with both being readily utilized by commuters and locals.
To support a closure of Trenerry Crescent, there needs to be additional traffic infrastructure in place around Johnston, Noone and Roseneath streets to allow local traffic to enter and exit the eastern section of Clifton Hill. More thought and input is required to come up with smarter traffic solutions - not just block roads!
We live in an inner city area and peak hour traffic is a trade off of living close to busy city precincts. Creating rat runs by diverting traffic up and down one way streets does not serve to reduce traffic or help it flow better, it just serves to frustrate drivers and annoy them enough to find other routes. East Clifton Hill IS NOT a gated community and should not be treated as such by continuing to close off streets to traffic.
The constant use of speed humps is also frustrating for local residents, but that's another story.
I would support a closure of Trenerry Cres if council outlined ideas and topics for discussion around improving and opening other entry/exit points in the area affected.

It's not clear why this is being considered and how it is reasonable or viable for local residents who use the road everyday.
I should have the option to not answer a second and third preference as I don't agree with them at all. In addition, running a trial in the middle of a pandemic when traffic and people's habits are significantly altered is disingenuous.

If the proposed closure is about pedestrian and cyclist safety and support then undertake proper research and investment to improve the underpass. Trying to squeeze in bike lanes on both sides of the road and also have a 2 way pedestrian path is a poor use of space and more dangerous. The road is essential for me to get from my property on Ramsden Street without taking an extra 20minutes + at the end of Ramsden Street just to get on to or go over Hoddle street and the train station. I do a lot of shopping locally in Abbotsford and Collingwood which requires access to the underpass.

As an inner city suburb the practical reality is that the population is increasing. If you want people to take PT then lobby to improve the car parks at the train station at Vic Park and Clifton Hill, without charging crazy parking fees.

It is well researched and documented that transport habits including cycling, PT and car traffic are complex and require larger more systemic problem solving for them to be effective in delivering economic, safe and environmentally sustainable solution.

Please focus your time on other environmental issues such as fixing up our parks and trails which have had trees removed and not replaced for over a year. Do not close important roads which will lead to further traffic congestion on main roads and just worsen the problem in other areas of the suburb.

This is terrible idea and waste of council resources. Please focus on much more important climate and environmental issues.

Please do not close this important road for local commuters

I have lived and paid rates in Clifton Hill since 1997. Up until recently I also cycled to work every day. I am strongly opposed to the trial closure to cars of the Trenerry Cres underpass. It provides an important link that I personally rely on several times per week. As a cyclist, there are plenty of options for safe commuting through the area.
Please don't do this.

Why is this even been contemplated ? I strongly disagree with the merits of the proposal and suggest our hard earned rates money would be better utilised elsewhere on more deserving causes. I suggest the \$250,000 purported trial cost would have been better directed towards upgrading the existing pedestrian path on the eastern side of Trenerry St and making it more pedestrian and cyclist friendly, while maintaining the existing road.
All three can co-exist, it should not be a case of prioritising one mode of transport over another.

This is a great initiative from Council!

As a resident of Clifton Hill, I use Trenerry Crescent to get to the shops. I need the car to do this as I have a small child and need the car to get nappies/ big items from the supermarket. I do not find it too much of a rat run apart from peak hour, which is perfectly manageable.

When is the proposed start date if the trials go ahead and how will this relate to COVID-19? i.e. If COVID-19 is "under-control" or eradicated will the road remain open? Using COVID-19 as a reason for the "temporary" road closure seems disingenuous and focussed more on the permanent repurposing of this vital link to local residents.

My preference is for a half road closure BUT that the NORTHBOUND lane be closed to vehicular traffic, not the southbound lane. I live in Fenwick Street and there is a major issue with traffic cutting through our local street in the afternoon peak hour. Closing the northbound lane would have all of the advantages identified by Council but also address the issue of this afternoon peak hour 'rat run'. Road traffic cuts through Trenerry Crescent and then via Yambula St / Wright Street and Fenwick Street as a short cut between Johnston Street and Heidelberg Road. There is much less 'rat run' traffic in the morning peak hour, as left turn restrictions along Heidelberg Road seem to be reasonably effective. So, to achieve the Council's (and communities) objective of reducing traffic, please close the northbound lane not the southbound lane.

Terrible idea and will cause massive disruption.

Closing this road will shut off Abbotsford to Clifton Hill forcing more people onto Hoddle Street which

is already congested.

Not to mention makes it very difficult to take kids to school.

We should look at being able to support all modes of transport through that area - invest in a wider path for pedestrians. The existing path is poor and well due for an upgrade. This path should be wide enough for young riders to ride to school if needed.

Lower vehicle speeds to 30 km/h - this is where it is needed, probably more than in Wellington Street.

Trenerry Crescent to Johnston - might help to stop right turns from Trenerry to Johnston.

Likewise for Grey St and Trenerry, stop access from Noone St to Trenerry and stop right turn access from Trenerry to Grey St to simplify the traffic flow options at the intersection.

Thanks

I'm unclear what closing half or all of the road aims to achieve as the traffic would just cause congestion elsewhere. I ride along Trenerry and the creek twice a week - I don't think there's a need or benefit for any change.

This is a route that I use to take my children to and from school. Closure of this road will create major headaches for my family, as it will require us to use a much longer route and add a lot of travel time to our school commute in the mornings and afternoons (thereby creating more greenhouse gases from my exhaust fumes while I sit in traffic on the longer and slower alternative routes).

This is a waste of an opportunity and perhaps a smoke screen for the larger topic at hand- why isn't the bike path continuous along the Yarra from trenerry st to Toorak??

I have changed from my previous response...I don't think it should be closed fully or otherwise. The test at this convert virus time is inappropriate and really invalid ...there are other trails for walkers and bike riders.

Not realistic to close this road to car users for any length of time. I rely on the route to take children to school and to return to Fitzroy North (pre 10am) when other options are unavailable due to no right turn provisions. Many others will be in the same position.

This closure would limit the possibilities I have of getting to places around The Eastern and Southern suburbs. It would make the traffic on Wellington St. Smith St. Punt Rd and other southern access roads more horrendous than it is now.

Ridiculous proposal, hoddle street around that point is very difficult to negotiate

What is the impact of closing Trenerry crescent. I'm a cyclist and own a car. I'm not sure I have enough information about the impact of the closure to be in favour it. It is already tricky to come in and out of Trenerry Crescent as it is.

Car access to and from the local area is essential to take traffic off other main thoroughfares. It is madness to even consider any type of closure. Think hard and intelligently. Look at relevant facts. Covid is only going to increase the need for car travel as people avoid public transport for many years ahead. At the very least, delay any decision for some years until this chaos settles completely.

Don't close the road!!!

If you close trennery crescent, you'll create a bottle neck into Clifton hill.

There's no right turn signal on Roseneath st light (the only way into the sth end of Clifton hill) and traffic already backs up here on Hoddle st daily.

Hoddle st is a nightmare as it is.

No one like cyclists, they already have a bike lane on trennery crescent, don't give them the whole Road.

You'll add 15-20 minutes to everyone in Clifton hills commute in the morning and afternoon and I can tell you, if this goes ahead, you lose my vote at the next election.

It utterly stupid, we pay registration as car owners to use our roads. If you are seeking to provide space for bikes, why doesn't the local brainiac councilor build a bike path for the greenies.

Given this uncertain and bizarre times and the heavier reliance on active transport, we should welcome a re-prioritisation of our road hierarchy to support and encourage these users. Further, we should welcome a trial which can be re-evaluated later on. We will never know without trying.

You are not only stopping rat running but also severely inconveniencing local residents just trying to get to their house without dealing with the eastern traffic pouring off the Eastern freeway and grid locking Hoddle St and Alexandra Avenue at all times.

What is your proposed solution for local residents who are Yarra rate payers just trying to get home?? Please NO CLOSURES without a local resident alternative

Many streets in this area are restricted for certain parts of the day. When I moved into the area this road had right hand turns restricted in the afternoon. This restriction was removed without consultation. Prior to closing streets, why not reinstate that right-hand turn restriction and police it. It works on the Esplanade

I use this road daily to avoid Hoddle Street. It would cause great inconvenience if I did not have free access.

Why would you possibly consider closing this road to vehicle traffic? It is a vital link between Clifton Hill and neighboring suburbs with no alternative routes other than Hoddle St which has its own issues. This vehicle route is vital and I have used it countless times over 23 years.

I use these roads both as a cyclist and motorist, reside outside the immediate area, but within Yarra. I recognise that it's nicer for any resident to have through traffic eliminated from their area, but public amenity has also to be taken into account. Indeed if closed it would probably put extra pressure on northside resident parking by motorists wishing to access the falls by parking and walking through. If the closed area was used for falls parking that has pros and cons too. Cyclist and pedestrians can already/currently gain safe non road access using the slightly longer adjacent overpass which has difficulties for anyone disabled but this also applies to the steepness of the road under the freeway. Perhaps extra signage to inform cyclists and pedestrians is all that is needed. There are already time related restrictions on cars using this access to Clifton Hill from Johnson St. The road also provides a useful alternative in the case of congestion say due to an accident particularly providing access for emergency vehicles. Congestion also adversely affects climate change goals. With my cyclists hat (helmet) on I love cycling free of vehicles but we do also have to be fair to motorists. If you settled on a 1 way closure, could you use the freed up road for cyclists with Copenhagen style protection from cars whilst the pavement would be exclusively for pedestrians. Finally can't really see why necessary widening of the capital city trail could only be achieved by the road closure. I appreciate that sometimes not everyone will be happy but hope this assists your resolution. Thank you for asking us for input .

stop making it hard for people to get around by car

We are local and would be extremely inconvenienced adding 20 mins on to school drop having to go on to hoddle street

Much needed alternative route to kew schools. If anything improve it, move cyclists and pedestrians to separate "high- line " for safety as it is narrow.

Any closure is not wanted

Any proposals that support greater access to public space that encourages more people outside can only be better for our community connections, health and wellbeing

I really can't see a rational, valid reason for this road closure, which would not apply to many other roads.

Surely as the local authority you could have spelt Gray Street correctly ...

This is a route very well used by cars and little used by bikes. There is a bike path right beside the road that is safer and much more appropriate.

Will further add to congestion on Hoddle street.

Agree that the intersection at the end of Trenerry & Johnston St is a nightmare to get out of. If not traffic lights then left turn only out of Trenerry during peak time.

Whilst supportive of a safe environment for all users, I do not support the temporary closure of Trenerry Crescent for the following reasons:

- * Emergency access to Clifton Hill

- * Access for Abbotsford and Clifton Hill residents to easily drive between these suburbs and beyond without the need to use Hoddle Street which is a 'carpark' on most occasions of the day

- * It appears that priority is being given to pedestrians and bike users who are not the significant users of the road

- * Pedestrians and bike riders already have access to 2 alternative routes that do not have cars - the 'walkway' over the Eastern freeway and the trails

- * Providing a safe distance for COVID reasons will be minimal as people access the trails from either end of the proposed section to be closed.

- * It is unclear how the closure will respond to the Climate Emergency Plan given you will still have the same number of users regardless of what road they use

- * Measures do need to be put in place to prevent the 'rat run' in the afternoon from Johnston Street into Trenerry Crescent which has been exacerbated by the 'P' turn on Hoddle and the inability to turn right from Johnston Street into Hoddle Street at peak time.

Many thanks.

I am a frequent user of a carshare vehicle at the corner of Trenerry Crescent and Johnston Street. There is observably far too much traffic using Trenerry Crescent as through traffic rather than local.

Residents of Clifton Hill require Trenerry Crescent as a main linkage between Abbotsford and Clifton Hill.

There should be better signage to make cyclist aware of a alternative bike path on the other side of the Merri creek that goes to Dights Falls. What would be handy is street type signs to direct people to off road paths and were they go to

This is an important link within the local community avoiding punt road. Removing it will just stress punt road even more. I ride my bike through here regularly but also drive to see friends and visit cafes.

The cycle lane going under the eastern freeway is thin and poorly designed heading northbound. This lane, if safe to do so, would have been better on the opposite side of the road for bikes on merri creek trail. The reason why is that bikes as they head northbound under the freeway and up the steep hill on the merri creek/capital city trail are forced to execute a right-hand turn across the traffic but they are traveling too slow due to the hill. That is a dangerous turn. The bike rider would have to take their hand off their handle bars when already focused on the challenge of the hill and that is a problem.

southbound doesnt matter if the bikes use the car lane as they are going at speed down a hill

There are better options than closing the car lane. These would include.

1. utilising the garden space near where Trenerry cres joins Grey street to make a spot where bikes can safely stop at the top of the hill, and give them an opportunity to pause and assess traffic and safely cross to execute a right hand turn. There is ample garden/bush space there for this and it wouldnt take much.

2. Direct bikes to cross the bridge near Dights falls to be on the other side of the Eastern freeway as there is ample space there. Bikes wishing to rejoin the merricreek trail could do so at the next bridge which is 100-200m north. All this would take is some better signage on the trail to direct people safely. This is a win for everyone as it keeps cyclists safe and keeps the road open. Thank you

stop making it harder for residents; take other steps to stop rat runners in peak hours

Trenerry Crescent is the only north south thoroughfare between Hoddle Street and Princess Street in Kew.

People are not going to divert their Capital City journey to use Trenerry Crescent.

Who are 'vulnerable road users'?

Schools in this area already have very safe routes.

There are no particularly unique safety issues with the Trenerry Crescent intersections that are not present at any other intersections.

Trenerry Crescent is not relevant to Yarra's Climate Emergency Plan.

This is an important thoroughfare for people who live in Clifton Hill, especially when Hoddle St is impassable.

I think it's a great idea. I have deliberately avoided going there with my 5yo son on his bike as the footpath is very narrow and not much visibility going northbound.

I haven't observed that there is a problem with users of the Yarra Main Trail between the Council depot bridge and Dight Falls, so question the demonstrated need for the proposal.

However I am supporting the complete closure of Trenerry Cres in the hope that it will still be in place when traffic flow resumes to normal. In those normal times, drivers does not obey the restrictions at Heidelberg Rd and Victoria St and excessively "rat runs" through the eastern part of Clifton Hill to the detriment of local residents.

Closing Trenerry Crescent from cars make zero sense in the fight against Covid-19. A motorist sitting in a car with the windows up (as would generally be the case in winter) has virtually no way of coming into physical contact with another person who is outside of the car, whether they are a bike rider or pedestrian.

A road was and is created as a road for vehicular traffic, specifically cars. There is no way bicycles should be given priority on a road over a car. If deemed to be the case, a dedicated bike lane could be added by widening the road. Many motorists drive because there is simply no other viable transport options. While it is admirable to want people to ride a bike from a health and environment perspective, it is simply not practical for many car drivers to consider riding a bike.

By cutting off Trenerry Crescent to vehicles, this is going to overburden other transport routes and add time to commuters journey's. This is detrimental to motorists mental health, which in this time should be a prime consideration. The reality is many people do still need to go to a physical workplace in a car, and adding transit time is irresponsible. If this route is cut off, some drivers may be forced to catch public transport, which would put them more at risk at contracting an airborne virus.

I speak from experience mainly as a pedestrian when I say that say that many bike riders who ride in this area are over-confident, brazen, cocky, arrogant, cavalier, and ride in a downright dangerous and irresponsible manner, which includes speeding, cutting off other road users, running stop signs and red lights, riding on footpaths, and not dismounting on sections where they are instructed to do so.

The often do not consider the needs of other roads users, and are aggressive and intimidating.

Encouraging bike riders to take over this space is actually in my view a negative, as it may given them free licence to ride in even more unsafe manner, is detrimental to the harmony of all road users, whether they be pedestrians, car or bikes (noting that buses do not go along this stretch of Trenerry Crescent.)

Thank you for the opportunity for me to comment on this important local issue.

You have given no context for this proposed closure. Is it a temporary measure, or the preliminary to a permanent closure? What are the bases for this trial? People are being asked to vote on a proposal whose outcomes are not spelt out.

I am unsure what a full closure would actually achieve except massive inconvenience. I use this route frequently in a northbound direction and have never encountered it being used as a 'rat run' or being congested.

Im not sure of the purpose of this proposal. Is it to decrease through traffic?

Currently Trenerry crescent it is a sensible and direct way to get from the north of Richmond, Collingwood and Abbotsford to Clifton Hill, as we local residents have to do.

It will make access to the Clifton Hill transfer station more difficult for all of the Yarra residents south of the freeway.

The alternative is to take a much longer and time consuming route back to Hoddle street and back around....further increasing congestion and pollution.

I also think it is a bad idea to decrease the links between the different areas/suburbs of Yarra. The freeway is divisive enough, but to close this link I'm sure will make Clifton Hill more isolated due to a closure here.

I live south of Johnston Street in Charles Street, and I see a lot of people use it as a short cut speeding to Gipps Street via Vere Street, it gets a bit awful at times having people use it as a rat run; and although I have used the Trenerry Crescent route a few times I have often thought that if I lived in Clifton Hill it would be awful, having people use that route also as a rat run to Heidelberg Road. It would upset me if I lived there. So I am in favour of making their lives a little better with a closure.

I oppose this plan because I use that road regularly to access the Clifton Hill Recycling Centre. No doubt, others do also.

Closing the road will discourage recycling by those people living in Abbotsford and Richmond as the only remaining route will be via Hoddle Street and its terrible traffic congestion.

Additionally, Trenerry Crescent provides a connection between the suburb of Clifton Hill and the rest of City of Yarra. Closing off the road will worsen the social isolation effect already created by the freeway - that's why the freeway planners put the road there, to avoid such an effect.

NO!

This will be incredibly time consuming & dangerous for residents of Trenerry Cres.

Access to services north of our home will require dangerous & time-consuming right hand turns into Johnston St, & incredibly time consuming P turns in Hoddle St.

Cyclists currently have access to a safe & separate bike path beside this very stretch of road so do not need to use it unless they choose to.

The existing road management signs are sufficient to manage traffic in our area. Having chosen to live in the inner city I have already made the decision that traffic is a fact of life & I don't expect it to disappear.

I must also express my extreme dissatisfaction with the apparent stealth with which council are trying to push this "temporary closure" through. The recent work on the speed humps in Trenerry Cres which resulted in street closure for a weekend was advised via multiple letters - yet a proposal to close our street for 3 months is only advertised by one sign on the walking path. I only know about this because concerned neighbours have brought it to my attention.

Any temporary closure put in place now will not give an accurate view of the issues - in the Covid world traffic is so reduced from normal that the impact of the change routes will not be reflective of real world activity.

I want my council to represent me as a resident and ratepayer.

If the concern is for cyclist safety, perhaps we could institute a blitz on cyclists wearing visible (reflective) clothing at night, ensuring their bikes have lights that are visible to pedestrians & drivers & that they follow the road rules, A cyclist in dark clothing without a light is a danger to pedestrians & themselves on the road.

As a Trenerry Crescent resident, there are more pertinent issues on the street that need to be addressed. Firstly, the crossing near the entry to Victoria Park is extremely dangerous, cars barely slow down, let alone stop to let people cross. Better placed speed humps and more visibility would be a good start in addressing this issue.

Secondly, if you shut Trenerry Crescent, it will force many of us to make dangerous right hand turns onto Johnston St in peak hour. As there are no lights at the intersection, this is already a dangerous and anxiety inducing endeavour that, too, needs to be addressed.

Finally the problem isn't that there's not enough space, the problem is everyone using Trenerry Crescent as a short cut to avoid Hoddle street. If you can deter traffic away than that would solve

most of the problems we face on this street, as well as in Clifton Hill. Shutting the street merely punishes the residents for a problem that's not of their creation and a better solution needs to be sought out.

This proposed trial is a total waste of ratepayer funds. A survey on Trenerry Cres was conducted a couple of years ago and the vast majority was against it.
This looks like a cynical exercise in trying to sneak a closure in under the cover of a pandemic, while attention is rightly elsewhere.

As a cyclist walker and driver using these roads and tracks I have never had any of the problems you have listed.
If there is an issue with traffic at the Johnson st end fix that intersection not close the whole road. The eastern freeway is a major impediment to cross between Clifton hill and Abbotsford and this access is great for locals to use.

Great to see more pedestrian and bike friendly changes being proposed by the City of Yarra - well done!

Trenerry Crescent is a key linkage between North Fitzroy/Clifton Hill and Richmond/Abbotsford/Kew, particular at peak times and school times. Closure will have a material impact on travel times and resident convenience
A better option, aimed at safety, would be to widen the corner of Trenerry Crescent at the corner near the footbridge by acquiring a small area of the private car park frontage to allow safer turning for cars and bikes

With the recent upgrades to Hoddle Street, there is a prime vehicle connection between the northern and southern precincts that border the Eastern Freeway for vehicle connectivity in this precinct. Whereas the connectivity for cyclists and pedestrians is a little bit more of a zig-zag using the Main Yarra Trail to cross the Yarra River twice to get back on track. The closure trial would ensure that vehicular traffic is reduced to destination trips within the precinct. This further supports the opportunities of development in the area for traffic management, as well as reduced noise on local streets for residential areas.

Great idea. Get people exercising on their bikes safely during these unfortunate COVID times. Well done Yarra, good foresight.

There's a real need to provide more space for cyclists and walkers in this area.

No closure at all. You are limiting access to only fit/healthy people.
How are people with disabilities or those who are elderly going to access Dights Falls?

I do not want this road closed. I rent in YAmbla Street, and it would be nice to have reduced traffic, BUT it also allows me to avoid Hoddlw Street when I am coming from Johnston Street Kew or Nicholson Street Abbotsford.

I don't think it needs to be closed. It does not take a lot of traffic, and the traffic moves quite slowly anyway.
Is this planned to be a permanent closure eventually? Is that what the council has in mind?

This would help those who ride and walk along here. Plus it would be a good traffic calming measure.

Stupidest idea ever!

This route provides safe vehicular access from Richmond and Abbotsford into Clifton Hill. North bound right turns from Hoddle into both Roseneath and Ramsden are already relatively dangerous. Extensive parklands along the Yarra provide ample access for pedestrian exercise. Idea not supported.

Although I live in Somerville now I lived on Trenerry cres for 16 years. People still need to get home and to work and if something happen on horror st at least emergency services have another option.

Trenerry Crescent is used as rat run through Clifton Hill. Particularly along South Terrace and Gold Street and anything that reduces the traffic would be much appreciated.

One of the reasons we moved here is easy access to the Eastern freeway from Trenerry Crescent. Closing southbound will give the lane for cyclists and walkers. If you close northbound then Johnson Street from our side would be extremely congested and what would that do to Yarra's climate change plan!

My major question is why is the sign on Johnson Street that bans left turns on Trenerry Crescent (from 4.30pm weekdays) never enforced - it is a waste of a sign. After several months my partner and I got sick of doing the right thing and for the past 2.5 years have ignored the sign like everyone else. There would be less afternoon traffic if that was enforced. Otherwise remove the sign as it is useless.

This is an overreaction. I live very close and there is no need to close it and both ride a bike and drive a car along Trenerry.

We spend 90% of my life between the northern part of Abbotsford and southern part of Clifton Hill. My young family & I strongly oppose any trial of the road closure for the following reasons:

- There is no fundamental issue with the number of users of the foot and bike paths in the subject area. At no point in the last 5 years have we felt the area is over crowded and needs spillover space. The only issue with these spaces is the lack of lighting at night which needs to be addressed.
- Any closure will cause there to be more traffic in north Abbotsford and south Clifton Hill. Not only will the traffic traverse major arterials such as Hoddle Street and Johnston Street but also quieter back streets around both suburbs as drivers try & avoid these major roads. This will cause a more dangerous environment for bikes and pedestrians alike.
- Due to COVID, cars cannot be demoted in terms of giving priority to other forms of transport. While we predominately use public transport, foot & bike, the car is important should we wish to avoid close interaction with other commuters especially when parents-in-law are called into action.
- A much more logical use of the trial money would be to use it to upgrade the footbridge that goes over the Eastern. This will be a permanent solution that would provide community benefit for years to come.

Regards

This is the route i take to the Clifton Hill recycling centre. I would be less prone to taking my recycling there if i had to navigate Punt Road and Hoddle st thus committing that normally recycled waste to landfill.

Regularly use this road to get to and from work. Also need access to this road for convenient weekly shopping. Are there solutions to traffic problem that can strongly discourage non-local traffic, instead of full road closure?

Please don't close trenerry crescent. It is by far the easiest way for us to drive our daughter to and from school in kew. Normally she would get public transport and it wouldn't be an issue but at the moment with covid we are minimising personal risk by driving her. Your idea that closing the road would ease the spread of covid has no evidence to substantiate your assertion. People in cars are less likely to spread covid 19 than people walking running or riding along the trail. Can you guarantee that alternate routes from north fitzroy to kew wouldn't add extra driving time to the journey? Assuming the extra congestion from removing cars from the road.. Also, do not make any judgment about schooling/educational choices if you consider dismissing this opinion. Maybe talk with parents you work with if you don't have kids.

The main problem is that closing Trenerry Crescent would lock up the eastern side of Clifton Hill and create traffic jams at the other exit points from the area. At the moment those people living on the eastern side of Hoddle Street heading for the south eastern suburbs mostly exit Clifton Hill via Trenerry Crescent. With this plan they would all have to exit on to Hoddle Street This would create huge problems at the exit points. People wanting to use the Eastern Freeway or Hoddle Street mostly use one of the 3 exits on to Hoddle Street. However, the Ramsden exit over the railway line is

impossibly slow – especially at rush hour with more trains and Hoddle Street at capacity, so blocked with no room for cars from Clifton Hill.

The Roseneath exit has the same problem at rush hour that only a few cars can turn left into the traffic, and each light change causes a 3-4 minute delay and only about 1/2 minute exit time (an estimation – council no doubt has the exact figures). So waiting for three changes of lights would add 10 minutes or more to the trip. At the moment there is a manageable number of cars most of the time. Then there is the left turn only exit from Noone Street to Hoddle Street. This is the perfect exit for those wanting to get on to the Eastern Freeway or go along Hoddle Street. At the moment, in the rush hour, at each change of lights the traffic on Hoddle Street lets two to three cars out – and 100 yards later many are on their way on the Eastern Freeway. This is manageable, as often there are only two to four vehicles waiting to exit at any one time.

However, by closing Trenerry Crescent all the cars that use that route would be forced to try and get out on to Hoddle Street and it will be impossible to get out in any reasonable amount of time. There will be large queues to exit at all the points mentioned. It will also add to the Hoddle Street congestion as all the traffic heading out to the Eastern and South Eastern suburbs mentioned above will be using Hoddle Street.

ALTERNATIVE ACTION

It is true that the relevant portion of Trenerry Crescent is narrow. There is currently a narrow road with two marked bike tracks (one each side), and then a separate (not used very frequently) pavement all the way. If the road was just two lanes and the bike lanes and pedestrian footpath were to be put together (one two-way path) shared between pedestrians and bikes like so many paths around the area) that would alleviate the problem.

Hello - we live in abbotsford in Trenerry crescent. Our kids go to school in Clifton hill so any closure would be a great inconvenience. All of our friends are in Clifton Hill and our parks we visit. My kids are young and cannot ride or walk that distance every time we go to Clifton Hill. Please do not close this road.

How will closing a road create more space beyond that 300 or so meters... walkers and cyclists will just be funneled back onto footpaths of the trail again after 300 meters? it does not make any sense at all.

It is inappropriate to portray this as a COVID response, when Yarra has significant open space and off-road bicycle access adjacent to this proposed closure. The traffic issues raised many times before (and seeking closure) are actually lessened at present because of COVID. Any changes for better cyclist/pedestrian usage would need to be considered as a permanent, not temporary, measure. The reality is that this one of only two north-south access routes for the local Clifton Hill and Abbotsford communities, and also for emergency vehicles. North-south traffic would have to be limited to Hoddle St or Chandler Highway - the latter is not really a viable option given it is a key freeway access point, and the detour required to move from say Johnston St to Queens Parade would be significant. More cars would be spending more kilometres on the road. Permanently improving the cycle/pedestrian pathway around Trenerry Crescent, if this is needed, is what is required to address this situation in the long term, otherwise this proposed trial is just a default position to permanently close the road, while pretending it is something else. Cantilevered pathways have been used elsewhere in Melbourne (eg South Yarra Monash Freeway; and one was planned for many years around the Yarra in Abbotsford near Victoria St, but never completed) - or perhaps a one-way shared path system could be created using the bike path over the Merri Creek near Dights Falls and the Trenerry footpath.

Abbotsford and Clifton Hill are already separated by the Eastern Freeway. Removing free access between the two via Trenerry would affect a lot of locals using shops, restaurants and cafes, and leisure facilities within this bounded area. This affects locals. Most of the peak traffic (in busy non-COVID times) are not locals, so a key issue is whether their access to the Trenerry route can be limited while not affecting locals. No left-hand turn restrictions do not seem to have worked, or been

enforced. Perhaps European style bollard limitations at certain times of the day could be considered, retaining local access.

After work, I like to drive to the Dight's Falls car park and go for a run along the creek before continuing home to Fairfield. It would be extremely inconvenient to not be able to head north on Trenerry Crescent; it would force me to drive back down to the uncontrolled intersection with Johnston Street (where there is usually already a large number of cars trying to turn right) then travel west to Hoddle Street, head south to complete the P-turn and then north up Hoddle Street to Heidelberg Road—this would add around 10 minutes to the journey.

I am definitely not against improving the amenities for cyclists and pedestrians—as there is already a footbridge overpass, could this not be increased in size and/or widen the narrow footpath currently on the east of Trenerry Crescent, encroaching further towards the creek with a boardwalk or similar? Or, make the section of Trenerry Crescent under the Eastern Freeway a shared zone with a lowered speed limit? As it is the only direct road connection between Clifton Hill and Abbotsford, those that need to use a car shouldn't be penalised.

Should be used by local residents and council workers only instead of a thoroughfare by all going to the freeway. Would be terrible to close off for local residents getting in and out of their homes. Johnston st is the only other option which is always gridlocked and has entry/exit restrictions

I need to use this road because I have a disability and need to get to the Abbotsford supermarket and chemist warehouse for my medication, on Nicholson street. My partner also has a disability and closing this road would put unneeded stress on the both of us.

As a local resident and frequent user of this road, my family would be highly impacted by the closure of this road.

It is the only route to travel between Clifton Hill and Abbotsford, Richmond, southern and eastern Melbourne without using highly congested arterial roads.

There are 3 existing methods for cycle users to complete the same route.

It isn't practical or desirable to force those of us who require vehicular access in and out of Clifton Hill onto Hoddle St or Heidelberg Road with no alternative options.

It is highly disappointing that council has attempted to push this road closure through without community consultation.

This is a very very disturbing notice.

We really need to be able to get out of Clifton Hill in peak rush hour and this is our only way out via Car.

In doing our family would lose the opportunity for kids to see parents each morning or evening due to the length of time it would take on Hoddle Street to get to and from work.

Having spoken to councillors I'd suggest they put extra Bike paths on the existing bike and footpath extending out into the river further. Plenty of room available.

In addition cyclist have two options already; use the assigned path or use the over bridge crossing over freeway which is accessible easily from both sides (which is the one we choose with young kids)

We use this road to travel between school (Spensley St PS) and kinder (Little Sophia). It is critical that we have this option or we will be forced to use Hoddle St in the morning (dreadful for a family during peak traffic) and be forced to cross Hoddle St from Johnson St then take a wide loop back to school or home via Wellington/Smith Sth in the afternoons, which adds a considerable amount of time and irritation to the journey.

Trenerry Crescent is very rarely busy at these times and closing it would be a huge inconvenience.

Thanks for your consideration.

There are multiple other bike routes and only one option for vehicles. Closing this off to vehicles is utter stupidity.

This road is such an important route for access to offices along Trenerry Cres for which I have used on previous occasions. The amount of traffic during peak hour may be high but any other time of the day

it is barely noticeable.

These attempts by local council to reduce traffic seem to always come at the cost of inconvenience to ratepayers who rely on that access. The alternative is to force people onto main roads and add to their travel time. Surely it is time the council used a measure of greenhouse gas additions to show whether these gestures are any good for the environment. Living in the inner city has so many benefits, but why is it that those who enjoy those benefits seek to change the status quo to suit themselves. Surely they are aware of the traffic conditions before they move into that area. It reminds me of the empty nesters who move next door to a pub to enjoy the culture of the area and then seek to restrict the pub culture by complaining about the loud music !

Hard enough to get into Clifton Hill. Seems like those for the closure don't regularly drive

This road is essential to locals. I use that road for many things including access to the depot for recycling.

Hoddle St access to that part of Clifton Hill is very difficult and would make me rethink my recycling regime at the depot and things would probably end up in land fill as it would take so much longer to get to and from in time-poor times.

That road also enhances the wonderful 'neighbourhood feel' of Clifton Hill as it connects the area to Abbotsford and makes it easy to visit friends, use the park facilities etc.

Access via Hoddle St has been made so much more difficult since the supposed 'upgrade' a few years ago. Please do not take away our only user friendly route that allows access that area.

Fix/ upgrade road and pathway to allow both to access

This road is a major thoroughfare for the residents of Clifton Hill. Even a partial closure will cause significant issues, adding to congestion and frustration on Hoddle and Johnston Sts. It is required for local residents to go to work and to drop and pick up kids at school. Safety concerns can be managed with appropriate speed bumps and pedestrian crossings. If a trial closure occurs (which I am against) it should only occur during normal times and not during COVID to ensure the full impact is felt.

Hi, I use this road to go to work. I use cafes and get food from Clifton Hill shops. By closing this road will mean I have to use Johnston and Hoddle street. These are difficult to get to from my Turner Street, Trenerry Cres apartment, and will add a lot of time to my travel to work. This is because I can not turn right until after 9am onto Hoddle street. I specifically purchased this apartment for my ease of travel to work. I will not easily get to the recycling centre in Clifton Hill. When I go to work there is usually very little travel going my way, and the same is on the way home. I am always going against the traffic. Perhaps maybe the traffic flow should be looked into and it can be made for community commuters rather than every body. The Yarra trail is available for cyclists and walkers, so I am unsure why you need to close this section of the road.

Horrible idea to close this street. Will seriously affect local residents and cut a community in half. Will adversely affect family's and people with disabilities. Worryingly this whole process has been very opaque and the closure was very nearly snuck through without consultation. Also worth noting certain special interest groups have been running paid advertising campaigns on Facebook and using cycling groups to swing this vote. Unlikely this process will be reflective of the true discontent in the 3068 post code.

As a local resident this would greatly disadvantage my regular access to Johnston Street and require me to drive along congested Hoddle Street

It is a terrible idea to close this road at any point. This road is rarely ever that busy, and yet it is a crucial road for many. I drive on it every day dropping my son at Kinder and without this road, me and other people who live and work between Abbotsford and Northcote/Westgarth/Clifton would also need to take an enormous detour into Collingwood as there is no right hand turn onto Hoddle street coming from Abbotsford.

Silly idea. I hope no ambulance or fire service needs to get into Clifton Hill.

I am seriously concerned about this potential closure. I have already written to the Mayor outlining my concerns. I am a resident of Clifton St., and have lived in Clifton Hill for 13 years, and City of Yarra for over 20 years, and use Trenerry Cr about 15 times per week. I have school aged children, I work full time and also need to travel that road for shopping and care giving. If this road were to close, even temporarily it would have a huge impact on our family life. I can see that the traffic flow would be severely impacted in peak hour, but also throughout the day as Hoddle St is busy for at least 8 hours per day. I think the roads in and out of East Clifton Hill would be hit by never before seen traffic and there would be major congestion. On another point the crucial link between Abbotsford and Clifton Hill would be lost. I think our family would need to start shopping elsewhere as the Hive is the closest shopping centre for us. In addition I work in Richmond, my commute which is later than the standard commute would likely add 30 minutes each morning and evening (60 mins per day). The impact on my family would be huge. I have a daughter with a disability who needs to be taken to Kew and Richmond twice weekly for therapy, again we use Trenerry to access these services. And all of these concerns many residents are dealing with on top of everything else at the moment. And to be honest I'm not sure what benefit is likely achieved should Trenerry close? We are fortunate to be surrounded by incredible parks and cycle/walking tracks, so I can't see why this stretch of road is required in this suburb for further paths? And anyway I look at it closing a road to support social distancing in this time of COVID is hard to believe. Could any benefit be truly derived from this? I do hope that the local residents are further consulted and you ensure integrity in a process that will affect the locals negatively or positively more than it will affect those from outside Clifton Hill or Abbotsford. I can see that you can vote more than once and the process is open to anyone at all, not just locals or City of Yarra residents. So I just hope that there is a system that can accurately assess and weight the locals' views against those from all over Melbourne,

No closure, hard to get into Clifton Hill as it is

I object in the strongest terms to any alterations to Trenerry as proposed in choices 2 and 3. In any case, given current covid 19 lockdown, and worsening daily, with no end in sight realistically for many months, any trials or otherwise should at best be delayed at least until 2021.

I don't feel closure is necessary. We need to explore other options before going down the path of road closures.

Hi, our house is close to Johnston street and Nicholson street in Abbotsford. Our oldest child is approaching school age and we anticipate he will attend in Clifton hill. On days where we can't ride we envisage we, or the grandparents will drive using trenerry. We are also increasingly seeing Clifton hill as our local shopping centre, using trenerry to get there. We avoid hoddle street wherever possible as we feel unsafe on it. There are no other road options.

As a family who use bikes heavily and walk along the river most days we appreciate safe carriage in our local area but we consider there are sufficient options available without closing trenerry. This closure effectively isolates bordering communities, especially at a time where we cannot use public transport due to COVID safety concerns.

Thanks for your consideration

Closing this road will create inconvenience for accessing Clifton Hill And increase traffic flow on Hoddle Street to get to Clifton Hill. I regularly use Trenerry Crescent to visit my family - having to go round Hoddle Street seems unnecessary and an unwanted hassle when there is an existing road to get to Clifton Hill. Also this closure will mean Clifton Hill is a difficult suburb to access in general.

There is a pedestrian and bike bridge which is under-utilised. If the closure was ONLY for the period of lock down I might think differently however "trial" implies the option for permanent closure. This would close off the merri creek side of Clifton Hill off to Johnson street and force us onto Hoddle which is always crowded. Would add significantly to our travel times.

This road is a life lifeline between Abbotsford and Clifton Hill. It is one of my local roads. If it was closed, I would be pushed onto Hoddle Street - adding to more Hoddle St congestion and lost time to

<p>me, not to mention how much worse it is for the environment if I am suck in the Hoddle St car park. Please do upgrade cycling amenities on Trenerry Cres, I refuse to ride my bike down this street. There are so many other bike alternatives. This is the only road us cars can use.</p>
<p>Please do not do this. Strongly opposed from someone who has need to travel between suburbs.</p>
<p>Very little information given to us. Makes it hard to make an informed decision. Hoddle Street is busy enough and that's where all the traffic will be diverted to. Need a better option than just say we are closing this area. Not good enough</p>
<p>This route is very important to locals. Eliminating it will result in increased travel times into Abbotsford and Richmond. Economies in Abbotsford and Richmond will be disadvantaged, when they are already suffering hardship.</p>
<p>Closing this access will make Clifton Hill more congested. It's already difficult to leave the pocket with the Ramsden level crossing often banking up traffic to get onto Hoddle St. Removing this access to the East and south suburbs will make further log jam on this road.</p>
<p>Trying to relate the closure to covid is just absolutely ridiculous. So transparent. Jolly behind it I suppose.</p>
<p>Major disruption for locals. Alternative methods such as local traffic only measures would be more appropriate and slow the thoroughfare traffic during peak times.</p>
<p>Great project to discourage cars and encourage people accessing recreational areas.</p>
<p>Trenerry Cres provides vital road access for local residents. This outweighs the pain of the rat run traffic There is already walking and Cycling capacity on Trenerry Cres and along the river.</p>
<p>Can't see the benefit here over the pain it would cause traffic wise for a larger number of individuals</p>
<p>I think its a terrible idea and typical of yarra ignoring its residents for a few</p>
<p>An excellent proposal . I use this trail a lot and hate having to get off my bike at this section. As stated the road is rarely used by cars so closing it to traffic is better use of the road space. I hope it goes ahead.</p>
<p>I live in East Clifton Hill and use Trenerry Cres regularly to travel to Hawthorn and Kew. I would be prepared to make an extra travel time effort to use alternate roads to get to these destinations but would not like Trenerry Cres to be closed in both directions.</p>
<p>This is an absurd proposal. The Council's reasons do not align with reality. Trenerry is surrounded by Yarra River parklands, walking trails, Victoria Park and the road has bike lanes. Council has not provided any evidence to support its claims of greater safety in five of the six of the "Why Trenerry Crescent" dot points. In actuality by going ahead with this proposal Council will place the lives of Yarra residents in danger by restricting emergency services access routes. Also, to cite "climate crisis" as a reason is shameful political opportunism. This proposal will lead to traffic congestion and extra travel time from Clifton Hill to Kew. Council MUST NOT proceed with this ludicrous and shambolic trial..</p>
<p>That section of road has been much too cramped for cyclists to fit alongside wide-bodied cars and trucks. And the footpath is too narrow to accommodate runners and walkers, especially during covid-19 restrictions (I use it most days). But to close the road both ways to vehicles would inconvenience Clifton Hill residents too much, as they'd be forced to make a right hand turn in Hoddle St when travelling northward, at a very dangerous intersection with no turning arrow (Roseneath St).</p>
<p>It's an excellent time during this quieter traffic period to trial all sorts of alternative transport options. I would prefer to see a 12 month trial however to get a full year of feedback in all sorts of weather conditions. Something may not work well in Summer that may work well in Winter or vice versa. This is an important cycling route and would make the connection between the two ends of the bike track a lot easier with little disruption to motorised traffic which have a number of other options.</p>

Absolutely no changes to the current system please. I will be emailing the council separately with my reasons against the changes.

Bad proposal! There are already safe bike and walking tracks through nearby parklands. You are placing unfair imposts on local resident drivers that rely on this Trenerry Cr to get to Johnston St and Heidelberg Rd.

As a local resident and business owner, I respectfully submit Council would be better served allocating the \$250,000 proposed trial cost, towards generating new business opportunities and opening things up, rather than creating further impediments and restrictions by shutting things down.

The only good that could come out of this ill conceived, half baked proposal, is that the team at Working Dog Productions now have the script for a future episode of Utopia.

A quick snapshot of why Council's plan doesn't make sense to anyone with a modicum of common sense:

- * Negative impact on local residents who use the Trenerry Cres route for business purposes. It is baffling that Council would contemplate this road closure at the best of times, let alone with a backdrop of a global pandemic and deep economic recession, which will only serve to further disrupt local businesses.

- * Why prioritise bikes over cars when there is already already a dedicated pedestrian / bike path no less than 100m away at the end of Groom St ? (ie the path over the Eastern Freeway which serves exactly the purpose as to what Council is contemplating). Why not look at upgrading this pedestrian overpass, and provide directional signage so people know it exists ? Why not look at upgrading the Trenerry Crescent road and make it a superior vehicular route ? Who knows, in combination these upgrades may allow for easier and more fluid moments from ALL modes of transport.

- * Safety concerns regarding ingress and egress onto Hoddle St from E-W roads such as Roseneath St. Witnessed several near accidents and the aftermath of fatal accident. Upgrading these intersections in conjunction with VicRoads should be a priority.

- * With everything that is happening in the world, public transport usage has reduced considerably, resulting in many people relying on car usage as their primary mode of transport. Why further restrict people's movements, particularly if they can't/ don't ride bicycles or feel like walking in close proximity to those that do ?

- * During a global pandemic, is this the best time to be actively encouraging activities that don't require a mask ? (ie. jogging or cycling)

- * Has Council consulted with emergency service providers and got their approval ? If you were living in say Noone St Clifton Hill and waiting on an Ambulance coming from the south, tipping you'd want an alternative route to Hoddle St

- * Implementing closures will only serve to isolate the south western pocket of Clifton Hill

Please do not close Trenerry Cres, it is a vital link from and to Clifton Hills.

What complete and utter short sightedness from our council! I live at the intersection of trennery and noone street, hence trennery is my only viable access to suburbs south of me- for basics such as shopping and medical in abbotsford and or Richmond . To close a road that is one of only two southern exits out of my suburb is completely insane !

Where is your traffic data to support this?

Who proposed it and why?

Where is your full and complete disclosure to the residents of Clifton hill?

Cyclists can easily utilize the existing bike path on the Studley park side of merri creek. Or if not suitable, then improve that, and don't close my street!

I'm disgusted by this action from council, and am staggered that this is even remotely a priority.....when there must be so many other serious issues for you to address.

Again, where is your list of priorities? And why have you chosen to do this now?

I suspect information will come to light, and you'll collectively be ashamed by it in due course.

To pathetically tie this road closure to a global pandemic is shameful at best; and you ought to be embarrassed by this fabrication and deceit.

Roads are for cars. If you want to close the road for car users, then place a toll on the bike riders. If there are legitimate safety concerns for bike riders, then implement a solution that addresses this immediate concern.

To close Trenerry crescent would have a negative impact on all residents of Clifton Hill and Abbotsford. There is no logical reason to do so, and the increased traffic on other streets out of Clifton hill onto Hoddle street will be far more problematic than the current situation. Clearly with Covid happening you people don't have anything better to do than try and solve problems that don't exist. This is a stupid idea. don't do it.

An absolutely ridiculous idea when there are other options for cyclists / pedestrians, but no other options for cars / motorbikes / emergency services. Hoddle St is NOT a viable option.

Stop all the illegal people turning from Johnson Street

Neither of the other options B and C are acceptable to me. As a resident of Clifton Hill for 4 years and previously of Abbotsford for 20 years, our family has, and still has, a need to use Trenerry Crescent for access between suburbs, both north bound and south bound and during AM and PM times. Moving between the neighbourhoods of Clifton Hill, Abbotsford, Richmond and Kew for work, school(s), shopping, leisure, sporting, cultural and social activities, I cannot transport work tools, groceries and other essentials, musical instruments, sporting equipment and/ or passengers on a bike. Importantly it is necessary for access by ambulance, fire services and other essential services. Hoddle street is not designed for local trips between suburbs but for commuting between the Northern and Southern suburbs, and destinations directly along the route.

I am unhappy that these changes were to be implemented without any community consultation by Council, until thankfully Stephen Jolly publicized this issue, held a Zoom meeting and this "survey" has been circulated. I am not convinced by the design of the survey (which should be, but isn't, impartial) the information provided seeks to reinforce the proposed closure.

It is also very concerning that COVID has been used as a reason to implement these changes and to proceed with them. As a local government you should be aware that currently most residents of Yarra are concerned with health and safety, remote learning and schooling, small businesses, jobs, finances, mortgages, rents etc. Please try to assist with these important issues first.

It seems that this issue has been lobbied vigorously by several bike groups. This is concerning, as it implies that the process for implementing changes can be promulgated by single interest groups through their connections to Council.

To summarize, I do not support the closure or partial closure of Trenerry Crescent. I am very concerned about the lack of adequate community consultation before instigating the process. I am not impressed by council's use of COVID as a convenient reason for implementing these changes.

I live across the road from it. It is the only other accessible street other than Hoddle street. There is a bike path already available across the creek, bike lanes and also two walking tracks which I regularly use. There is NOT an alternative road.

Hoddle street is completely jammed, if you close the Trenerry it will put more pressure on Hoddle street.

Secondly, this is the only back road connects this side of the freeway to the other, there is no other alternate.

Thirdly, you consider safety for cyclist, have you thought of other effect on motorists and the locals? And the economic effect of your action and the cost incurred?

I contacted council to ask for turning on the light at Ramsdens reserve between 5:30pm to 7:30pm during lockdown for the locals to do exercise because it's dark during winter and no one respond. This is a small things and realistic thing you can do for locals and you don't do it.

Stop thinking about spending so much money for the benefit of a small group of road users.

Please spend the money effectively based on the economic benefit rather than just spend the money without thinking it through.

Thanks

I do not approve any changes to road closures on Trennery.

2500 character limit is not enough to address this proposal

I have emailed a signed letter to Council, Langridge Ward Councillors and Mr Mark Donnellan.

You are enclosing the residents in the eastern side of Clifton Hill to only have 2 exits, either onto Hoddle St or Heidelberg Road. This stops us having access to the Woolworths on Johnson St making us go out and around on an already bottlenecked Hoddle Street. Option B and C are not acceptable options for us living in this area. The alternative that would work for the residents in this area would be the enforcement of LOCAL AREA ONLY traffic. People are breaking the road rules in the first place ignoring the no left turn from Heidelberg Road during the morning peak. It's easy.. set up a camera and book them!!!

I have some issues the benefits listed above:

* The first dot point isn't even relevant to the road closure!

* The second point - those not confident can use the bike track rather than riding on the roads, that's what it's for!

* 3rd point - In the wet you won't be able to drive to them school without being forced out onto Hoddle St. What about those families who don't ride their bikes for 6 months of winter or at all?

* 4th point - what about all the other roads leading up to and from that one location, are they safe?

* 5th point - why are these intersections any different from any other intersection of the same type?

* 6th point - HOW???? How does this help Yarra with the Climate Emergency Plan? You are now forcing more cars to be blocking and choking Hoddle and Heidelberg Roads in peak times! How does this help the climate?

Closing this street will add an additional half hour travel time to my regular destinations including visiting my elderly parents.

I suggest Yarra Council should:

- Make the intervention about solving the long-standing issue of rat-running car traffic trying to avoid Hoddle St.

- Do it cleverly so as not to unduly penalise East Clifton Hill residents.

- Have clear and measurable outcomes for the intervention.

Then maybe the local community will be on board.

Although I support much better bike and foot infrastructure in that area, most bikes and pedestrians actually use the path on the other side of the creek. I suspect that they will NOT choose the steep road, no matter how spacious you make it. So I just can't see how blocking the road would help pedestrians and cyclists.

Vehicle access both ways contributes to ease of access and ability to travel between family members in Clifton Hill and Kew, especially critical during COVID for support and caring. Bike (bike lanes both ways on existing road) and pedestrians have access already and if a need is required for separate bike path for the 100m under the bridge an additional bike path could be constructed relatively easily by cantilever structure adjacent the existing footpath similar to many other councils. In addition the bike path exists over Merri creek in 2 relatively close locations (ie Quarry park bridge and Dights Falls bridge) to avoid the section under the bridge, if required. Bike access should not be provided at the significant expense of rate paying vehicle drivers with specific needs for the existing vehicle access especially when bike riders do not contribute to the costs of the roads and there is a relatively simple solution which provides all types of users with the degree of access (ie 100m of separate bike path to be provided by council - being contributed by all rate payers rather than just the vehicle driven rate payers.)

This is a key commuter passage through to inner eastern suburbs that enables Hoddle street (which even after widening is slow) to be avoided.

I am an intellectually disabled adult who relies on carers coming to my home in Clifton Hill every day to take me out. I am in the high-risk category, so can only go out with trusted carers in their cars. Closing Trenerry Crescent would significantly reduce and make more difficult access to my house. The quality of my care would be significantly compromised by my carers having to sit in Hoddle Street traffic trying to get to and from my house.

The corona virus crisis has forced older, high-risk people like me into our cars, rather than using public transport, so the Council trying to reduce car access to and from our homes in Clifton Hill is completely nonsensical. Why would the Council want to make it harder for us to access our homes during this crisis, when for safety we have to use our cars?

Closing Trenerry Crescent would create particular difficulties for high-risk immunocompromised people like me, who have had to revert to using my car instead of public transport to get to work, or shop or medical appointments. It would force me to use Hoddle Street to get to and from my home. Because of heavy traffic that is both very inconvenient - adding considerable time to my travel - but also worse for the environment as I would be sitting in a stationary vehicle, idling, waiting for 2 or 3 changes of traffic lights to get across the freeway. I also have family living in Abbotsford, and the Trenerry Crescent link road was built specifically to keep our communities connected.

While the volume of through traffic is a problem, this is an important access route for the residents of east Clifton Hill.

I have lived in Noone St, Clifton Hill for the 9 years. Since then, Yarra have approved 5 large apartment complexes between Noone and Roseneath streets. There are an additional 3 apartment complexes that have planning approval, but build is yet to start. Increasing the local population, increases local traffic, it is a no brainer.

If Yarra and the anti-road groups get what they want, the next available entrance options into East Clifton Hill when heading outbound will be via only 2 points (one of which is just a service laneway) and are inadequate to absorb the increased flow.

(1) R. turn into Parslow St – Schots Laneway –> there is no dedicated slip lane off Hoddle, and traffic will bank back onto Hoddle. This one-way laneway has no capacity to absorb local traffic, it is a laneway that Schots use for deliveries.

(2) R. turn into Roseneath -> There is no dedicated R turning light, the slip lane can only hold 3 cars before banking back into the Hoddle St flow. The intersection is dangerous with numerous accidents occurring, including one fatality in 2019

(<http://victoria.snarl.com.au/incidents/suburb/vic/clifton+hill>)

Closing Trenerry Cres is not going to reduce local traffic in East Clifton Hill, we are all just going to be forced into using a grossly inadequate and dangerous intersection.

I only recently discovered this route, and it's an excellent way to meander across (under the freeway). I sometimes feel isolated in my area and this opens it out easily for my purposes. Put in traffic calming systems by all means but don't close it!

Please do not close Trenerry Crescent. Leave it as it is. Please! I am a regular user of Trenerry Crescent as it keeps me off Hoddle Street when I visit family and my friends - all who live in close proximity of Noone St. It saves me lots of time and it allows Hoddle Street to have one less car. I have been using Trenerry Crescent for many years. The proposal to close Trenerry Crescent as a temporary measure only rings hollow. I am also a bike rider so can understand why someone thought this might be a good idea, but please don't rob Peter to pay Paul. This proposal is very distressing. Cars are not the enemy Please leave Trenerry Crescent as it is!!

As a resident who rides/ walks and drives the area daily this is extremely unnecessary and would be a dam right inconvenience.

DO NOT CLOSE TRENARY CRESCENT.

I can't see how this addresses ANY of the stated outcomes and is an appropriate spend of limited resources. Here is my assessment against your objectives (none of which are objectively measurable)

- create more space for people to keep a safe distance from each other on the adjacent Capital City Trail and Merri Creek Trail
 - there already exist viable alternatives here for pedestrians and cyclists nearby. They seem perfectly adequate for social distancing now. Or do you have evidence to the contrary? In fact, if you encourage or force more people to walk and ride in this location, you are in fact increasing social distancing issues.
- provide safer riding conditions for vulnerable road users and less confident bike riders
 - again, there already exist viable and safe alternatives here for pedestrians and cyclists nearby. I believe there has only been one cycling accident there in 5 years (involving a parked car), and this area does not rank in the top 10 issues for Yarra (or anywhere close) in the Bike Spot 2020 survey. Or do you have evidence to the contrary?
- create safer routes to local schools and community facilities, such as Victoria Park
 - you won't if you force cars onto Hoddle St. This will further congest and endanger drivers, and other pedestrians and cyclists using these areas. You can't just look at one spot, and think there isn't a knock on effect. Are you taking this into account?
- help address safety and amenity issues for bike riders who share this part of the street with cars
 - this is pretty much a duplicate of point 2 above
- help address current safety issues at the Grey Street / Trenerry Crescent and Johnston Street /Trenerry Crescent intersections (and other locations) by removing and reducing conflicting movements and reducing traffic
 - where is your evidence here? Is this referring to safety issues with particular road users or all? Or are we to assume you are talking about cyclists here, as this seems to be the focus of this plan, to the detriment of other road users. Your strategy is showing Yarra Council!!
- help Yarra deliver on our new Climate Emergency Plan and address the climate crisis while responding to and recovering from COVID-19.
 - by pushing cars onto Hoddle St, you will increase travel times significantly and therefore increase vehicle emissions.

Excellent proposal to improve cycling safety and transport options as well as decreasing excess traffic of people trying to rat run through a local community.

This is the worst idea I've ever heard! It will create terrible traffic in the area and it's currently the best route for Clifton hill residents to get to supermarkets, and to get anywhere without having to add to hoddle st traffic. A lot of my neighbours own businesses in Collingwood this would severely disrupt their commute to work. To dissuade rat runners from using the road why not put a toll on the road and if they're not registered to 3067 or 3068 they have to pay or get a fine.

I've never been that engaged in Council matters. Until this. This proposal would be laughable if presented in any well run modern organisation, and any half decent business would have looked at objective evidence and explored better alternatives. At best this demonstrates incompetence, and at worst Council using a global pandemic to push personal agendas not reflective of community needs. I am very much against the closure - both part and full. For many reasons, here are a few:

1. No evidence to show this is actually a problem in relation to social distancing in this location. And no review of alternatives. Where is the cost/benefit analysis to ensure this is an appropriate spend of money?
2. No objective way to assess the success of any trial as no clear KPIs have been established, nor any other objective factors to evaluate negative impacts for a balanced assessment.
3. Consultation has been appalling. Even when Council decided to consult after a last minute amendment, the mechanism is completely flawed - anyone in the world can vote in this survey, as many times as they like! And you're asked to rank 3 alternatives - two stacked towards a closure. I refuse to vote for the other two. Is my vote still valid? I'm not convinced the results will reflect real life feedback from people who live in this area and use this road every day.
4. Trenerry Crescent provides safe access to the freeway and between suburbs for those living in CH

and Abbotsford. The traffic which uses this underpass will be redirected back to Johnston St - a nightmare that will endanger both motorists and pedestrians particularly with new apt blocks and shops near Lulie and Johnston st.

5. Three viable alternative routes (very close, safer and more socially distanced) exist for both pedestrians and cars rather than use the underpass road. If you're not prepared to fix the underpass for all road users by extending the footpath over the river, then just improve signage for peds and cyclists to avoid it. Easy fix. Low cost. Everyone wins.

6. Emergency Vehicle Access. Johnston St in peak hour is already dysfunctional, even in lockdown. How will these services get to Abbotsford/Clifton Hill residents as fast as possible?

7. This proposal discriminates against people who are not able to walk or cycle to get places, or have children or need a vehicle to transport goods/shopping to and from work and home.

Closing the road will disadvantage local car users who use Trenerry Crescent to access the adjoining suburbs and the freeway. During certain times, closing the road will add half an hour + to a local trip & put even more traffic on Johnson & Hoddle Streets. Johnson & Hoddle Street are already difficult and sometimes dangerous to access during peak hours. The crescent could be altered / widened to improve access for all users - cars, pedestrians and cyclists. Cyclists and pedestrians already have non-vehicular access to the Merri Creek trail which could be improved / altered. I appreciate the problems the high levels of traffic on this local road are creating for local residents (I am one of them), particularly during peak hours. However, this is a densely populated inner-city area so management of this, rather than making it even more difficult for local residents who drive, is my preference. The number of residents in the area is increasing, as will the number of cars despite government attempts to encourage use of public transport and bikes. Improving the road and traffic conditions may help - more speed bumps, pedestrian crossings, traffic islands, additional traffic lights on to Johnson Street, researching where non-local traffic is coming from and why drivers use this back road. I think a lot of the "rat running" through this area is partly due to the changes made to the Hoddle & Johnson Street intersection. While traffic conditions may have improved for Hoddle Street users, the result is that drivers who are trying to go east or west from Hoddle Street find it too difficult or time consuming to use P Turn system. Maybe there could be improvements to this system? Thank you.

This is a terrible idea. Lots of better things to use your time on when it comes to climate and environmental issues

As both a driver and cyclist residing in Trenerry Crescent, I can appreciate the need for a better cycling link under the Eastern Freeway, however - closing Trenerry Crescent to northbound traffic removes the easiest and safest options for accessing Clifton Hill and the Eastern Freeway - as the only other way to reach Hoddle Street is via a right turn into Johnston Street, which can be incredibly difficult during periods of heavy traffic, as there are no signalled intersections to access Johnson Street from the Victoria Park neighbourhood.

I would only support a full closure of Trenerry crescent if the intersection of Trenerry and Johnson was signalled.

If it were possible, I would be in favour of building an extended shared path on the Merri creek side, though I imagine it would be a significant cost and undertaking to built a structure over the edge of a waterway.

Seems ridiculous

It is not necessary

It over complicates my routes

This is an ill considered plan.

I am a resident of the Clifton Hill/Abbotsford community. My family and I rely on the underpass to connect with our community. My son attends his local school at Spensley St, Clifton Hill. I work locally [South side of Westgarth]. Closure would force us to increase our time on the road considerably. We would waste time, add to congestion, create more pollution and be alienated from our community. If you look at the difference of the route we would have to take during peak hour from to Spensley St

Primary school you will see how ludicrous the proposition is. I doubt I could turn right from Lulie St into Johnston St in the time it takes to drive all the way to school and back. When all of the hundreds of new residents move into the apartments that will be using Little Turner St for their vehicles, access onto Johnston St will become an impossibility.
There is no way this plan can work.

Leave the street alone!!! It's perfectly safe for cyclists of which I'm one. I regularly drive my 31 yo Special Needs daughter to her programs via Trennery.

Widening the bike paths and creating a pedestrian raised crossing with lights and signs alerting cars to people crossing to the park is definitely required for the safety of walkers and bike riders. However, local car access without using hoddle st for local cars is still required both to and from Clifton hill.
Thank you

This is an important connection for locals. There are other traffic calming measures that can be employed to slow traffic. Bikes and walkers have other local options.

This proposal is misguided. As a cyclist, I can confidently say that this road is safe enough as it is. Closure will only lead to peripheral traffic issues and inconvenience locals.

You are solving a problem that doesn't exist. There are already adequate cycling & pedestrian options.

This seems a bit pointless to me. If the point here is to try and reduce covid contagion then why is this, relatively little trafficked area being targeted? There is a far more busy (with food and bike traffic) bottleneck at the back of the recycling depot where social distancing is simply not possible. A lot of the park traffic heading north goes down by the creek, and foot traffic from the residential areas to the west cross the freeway by the overpass, where social distancing is also not possible.
On the other hand, from a traffic point of view, a roundabout or set of traffic lights at the top of the hill would be great.

I'm not aware of the motives of this trial, but I'm always concerned by the fact that the majority of northbound traffic travelling on Trennery crescent don't stop at the intersection of Trennery, Gray and Roseneath. Nearly everyone runs the stop sign.
A bigger concern is that the eastern side of Clifton Hill is consistently used as a short cut during morning and afternoon peak traffic. In the mornings I get frustrated and angry with the traffic that turn left onto the Esplanade even when it's clearly signed that it is not allowed during certain times. In the afternoons the Esplanade is treated like a race track. Speeding cars, racing to get ahead of peak hour traffic. There are families and kids throughout this part of Clifton Hill, with kids regularly crossing the Esplanade to access multiple playgrounds, it's only a matter of time till someone gets hurt.
If the closure of Trennery crescent had the result of reducing this cut through traffic, which I think it would, then it would be a major positive for our community and pedestrian traffic would be safer than they are now along the Esplanade.

This proposal is a complete waste of council resources and community energy.

I have ridden my bike to and from work from Ivanhoe and now Fairfield to Victoria Pde for many years and at no time have felt endangered.
I also have family in Abbotsford that I assist with childcare and rely on timely access at the start and end of the day.
If I had to rely on Hoddle Street it would be unreliable due to heavy traffic in the morning and evening.
In addition I have never witnessed or been involved in a road bike accident.
I feel both parties are conscious and respectful of one another.

There is already limited access between these sectors. There must be alternatives which promote the objectives the proposal seeks to achieve without further creating limited cross-sector access.

I made a previous submission where I named the streets incorrectly. I talked about the heavy traffic from Trenerry Crescent to Lulie Street and incorrectly referenced Turner when it should have been

Maugie Street. Needless to say, I wholeheartedly support the initiative to close off Trenerry because it will slow down traffic.

Ranking preferences in this way lends its self to a manipulation of data. I have ZERO "preference" for anything other than Option A. And yet, you've forced everyone to rank them in order of preference. City of Yarra should consider its defensible legal position in respect to the method by which you've solicited constituent feedback in this way.

I do not support this in any form and don't believe there is any justification for it

There are plenty of parks, gardens, tracks and spaces for people to practice social distancing in Yarra. Closing this road is ridiculous. It is a road that is mostly used by locals and I feel that closing it would obviously put more traffic onto Hoddle Street. I do not support this idea at all.

This makes no sense to close Trenerry Crescent to vehicles, would drastically affect our commute.

What is the reason for closing this road, forcing more traffic onto the already congested Hoddle Street? Ridiculous

I do not have an Option B or C. The only option is to keep it open. Forcing you to make a choice of option B and C is flawed.

This road is an important thoroughfare connecting northern areas with the east. Cars travel slowly and carefully through the area. Please do not close this road

I do not believe it is acceptable fo me need to drive along Hoddle St in such dreadful traffic where I can now more safely drive through Trenerry Crescent to the shops and to family. I live in Noone St. This closure would add 15 - 20 minutes to many of my trips.

I believe this especially strongly given that there are already three alternate bike routes if people choose not to ride on this short section of Trenerry Cres.

1) just on the other side of Merry Creek from Trenerry Cres overpass, between the two walking/cycling bridges - Near the YarraCity Recycling station and Merry /Yarra meeting point at end of Trenerry, (across creek from suggested closure section and

2). the overpass across the freeway at the end of Groom St meeting Trenerry Cres at the top of section suggested closure.

3) Further afield there is the road bridge near the golf club that can be accessed by crossing the bridge near the Recycling Centre and riding east up the path to the bridge then back along the path to the Yarra / Merry Creek bridge.

Other traffic management alternatives you could trial include reducing the speed limit to 10km or 20 km. Many cars already drive very slowly around this route ensuring the safety of all.

Please do not proceed with this closure.

This is ridiculous

With limited sight lines for vehicles and steep ascents and descents for cyclists and pedestrians, this would be a much safer solution to traffic in that area and there are alternatives for vehicles.

The numerous proposals by Council to close or reduce capacity on key link roads within the Council area for the promotion of cycling and pedestrian movement without any consideration of people who must use cars needs to stop. While I agree with supporting cycling within our Council, removing the few link roads we have between suburbs on the eastern side of Hoddle Street for cycling simply forces more cars onto Hoddle Street and Princess Street, notably (and conveniently maybe) both roads this Council has no responsibility for.

I regularly take my recycling from Richmond to Clifton Hill's recycling centre via Church Street, Nicholson Street then Trenerry Crescent. If Trenerry Cres was partially closed to traffic this would be a major disincentive, as lthe next best route would then be to drive through one of Richmond's busy east-west trading streets to Hoddle, then up one of the most congested roads in Australia to get there. Alternatively, I would need to take Princess Street and the Eastern Freeway, which is similarly congested and a much longer route. I believe that I would stop using Abbotsford for recycling

polystyrene, metal and other products not recyclable in Council Bins and simply put them in the rubbish instead if you make access for recycling these materials any harder.

I also note there is already cycling infrastructure in place along Yarra River Corridor in this stretch. While this could always be improved, doing so at the expense of the only remaining link road between Abbotsford and Clifton Hill seems determined to help separate the communities rather than support them.

Please don't make access to recycling even harder for Richmond residents. Please consider the importance of keeping multiple linkages for all transport modes in place. Please stop thinking that everyone can use bikes to do their business. Please stop shifting the responsibility for vehicle links to VicRoads or Booroondara. It just isn't a realistic perspective.

My ranking of Option 2 and Option 3 are almost superfluous because of my above comments. Any closure to vehicles, even for a trial, will mean I will vote against all sitting Councillors in my ward at the next election. Yarra Council's single sighted approach to transport at all expense of cars is at best ignorant. Reduction of roads is one of my biggest issues with Council.

How about you consider investing in infrastructure on this key linkage for all modes of transport to help all residents if there are issues?

I reside on Roseneath Street, a busy thoroughway which banks traffic from Hoddle Street to Clifton Avenue during peak hours, both morning and night. Roseneath Street also experiences a large number of cars and trucks throughout the day, making a speedy shortcut through Clifton Hill. This is dangerous with fast moving traffic, despite the installation of speed humps to prevent this. There is only one pedestrian crossing on Roseneath Street, which is located in a very dangerous place with cars turning into Roseneath Street from Clifton Avenue needing to approximate the speed of the traffic coming down Roseneath Street and then having to pull up abruptly at the crossing- there have been many near misses here. East Clifton Hill is well known for its quite neighbourhood, cyclists and walkers, the traffic stream from Trenery Crescent enables a dangerous speedway that is not necessary. There are other access points to Hoddle Street, Heidleberg Road and Johnson Street that can be used with little inconvenience if Trenery Crescent were to close. Thanks for the opportunity to comment,

This is such a crucial road, I would use it 20

Times a week and without it there is no way out of our suburb other than Hoddle street which is a nightmare a lot of the time. On top of that getting to Smith st to go to the shops has become more difficult since they removed the right hand turn off Hoddle, going via Trenery to Johnston is the only way to avoid that bad turn now

I'm just glad that Stephen Jolly actually brought this to our attention, without which Jackie and her band of militant faceless cyclist friends would shut me off from my neighbours

We will not forget those that have proposed and supported this nonsense

Please do not do this

Many alternatives exist for bikes and I currently use these. This would only separate us more

Under what objectives would the trail be marked a success?

What data exists that has been presented to outline the issue being addressed?

Why is this under the guise of covid?

Why are militant bicycle groups advertising on facebook for this?

When has a temporary trial every been revoked at the end of 3 months

Shame on you for proposing this outrageous plan

There are already many options for cycling between these suburbs (including a well maintain bicycle trail) and this would just cut us off from the resources we use in East Clifton Hill

Utter unimpressed that this proposal has got to such a stage without consulting those affected. Seen no evidence presented that displays there is a problem here that hasn't been created by those with a hidden agenda. Do not expect my vote if this is pushed through

Closing Trenerry crescent will move cars on to The Boulevard, Kew to avoid Hoddle st. This will increase the risk to cyclists On The Boulevard.

Why not install cameras on cnr Trenerry Cres & Johnston St to catch the multitude of cars who do illegal left hand turns after 4pm in to Trenerry Cres. This would increase revenue for Yarra council. Make the bridge going over the freeway from Noone St to Gray St more cyclist friendly. Also, I am cyclist and driver so have an understanding of both sides. Thankyou

I don't own a car or a bike, but the amount of road being given away for bikes, and pedestrians doesn't seem to make sense.

Also bikes, being ridden on the footpath is a danger, how about a blitz on this. Surely if you choose to be on the footpath, and not the cycle lane next to the path, you should push it. There isn't a pedestrian advocacy group, as there is no money to be made, so no voice of those of us who walk the streets being heard.

Hi. Perfect time with the lack of traffic as it will break the "habit" of drivers going through Clifton Hill when Punt Road is really the better option at the moment due to the brilliant changes made in Punt Rd.

Roseneath Street and Grey St is the major cut through road for speeding drivers and is getting more dangerous for local children walking to school.

The concept is to make Punt the better option for drivers by making it harder to cut through Clifton Hill by closing certain road and intersections.

Please consider

- closing the top of Berry St at Grant St and as all the timed "No Left hand turn" signs are completely ignored.
- Closing roads that run north to south
- Slow points for one vehicle access under the bridge;
- one lane under the freeway with traffic lights at either end and a two way bike path not stopped by lights
- There are automatic bollards on the market that raise and lower themselves at specified times which have worked elsewhere.

This proposal is terrible. It's outrageous that our own council is proposing to punish its own residents by forcing them into Hoddle St traffic when driving to get groceries, etc.

I use a car far more often since COVID to avoid coming into contact with others and use this route often.

Do not close the road.

No No No. I do not support option 2 or 3 Do NOT close Trenerry Crescent NOW or ever.

Not in whole, or in part.

Full disclosure and information should have been made available to residents.

Why do this? There is no reason to close Trenerry Crescent.

Please. Please please. Can you just show some common sense. Thank you.

I do not support ANY closure of any kind.

I am voting in favour of the Closure because I live on Noone Street and during peak hours there is a ridiculous number of people cutting through Clifton Hill in order to avoid Hoddle Street. These people are predominantly parents of students in private schools in Kew. These people have taken no consideration of locals and I ask that you consider locals instead of people that do not live in the Clifton Hill of the City of Yarra.

I would also like to suggest a sign at the start of this road that says "local traffic only" such as ones you have placed in other areas.

As a local cyclist and driver this proposed plan is both unnecessary and a waste of funds. Money would be better spent on cleaning up the Merri Creek which is perpetually littered with garbage, There are plenty of bike lanes if cyclists find the Trennery cres underpass too daunting. Furthermore, this is not heavily trafficked by pedestrians or cyclists anyway due to the variety of other available routes. We need this road open for emergency access as well as access to Richmond etc. as Hoddle St./Punt Rd. is a nightmare. If you want to fix Trennery cres, do something about the awful speedhumps which are incredibly high and damaging - make them smoother and a little lower.

I am dead against it being used other than as present. I like to use it as a road for vehicles as it has always been.

There are some grumpy people with loud voices who don't want the trial - but I think it's definitely worth exploring the trial.

If this particular road is closed it then restricts residents, services to only enter and exit from Hoddle street which is already over capacity.

With 3 exits from the area of Clifton Hill

1 being dictated by train lights and impossible to exit during peak train times.

2 being a high accident area to which several lives were lost last year

3 left hand turn only from Noone St

Not allowing traffic to flow through the crescent will force vehicles to turn onto Hoddle then to Johnston to make their way to Richmond or even Vic Park area (ground and station).

I am an experienced transport professional with experience in project development, transport modelling and economics. I have worked on many of Victoria's largest transport projects (North East Link, Level Crossing Removal, Suburban Roads Upgrades, East West Link).

This type of closure will remove the ability for residents to travel south, save tackling Hoddle St. It is likely that this would reduce traffic in the area, however, it seems very unlikely that it would reduce travel times for Clifton Hill residents.

Movement and place initiatives must also take into account travel times for residents not be solely focused on reducing traffic in suburban areas.

I would be very interested in seeing your modelling for average travel times Clifton Hill residents with and without the closure. This assessment needs to take place in a strategic transport model (e.g. VITM or Zenith) rather than a microsimulation model (which will not take into account the increased time for trips leaving the area).

If you have any questions regarding the morning assessment, please reach out to me on 0402095412.

I use this local access almost daily. I love and work in the area as well as access the community in Clifton Hill and Abbotsford. I'm yet to see this as a major issue and suggest considering local access only during the problem times.

It's a ridiculous plan given there are 2 other dedicated bicycle paths within 150m either side.

Hello council team, first of all I am quite displeased by the lack of prior consultation before the trial to find alternative solutions that also benefit residents. Trenery crescent is an important road and one of only 2 access to our residence! Filtering external traffic and develop better cycling ways would be a better alternative

There are plenty of safe bike routes, very little car access. This proposal doesn't make sense

Both my wife and I frequently travel (but not during stage 3 Covid restrictions) To visit our daughter and grandchild in Noone

Street always via Trennery crescent . The proposed closure or partial closure would make it difficult to reach our destination in a reasonable time frame . The picturesque last kilometer to our desired destination along side the Yarra river is always uplifting amidst glorious bush land .

1. This is a valuable route for locals driving - a good option is to keep other non residents from using a 'short cut eg from Thornbury to Hoddle st. There are already some good deterrants (no left turns etc)

2. There are plenty of bike tracks nearby and I am a bike rider. Right below along the river for one is

the capital city trail.

3. This is totally unnecessary.

It would be great to beautify the area under the eastern freeway to make it a more attractive area to pass through walking. Native plantings, new fencing, expanded bike lanes in both directions, street furniture would be great.

without the road travel times bw Abb and Clifton hill triple.

I use the depot a lot

This is ridiculous to close this road. The roads are already chopped up for bike riders what more do they want and why is council even considering this, it's crazy. It's obviously for people who don't live in the area and I believe that the residents in Victoria Park precinct weren't even consulted about this.

I work at a school in Kew, as well as provide care to my grandparents who live in Kew. Closing Trenerry Crescent would add 15 or 20 minutes to my drive. In the current climate I would much prefer to be spending less time outside my house.

Having Trenerry Crescent open causes dangerous traffic conditions and congestion

Hi

Thank you for doing this.

North bound cut through traffic in the afternoon and evening is a major danger to children, pedestrians, and cyclists, as is south bound traffic.

I have personally witness on a daily basis multiple cars travelling at high speeds through the streets, as they cut between Johnston and Heidelberg road.

I have seen many accidents occur, particular at the intersection of ramsden and Yambla.

I have seen regular aggressive behaviour by drivers when encountering locals cross streets or when encountering cyclist in bike lanes.

In the afternoons there would frequently be cars backed up from Heidelberg along Fenwick and Yambla all the way through Trenerry back to Johnston st. People treating the Clifton Hill neighbourhood as another lane of Hoddle st.

Every day I witness multiple hoons racing up Yambla St along the park at incredibly dangerous and illegal speeds with no regard for the safety of the neighbourhood. Often there are children playing in the park meters away from this reckless behaviour.

Every day I witness cars speeding around the corner of ramsden and field St.

There are ZERO pedestrian crossing to quarries park's cricket and football fields along Yambla, Ramsden, and Field St.

Cut through traffic driving at high speeds is a major danger to children walking to and from Spensley st Primary school. There have been multiple instances of cars That were cutting through, speeding around corners, where they nearly ran over my children or my neighbours children, when we were merely trying to cross the street in our neighbourhood.

Thank you for taking this step; it will have major impact on the safety and liveability of Clifton Hill.

As a property owner in Trenerry Cres and a frequent visitor to the AEU Building at 126 Trenerry Crescent, I would hope that at least the northbound lane of Trenerry Cres could stay open to allow traffic to exit the area. Otherwise all traffic has to enter the very busy Johnston street, which would be the only other exit from the area. Thanks for allowing us to comment

Just do it. The benefits of safe, easier to access, adequate cycling capacity will be greater, the sooner they are provided. If this closure is delayed, the opportunity will be lost.

I visit my family and friends regularly in the eastern and southern suburbs and I do not want to be forced into Hoddle Street to do this. It often takes me some time to even turn left onto Hoddle Street during busy periods. Shutting Trenerry C to solve the issues with rat-racing that affects a limited number of people in Clifton Hill will create more problems for a larger group of residents.

This is route avoids Hoddle st for local traffic between Clifton Hill & Abbotsford

Silly idea really.

The crescent is a lifeline from Clifton Hill to Richmond for U3a, for work at Fairshare and for shopping. Closing the lifeline would be as devastating as the division that was caused by the Eastern Freeway in Alexander Parade.

I can only assume a lobby group of homeowners have requested. If you buy in an already much loved route you do not have the right to demand others do not use because you do not like the congestion.

Proposal to close the road to cars is nonsensical, for many residents in the area it's THE road to drive to and from work, putting the vehicular traffic onto Hoddle St would cause gridlock at those intersections.

This proposal is, with all respect, the voice of the narrow-minded few who are not representing the wants and needs of the greater local community here.

As a passionate cyclist, would love to have dedicated roads for a cycle network, but appreciate that many in the community don't have the option to cycle, whether it's due to physical limitations, distance of travel, age, the need to do school drop offs on the way, tradies with their tools etc etc. commuting on a bike is a luxury for the few in our community, the road is built for cars; if we need another lane for bikes, let's build it, away from the road, or... There's a pedestrian bridge over the freeway too isn't there, perhaps it can be upgraded to a bike highway...

And whoever put the last dot point on this page about reducing climate change and covid, thank you, your assistance is no longer required on the matter, please remove yourself from the conversation, use your talents elsewhere, this is a community traffic design matter not your own self serving campaign for confusion and misinformation.

I cannot see logic on this one. The rat runners go northbound. I use that road as pedestrian, cyclist and driver and want it open. Put a cop there on evenings occasionally and give fines for non locals Also concerned about emergency service vehicles having access to the local area.

This decision is unfair on locals who use this route regularly for purposes such getting to and from employment. This would create the need to use an already busy Hoddle Street, add extra travel time and add more of a carbon footprint.

I was a long term Clifton Hill resident, although now reside in Thornbury. My kids still attend school in Clifton Hill so I am still in Clifton Hill daily and regard it as my community. This is a terrible proposal that would impact the locals of Abbotsford and Clifton Hill greatly. Many of the children at Spensley Street Primary reside in Abbotsford, and to make those families travel via Hoddle Street would add on half hour each way (adding to the "climate emergency"). There is plenty of space for pedestrians and cyclists already. The two communities are linked and the impact on the locals would be too great.

This by my count the third time since 1992 that the closing of Trenerry Crescent has been proposed. Please stop trying to close Trenerry Crescent. Instead fix the issue of traffic rat running by forcing traffic to turn left and only left at the intersection of Roseneath St & Gray St for north bound traffic.

And no left turn from Roseneath St into Gray St for west bound traffic.

Consider putting a board walk for cyclists extended over the creek by Trenerry Crescent abutting the current path under the freeway to create a specific bike path. This will stop contention between bike riders and pedestrians on the current footpath under the freeway.

Hi - I live on Noone St and often ride my bike on Trenerry but this would close the only way of getting to Kew or Richmond without going on Hoddle St. It forces everyone to take Hoddle St. There is the footbridge and also the other side of the river for Yarra for bikes. There are no high schools in Clifton Hill!

I do not support any closure. As a local resident who cycles and walks through this area, there are plenty of alternate bike routes (Groom St footbridge, Yarra trail, Hoddle St and Trenerry Crescent bike lane) and no alternate vehicle routes except Hoddle St, which is impractical. This is a poorly considered idea. Invest in making alternate bike routes more visible if the point is to improve bike access.

we need less car roads and more walking pathways and biking tracks throughout our suburbs.

I think any bold proposal to prioritise pedestrian and cycling road use over cars is to be welcomed. We won't achieve the radical reductions in transport-based emissions that are needed unless more proposals like this are pursued. I live in Clifftin Hill village and regularly use Trenerry Crescent to travel to Abbotsford by car, but am willing to sacrifice this convenience for a greater good. This proposal will have the parallel benefit of re-directing large volumes of through traffic from residential streets with a high number of pedestrians to more major arterials. I wholeheartedly support.

Creating more roadblocks will not help drivers. There is a real problem with bike and pedestrian shared areas all around Merri Creek and Quarries Park. Several of them ride as fast as if they were on a road and expect pedestrians to get out of the way. You need to address these walking areas particularly in the current climate.

Do not close this essential road to car traffic. Residents need to be able to access their homes, workplaces, appointments, schools and shops without having to struggle onto congestion and increased dangers on Hoddle St. Surely rat race traffic during peak times can be controlled by a traffic camera and fines but local residents access should not be curtailed. I feel the Council should support the rights of local residents to continue to drive along the safer and quieter route of Trenerry Crescent rather than Hoddle St.

I cycle this bit of road a lot but don't support its closure. It is pretty safe even with cars (can you please trim the bushes back at the top to climb. They're in the bike lane!) and there are alternative bike options (Merri creek trail). This is an important way for locals (car driving) to get around.

This is an insane option created no doubt for the best of intentions but as we know this will simply pave the road to hell. For residents of East Clifton hill who need to travel to the city or Kew there is no alternative under this proposal but to go to Hoddle st which is basically a giant parking lot or to Chandler highway which has massive traffic flows. As someone who has ridden bikes to and from the city for 20 years the changes made to Wellington st have made massive improvements to cycling safety and in any case the main Yarra trail is an off road safe cycling area. As such the justification for this change makes any benefits so marginal and the costs for the population of east Clifton hill who need to travel so substantial that any rational decision would not pursue this option.

There are better alternatives than closing this road to cars. Slow the speed limit for 1.

This is crazy to divert us to Hoddle st. It is an essential link to Kew and Abbotsford!!

I fully appreciate the need to better accommodate cyclists and pedestrians as the path down from Noone St is far from ideal. I near Trenerry Crescent and I drive, cycle and walk that way. The reality is that, in the morning, forcing cars to go via Noone, Roseneath or Ramsden streets would add a minimum 20-30 minutes to any journey that meant that you needed to go via Johnston St. Getting out of those 3 streets is already difficult in (non-Covid) peak hour and forcing more cars that way would make it much, much worse. I also think that prioritising cycling ignores the needs of many people who can't avoid driving, including people with disabilities, people who transport small children or elderly people or people who have to commute long distances.
Spend the money to improve or widen the path~please!

While traffic volumes are low this is a good opportunity for Council to experiment with some changes that preference forms of transport other than motor vehicles.

Thank you - the Main Yarra Trail is packed right now. As a Collingwood resident, there are few unsealed paths for me to run on close to home (my knees and ankles struggle with hard, sealed surfaces). Cyclists need safe alternatives to ride on, to enable walkers and joggers to maintain a safe distance. This may inconvenience a small number of drivers, but the reduced traffic right now means there is very little congestion, so I think they are still ahead compared to pre-COVID times.

Stopping traffic from using Noone Street to get to the freeway would also be a good idea, especially as crowds gather out the front to the cafe and onto the road.

<p>If the road doesn't close, pedestrian crossings must be installed on Gray St.</p>
<p>What a ridiculous idea, the roads are already to clogged and it will only get worse over the next number of years. People will always need to use vehicles to be able to work.</p>
<p>there is a heavy amount of traffic using Gray St/Trenerry as a short cut to Johnston St. They barely stop at the top of Trenerry before turning into Gray St. If I'm coming out of Gray St (the one way emergency vehicle access section), I have to be super careful that I don't get hit by people not expecting to see anyone other than themselves. Even the speed bumps don't seem to slow them down.</p>
<p>If Trenerry Crecent is closed it will drive more traffic onto Hoddle Street which is already overcrowded. We frequently use this road and strongly object to you closing this underpass.</p>
<p>I would love to see cycling/walking prioritised in this area as they are my predominate form of transport and am a keen believer in promoting these forms of transport over car travel. However, I think full closure of this section of Trenerry Crescent would negatively impact residents of Clifton Hill and Abbotsford. Closure of the southbound lane seems like a much more sensible option. Retaining northbound vehicle access will allow local residents to move freely between Abbotsford and Clifton Hill/the eastern Freeway without having to turn right onto Hoddle and right again into Clifton Hill, and ultimately deter rat-running by non local traffic, while creating a safer space for pedestrians and cyclists.</p> <p>I would be interested to see the results of the traffic assessment undertaken by Council to support these Options, and how many cars actually access this section and how many are local residents of Abbotsford and Clifton Hill versus drivers using it as a short cut to the Eastern Freeway/Hoddle Street. Also, I was very disappointed to hear that Yarra were going to implement these changes without undertaking any community consultation. As an Environmental Planner working on a variety of infrastructure projects from big to small, I see community consultation as such an important part of any government decision, especially when a project will greatly impact on people. I sincerely hope you are taking into account people's feedback and this isn't just a tick box exercise.</p>
<p>Great proposal. Wonderful to see the council taking steps to promote bicycle and pedestrian safety as well as COVID safe recreation along the creek. Well done team. Hoping the trial goes ahead.</p>
<p>I live on Trenerry Cres and am an essential worker who needs to be able to get to work quickly at short notice as I am on call. Sometimes when traffic is bad, turning right onto Johnson Street takes forever. If this road was closed entirely, it would take away the best option I have to exit my street (driving) and this road and the access it provides was a factor in my decision to live here. Having said that, when cycling, I don't feel very safe using the almost nonexistent bike lane in that stretch of Trenerry. Another thing that would make more likely to cycle is putting a traffic light at Johnson and Trenerry intersection as I just don't feel safe riding through that intersection as it is in peak hour. If this section of road is closed entirely it will cause more stress than benefit for me as a Trenerry resident, but I wouldn't mind trialling partial closure and improved bike access.</p>
<p>Long overdue</p>
<p>Why not direct the cyclists from the merri creek trail to the adjoining main Yarra trail at the southern corner of the council depot so you get a continuous trail. Merri and Yarra.</p> <p>And not force cyclist a further 200 metres along a narrow pathway and a dead end onto trenerry crescent.</p> <p>Then stop cars on trenerry to allow cyclist to go back to the Yarra. It's a ridiculous suggestion.</p>
<p>Closure of Trenerry Cr. will unduly and negatively affect residents in my area, , by forcing traffic to turn left onto Johnston Street which is extremely difficult and dangerous at busy times.</p>
<p>Keeping Trennery crescent open allows congestion relief for Johnston street. I believe by closing off Trennery crescent we'll be shifting more cars onto Johnston Street which will actually make the traffic flow worse in the surrounding areas.</p>

I ride from Clifford Place in Clifton Hill to Abbotsford, Richmond and Studley Park most days. I DO NOT need to ride down Trenerry Cres.

Riders who ride on the Capital City Trail are generally doing so because they want to ride on a bike path - closing Trenerry is NOT going to make people get off the path near Trenerry, ride up and down the steep Hill of Trenerry and then get back on the bike path. This doesn't make sense.

Less confident bike riders can ride on the bike path or go across the overpass. They do not need to ride on the road.

Closing the road to cars will not make the footpath any safer for pedestrians.

Closing Trenerry will make turning onto Hoddle St to travel South or Heidelberg Rd to travel east far more difficult and significantly increase the travel time to Abbotsford, Studley Park and Kew.

The idea that this will help Yarra deliver on its new Climate Emergency Plan, address the climate crisis and respond to COVID-19 is ridiculous. You are not getting rid of any cars - just making them sit for longer and create for pollution trying to get on to Heidelberg Rd or Hoddle St

As a resident of Abbotsford on the Clifton Hill side of Johnston St, I feel that restricting access/egress to Johnston St only disadvantages residents. While a reduction in through traffic from Heidelberg Rd to Johnston is ultimately desirable, completely or partially closing Trenerry Crs is an extreme solution for residents in Abbotsford.

The critical point is that the Abbotsford/Clifton Hill residents pay the price for the cessation of Heidelberg Rd through traffic at peak times. And Abbotsford residents mostly knew about the Trenerry Crs traffic problem when they bought into the location. It's the price paid for access in the opposite direction.

However, if any kind of closure does go ahead, it makes sense to remove the "No Left Turn between 4-6pm" sign into Trenerry from Johnston St as less traffic will use Trenerry to get to Heidelberg rd.

Full road closure is preferable. We are in Lulie Street, Abbotsford, where there are a lot of young kids. There is a constant stream of cars coming from Trenerry Crescent into Turner and Lulie Streets in the morning, because people are avoiding Hoddle Street. The cars are always speeding along and it is dangerous for the kids who are trying to walk to school.

I am a local in Abbotsford at Victoria Park. The Trenerry Crescent 2 way road is the only way that we as Abbotsford locals can connect with Clifton Hill, and North Fitzroy, local businesses, community, services and schools without having to enter the major roads that border us. I walk, run, ride and drive this way multiple times each week in both directions. The Trenerry Crescent is an essential local thoroughfare – without it, we are completely cut off from the northern suburbs of Yarra City council and will have to travel East to Kew to buy groceries and other staples.

I'm disgusted while people are fight for their lives in hospital and we are all doing our best to fight the COVID-19 pandemic that the Yarra City council would see this as an opportunity to block a street that previously been rejected by locals.

The council should be committing to upgrading the very poor and out of date foot and bike paths on both sides of the Merri Creek under the freeway which should not take Melbourne being in a grip of a pandemic to improve.

I live on Fenwick Street and use Trenerry Crescent every day in each direction to access Kew and Abbotsford for required journeys (e.g. to assist elderly parents). To close this road would cause a major inconvenience for me. There is a bicycle and walking path along Merri creek adjacent to Trenerry Crescent already.

I prefer a 4th proposal: one way lane for vehicles controlled by traffic lights. Typically used for road works.

A lot of rat-running seems to take place on this street as well as it is too narrow a street for cyclists to feel safe riding on. I do not live in the area but have and do ride through there on occasion. Potentially could increase commuter times to too great an extent but if the increase in commuter times was minimal, think it should be strongly considered.

This is a poor choice of focus from the council. There are many other more relevant things to address in terms of climate and environmental issues

Please do not close this important road for commuters

There is no explanation as to why this needs to happen
I think it is a needed route between Abbotsford and Clifton Hill

Please dont do this

This is a terrible idea - this is an important road for local commuters. Use your time to look at important issues with the environment, not this.

Close entry into Trenery cres during peak hours only or introduce chicane type barriers as done in Miller St Nth Fitzroy

I have a toddler and newborn. I am unable to use my bike during this time because of their needs. I would otherwise love to. I frequently use Trenerry Cres to access shops for food and other amenities in Richmond as well as accessing parks and the Toy Library in Abbotsford and Collingwood. It would really limit my ability to access these suburbs in peak hours if my only option was to drive via Hoddle St. While I recognise the need to move to a more sustainable planning of our city and roads, I think this leaves Clifton Hill residents with a really bad outcome of only being able to access other suburbs through a major, congested road. It reduces community spirit and prioritises the able-bodied

I'm a resident of this area and use this roadway almost daily. I'm strongly against any form of closure. I would ask the council to outline whether they have completed any of the below assessments.

Has a feasibility/impact assessment taken place prior to this proposal being presented to council for voting? Including current vehicle use statistics

Is the council able to provide an assessment demonstrating how this proposal will impact the macro economies of Abbotsford and Clifton Hill (east)?

Has an independent traffic volume assessment/modelling been completed for local roads specifically those leading to/from both Hoddle St and Johnston St?

Have Department of Transport been consulted regarding the impact assessment/modelling for traffic volume increases on Hoddle St, Johnston St, Yarra Blvd and Heidelberg Rd and the respective intersections for these major arterial routes?

What consultation has been undertaken with emergency services in relation to the proposed road closure and impact to their service delivery capabilities?

In relation to the online survey the council has initiated, can you please outline whether individuals need to rank all options 1 to 3 or providing a single option is considered as an acceptable response?

Can you outline who has been granted the right to vote in this survey. It appears as though it is open to individuals living outside of the LGA and impacted area which raises questions of validity and poses potential for manipulation from various groups wishing to manufacture a result that suits their agenda.

Why aren't letters being sent directly to residents/rate payers within the impacted areas to gain appreciation of their views?

It has been implied that council had already put this proposal to a vote under the agenda of Covid-19 without consulting the local residents.

This seems to coincide with the same councillors previous failed attempts to encourage the council to close the roadway in support of external bicycle lobby groups.

Can you verify this is the case and outline whether this contravenes the Yarra City councils code of conduct? Specifically elements regarding conflict of interest, community engagement and transparency of change/decision making.

I would be interested to know if alternative actions are being considered outside of the options presented by council and whether there has been engagement with the Local State MP in relation to seeking a resolution that delivers for users of both cars and bicycles.

Traffic goes both ways depending on day so option B doesn't full address the issue. Close road to all traffic except foot, bike and emergency services in exceptional circumstances. Time to start getting cars off the road. Cars are should be last option for inner city living. We have many excellent public transport options, and providing safe biking routes is what the future should hold. Environmentally that area would flourish.

Please close it all together and stop the afternoon rat runs..... Noon street,Fenwick street and the esplanade are patronised by regular speeding motorists around peak times!

I've witnessed some speeds up to 80 kph!

Given the amount of young families is growing within Clifton Hill east, it's only a matter of time before something tragic happens.

Any closure will create severe congestion at Hoddle st and ramsden / roseneath / Noone st junctions especially with the the completed unit developments in clifton hill providing additional traffic.

To minimise impact it is my suggestion to open south and close northbound traffic. This would provide the same outcome for pedestrian and bike users

Trenerry Cres is used as an alternative route for a large number of vehicles wishing to avoid Hoddle St during peak times. This has resulted in a large volume of traffic on Grey St, Roseneath St, Yambla St, Wright St, and Fenwick St, all the way to Heildleberg Rd. This is another reason for closing Trenerry Cres. The intersection of Ramsden St and Yambla St is particularly dangerous with cars crossing the intersection not being able to clearly see cars approaching from the right due to parked cars obscuring their view until they have entered the intersection. I have had multiple near-misses here while travelling west along Ramsden St. This is another rationale for closing Trenerry Cres.

Dont close the road

DONT CLOSE the ROAD why dont you widen the road

Stop closing roads under the guise of covid. Keep greenie political polices for Parliament, not councils.

I frequently use this road, please do not close it.

No explanation at all of why this closure may be necessary

Lovely initiative. Good on Yarra for being prepared to trial a new approach, get some facts and make a decision based on the measured results, the experience of the local community.

I walk my dog along Trenerry Crescent an have found little problem with congestion under the freeway. If there are too many people I have the choice of the overpass or along the alternative path in the other side of the Merri Creek. These alternative routes would apply to bikes as well. However, if Trenerry Crescent was closed to cars, there would be no access to the recycling depot or to Heidelberg Road other than the difficult to access north bound Hoddle Street from Abbotsford. So, blocking car access is an extremely bad idea.

Great idea. Need to encourage more cycling and we do not feel safe cycling that way when it is a beautiful, ideal route. I have to commute via Johnston St/Nicholson St junction and I frequently nearly am hit by a car on my bike when I am using the junction correctly.

There are several other routes for bicycles to travel including an overpass over the freeway and the Merri-creek bike path. More work needs to be done on the existing path.

I cycle and would like to keep Trenary crescent open to all road users including cars

This will be very problem for local residents and only cause other traffic/infrastructure issues elsewhere

This is a stupid idea. Who comes up with this stuff? It's just nuts.

I cannot begin to describe how ridiculous this is.

Firstly, as Trenerry Crescent residents, we have not been formally notified of this. We have only found out through community Facebook groups. This is absolutely unacceptable!

Secondly, Trenerry Crescent is vital in linking the two communities of Abbotsford and Clifton Hill.

Residents from each side of the freeway regularly rely on the road to access various services, from leisure centers, shops, medical clinics, schools, kindergarten, day care, the list goes on. By shutting Trenerry Crescent you would be forcing all traffic to divert via Hoddle Street - as if that road needed more traffic! Not to mention the significant increase in travel times.

For example, a Vic Park resident who sends their child to Petit day care on the corner of Noone & Hoddle in Clifton Hill. A 3 minute drive via Trenerry & Noone becomes a much longer one. First they would need to negotiate a right hand turn into Johnston Street - a real pain during peak hour. They would then need to travel north up Hoddle BUT the right hand turn lane is closed during peak hour, forcing the driver to turn south and complete a P turn before traveling north toward Clifton Hill. A right hand turn would then be required at the Roseneath Street lights - more waiting as there is no designated turn arrow. Then via Rutland to Noone St before arriving at the centre. To say this would be inconvenient is an understatement.

Speaking of this inconvenience of adding significant time to travel between either side of the freeway - have you consulted the emergency services to gauge how this may affect their response times to these communities? An extra 5 minutes is quite literally a matter of life and death.

The reason you have given for the closure is to create more space for walking and cycling during covid. I would argue that there is already sufficient paths nearby - the Main Yarra Trail is literally metres away and an overpass over the freeway connects the back streets of Clifton Hill to Trenerry Cres. We use these regularly and they are NOT overcrowded.

My browsing on social media has shown that there are some special interest groups who are highly motivated to have Trenerry Cres closed. With the lack of adequate notice to residents - those who this affects the most - I do wonder if these groups have undue influence in council proceedings, and that this is being set up to be pushed through regardless of residents (ratepayers & VOTERS) views?

Nobody wants this closure. It will increase traffic on Punt Rd, in the morning commute. Cyclist's have adequate safety riding this road.

Trenerry Crescent is a road I use in both directions several times a week to do my local shopping or visit other locals. I feel diverting me and every other local to use Hoddle Street will add significant time to our journey as well as congestion to Hoddle Street.

You already know the road is heavily used, why don't you expand the footpath out to the river to accommodate a shared pedestrian and cyclist path? If you make a shared path you could even reclaim some of the road currently used as bike lane, you may not even need to expand the path out towards the river so much as bring the road railing in to where the bike lane is.

I honestly think very poorly of whoever decided the only options to be presented were: A) do nothing, B) inconvenience local drivers, or C) really inconvenience local drivers.

If you asked us locals for suggestions prior to proposing such radical options you would be getting much less opposition.

I am strongly opposed to the options of both full and partial road closures in Trenerry Crescent. I find it insulting that you are justifying this as a measure to protect my health, safety and wellbeing as a resident of Yarra. It will not. It will have adverse effects on my health and wellbeing. I find it absurd that this is even being proposed and I feel that you are pushing this agenda for the benefit of bike riders primarily and using the pandemic to justify it. Bike riders have plenty of bike lanes and they have bike paths, especially in this area. They do not need roads to be closed.

I am a long term resident of Clifton Hill - I was born here and have lived here for most of my life (35 years). I have a full time job in the Eastern suburbs of Melbourne and use Trenerry Crescent to commute to work from my place of residence in Clifton Hill and back. I travel on Trenerry Crescent multiple times a day throughout the week, and also use it to commute to Richmond multiple times a week to visit my partner.

I cannot use public transport, or a bike, due to my chronic asthma and compromised immune system. These are conditions which mean that I am at a higher risk of contracting COVID-19 and having serious complications as a result. The closure of Trenerry Crescent will also add a huge amount of

time onto my commute to and from work, and also to my partner's house. As a result, this will have a significant negative effect on my quality of life and on my mental health.

I propose that there be no road closure to Trenerry Crescent and propose that instead of penalising the residents of Yarra who require the use of Trenerry Crescent to commute to their jobs etc. that you instead implement processes to stop people from outside of Yarra using the roads and the parklands and bike paths etc. as these people are the ones most likely congesting the area and making it unusable.

Close entry into Trenerry cres from south to north between 4 & 6 pm from Johnston st and from 7 am to 9 am from grey st into trenerry cres. Mon to Fridays only. No restrictions on weekends.

Too much traffic is simply people padding through utilising the underpass to avoid Hoddle St rather than local people that actually need the streets. Also very open to a 30km h speed limit in this area

It's a great idea! There's way too much traffic that isn't local and uses this route to bypass hoddle st. Plus the pedestrian walkway is too small for pedestrians to walk both directions, particularly with a pram. People have to pull over to the side to let you through. Then you have bikes trying to use it as well as the road isn't safe for them even with the currently bike path.

I do not support full road closure as there are so many roads and one way turns we are permitted to make so we would be trapped in our own suburb. I would however fully support a widening of the footpath and bike path under the underpass to make it more accessible to foot and bike passengers.

I believe the best option is not even listed here so cannot vote for any of them for B or regrettably C! The best option is the southbound closure of Trenerry in the morning and northbound closure in the afternoon to negate the rat runners. I would argue that the afternoon traffic particularly flowing through to narrow Yambula St is ridiculous and at dangerous levels. Why not install an automated sign system that switched over at certain times of the day to achieve this goal? You could still create a permanent bike/ pedestrian lane on the east side of the underpass....

I wonder why this option has not been explored? It can't be a question of money...surely.

Close it, people should not be driving places anyway. It would make for a wonderful community space.

Don't close it

Stopping motor vehicles will totally jam Hoddle St north of freeway. We won't have any efficient access to eastern freeway and hoddle st south

I would love for this to become a permanent road closure, or at the very least for a separated/protected bike path here.

This plan severely inconveniences those Abbotsford residents who need to travel to Clifton Hill for work or school each day.

What are your reasons for this closure? All I can see are negative consequences.

A very dumb idea. I would have no way of getting to Clifton hill. From Trenerry crescent to turn right onto Johnston is nearly impossible. If there was no traffic turning left from Johnston into Trenerry crescent which sometimes creates a small break in traffic it would be impossible. You would then need to install traffic lights

The sooner we close this road the better. The number of speeding cars travelling through our suburb during peak hour presents an unacceptable risk residents walking, riding and driving in the area.

Road closure would impede the cohesiveness of these two neighbourhoods. There is plenty of walking and bike access via the Yarra Trail.

This change would represent an important upgrade for pedestrian and cycling movement (particularly given the quality of pedestrian and cycling paths under current conditions) at the expense of a modest reduction in permeability for motorists.

The existing footpath is very narrow and barely serviceable, let alone providing space for adequate

social distancing. This is also a key link for cyclists but forces them to go on road without even a painted bicycle lane.

As a route for motorists, this provides a convenient link between Abbotsford and Clifton Hill bypassing Hoddle Street however this convenience also encourages through traffic which is detrimental to pedestrian and cyclist safety as well as residential amenity. Removing this link would have positive effects in terms of traffic calming without significantly anybody needing to travel by car.

Looking at Google Maps directions (taking into account traffic delays) this change would not delay any motorist by more than six minutes - this is the worst case scenario comparing a trip from just south of the underpass to just north of it. For many other trips utilising the underpass by car this delay would likely be even lower.

In the COVID-19 environment, it is critical to encourage safe movement by walking and cycling as much as possible, for transport and to meet exercise/recreation requirements. The severe reduction in safe capacity of public transport means that encouraging active travel is vital in preventing an unmanageable increase in traffic, encouraging safe local trips to support local businesses, and maintaining physical and mental health.

There is negligible risk in trialling this change, particularly in the COVID-19 pandemic, with the possibility of reversing the change if significant and unanticipated impacts emerge. It is likely that this trial will result in demonstrable net benefits and make the case for permanent change clear.

Should consider extending Path towards waterway shoulder.

Used to live on roseneath st, and hated that it was a major rat run. Closely trennery has been sought for years to solve it. Impatient motorists will hate it, but necessary for inner city liveability. Bravo Yarra

Good to get a bike lane that's a bit wider there to replace the closure of the road.

What is the point of the closure?

If someone needs to drive between Abbotsford and Clifton Hill they can use Hoddle Street. Encourage active transport by closing Trennery Crescent.

I strongly feel that it's important to trial this type of traffic measure in the inner city, where we challenge the status-quo on our car-centric culture. Particularly at this COVID time, we need to back this initiative to encourage and support greater walking and cycling, even if drivers feel inconvenienced. Additionally, we need to be pushing rat-running drivers off streets like Trennery Crescent back out onto arterial routes like Hoddle Street and away from local residents' backyards. Let's make this a safe place for locals, their kids and other vulnerable road users to cross between the north and south sides of the freeway!

If this road is closed it is going to affect my travel to work everyday. It is going to double my travel time. I've lived in this area for 33 years and use this road daily I don't think it's a good idea.

I support a full closure being run on a trial basis. I understand the concentrated concerns of some local residents but from my understanding of public works projects like this from all around the world, the concerns usually turn out to be overstated, while the benefits are wide-ranging and hard to imagine before the trial is run.

I think an independent consultant could be selected to monitor the implementation and also be able to call off the trial earlier than 3 months if it's clear that the negative effects were larger than imagined.

It's also unfortunate to see the level of vitriol from some of the supporters of the closure -- I think cycling advocates should promote that we really are interested in this being run as a trial. Personally, I'm not convinced this piece of road is a piece of cycling infrastructure to die on a hill for as the steepness of the street doesn't create for a particularly inviting ride compared to Merri Creek Trail.

Locals need better exits. It is impossible to turn right from Trennery in busy traffic. We need to have lights at the corner of Trennery and Johnson. Also the pedestrian tunnel from Lulie to Truro needs to

be widened and converted to road width to provide access to Hoddle without the need to pass through Johnson.

This seems like an absurd idea with no obvious upside. As an Abbotsford resident who (when restrictions allow) frequently visits friends in Clifton hill, the closure would be a huge inconvenience. There simply isn't an upside to this. Why is this even being put to vote?

This is strange that you are asking for feedback on a proposal where you haven't actually explained what the problem is and why you are making this proposal.
Can you please explain the problem, and the purpose so people can actually make an informed decision? Thank you.

This is along my commute route (Cycling) and a closure would be very welcome.

The current condition is unsafe for cyclists and pedestrians. Cars use the underpass to bypass major roads as a 'shortcut', travelling at high speeds at a frequent rate. Cyclists have the option to either use the road, with fast vehicular traffic, or be put along the narrow footpath between fence line and guardrail (which can barely hold a single cyclist in one direction, let alone either side plus pedestrians). The same issues present themselves on the opposite side of the river. The underpass has the opportunity to strengthen the Capital City Trail cycle path, to create better pedestrian links between parklands along the river, to provide additional public space, and to promote Council's initiatives of accessible and safe sustainable transport.

As a resident and rate payer living on Trenerry Crescent I do not support any option other than Option A: i.e. keeping the road fully open for vehicles in both directions.
Partial or full closure of the road would severely impact access to the community, health, educational, medical and sporting services and activities my family participates in.
I use the street as a pedestrian, cyclist and vehicle driver, and there are clearly many better ways to support safe cycling and walking than closure (full or partial) of the road.

Please, don't penalise residents because other drivers don't comply with existing road signage. There is already signage in place intended to control Trenerry Crescent traffic but this is not being enforced - it would make much more sense for the existing "no turn" signs to be policed or for a system put in place so drivers can't ignore them.
Closure of Trenerry Crescent would add significant travel time and greatly inconvenience residents. Please recognise that there are limited alternative options for residents because of existing the no right turn on Hoddle during peak times and the challenge of crossing Johnson Street traffic to get to alternative routes.

Limiting travel along Trenerry Crescent will greatly impact my ability to drive to (and from) Heidelberg Rd as it is difficult to exit Trenerry Cres onto Johnson St at most times. This plan to close or reduce access along Trenerry Cres to Grey St will be an enormous inconvenience to me and will force more vehicles onto Johnson St - bad idea.

The inconvenience & added time for residents of Trenerry Cres travelling north or Clifton Hill residents travelling south will be extreme.
Would much prefer the "No Turn" signs are policed - or some system put in place so they can't be ignored. Eg road cameras and application of penalties.
It would seem the residents will be paying a very high price for those road users who are not complying with the current rules.
Our options are limited, time consuming & dangerous due to:
- No right turn @ Hoddle St in peak hour.
- The difficulty of attempting to cross busy Johnston St in order to get to the alternative routes.
I have chosen to live close to the city & accept that traffic will be part of my life - but I don't wish to spend more time in the car because other drivers are not following the existing traffic management arrangements.
Please, don't penalise the residents again.

The statement that the changes will result in slightly longer travel times needs to be investigated and supported with evidence. Those of us who live in Clifton Hill east of the station are often hemmed in due to the railway crossing and lights at Heidelberg road/Roseneath st. Closing Trenerry will have significant longer travel times not slight. Closing Trenerry cannot go ahead without a thorough investigation of a solution to the lights at Ramsden Street crossing and changing the other lights to allow us out more often. Do not dismiss this as a problem that cannot be changed. We have all experienced long wait times at Ramsden st crossing when there are no trains in sight and Hoddle Street lights privilege through traffic on Hoddle street for long periods of time.

In response to 'Why Trenerry crescent' in the flyer. I do not see one valid argument in this section. I am a bike rider and there are plenty of safe options surrounding Trenerry crescent. Riders do not have to take this route. There is so much parkland, trails and even the overpass for cyclists and pedestrians to take. Gray street and Johnston street safety issues are a matter of policing and signposting, not closure. I am not even sure how it will help the Climate Emergency Plan - I am assuming by increasing pedestrian and cycling access for which this area is abundant already.

This plan needs much more lead time and other modifications as described above.

The inconvenience & added time for residents of Trenerry Cres travelling north or Clifton Hill residents travelling south will be extreme.

Would much prefer the "No Turn" signs are policed - or some system put in place so they can't be ignored.

It would seem the residents will be paying a very high price for those road users who are not complying with the current rules.

Our options are limited, time consuming & dangerous due to:

- No right turn @ Hoddle St in peak hour.
- The difficulty of attempting to cross busy Johnston St in order to get to the alternative routes.

I have chosen to live close to the city & accept that traffic will be part of my life - but I don't wish to spend more time in the car because other drivers are not following the existing traffic management arrangements.

Please, don't penalise the residents again.

Hi

1. I feel this proposal would cause major inconvenience for the residents along Trenerry Cres, and in fact could be dangerous. For example, it would force residents both leaving and returning Trenerry Cres to use Johnston st. Residents wanting to travel north or north west out of the Trenerry Cres precinct would be forced to do a right hand turn into Johnston St from Trenerry Cres, which is a bit like russian roulette at the best of times. Residents returning to Trenerry Cres would have to go via Johnston St and turn left at Trenerry Cres where there is a NO TURN LEFT sign in operation between 4 & 6 pm.

2. When there were speed humps to be installed on Trenerry Cres over the past few months, I recall receiving at least 3 resident notices about the temporary daily closure of Trenerry Cres. Yet not I, nor any of my neighbours at the apartment complex here (287 apartments) have received any notice about this project, which proposes a full 3 month closure, and which will directly affect a large proportion of the residents of the 287 apartments. This seems quite contradictory to me. I have requested a call back - ref # 200723-000247 to ascertain if any notices to residents are to be sent out, recognising that the sated closing date of August 2 is only 10 days away.

3. One reason given on the Yarra Web Site for contemplating this closure is the provision of more open space. But the amount of extra space that the closure of Trenerry Cres will provide is so miniscule, and when compared the open space that is already immediately next to it only metres away, leads me to doubt that this is a real reason for proposing this project.

This is a regular roadway that I use and I do not want to have to get into Hoddle St traffic and sit there and in going by this route add to the congestion on that road.

This proposition is unnecessary and divisive. The process Yarra have undertaken here is appalling - you have needlessly stressed residents for no purpose. There is a need to address bicycle and foot paths. Energy should have been directed at taking the community with you.

Closure compromises safety if there is a fire

The only people who think that closing Trenerry Crescent is a good idea, don't live near Trenerry Crescent.

I have lived on Trenerry for 6 years and closing the street off is a terrible, disastrous idea. Residents of North Abbotsford will be trapped, with the only way out of the pocket via 3 right of way intersections onto the already heavily congested Johnston St. None of these 3 intersections have traffic lights, so trying to turn right out of Trenerry has often taken me upwards of 15 minutes. Trying to get from the pocket to the freeway would then involve the aforementioned right turn, a left turn onto Hoddle and then a P turn, making a current 5 minute drive into 30 minutes +, depending on traffic.

Using "social distancing because of COVID" as an excuse to push this agenda through is a disgusting scapegoat and the minds behind this should be ashamed. As a resident directly impacted by this decision, there should be no closures at all.

Abbotsford north of Johnston St has no traffic controlled egress onto any main thoroughfare if Trenerry Crescent is closed.

This measure gets rolled out periodically. What's the motivation?

I fully support this closure. This will hugely improve pedestrian & cyclist safety and experience for connections along the Yarra-Merri Creek trails and Trenerry Cres routes.

I don't really see the added benefit in closing to north-bound traffic (I assume you can provide protected bike lanes in both directions with the half closure?). Would a full closure be any better than a half closure? Closing northbound would be a major hassle for local traffic, especially during morning peak hour (when there is no right turn at Johnston Street).

I'm worried that many people won't understand what the point of this closure is. From your consultation material in mailboxes and in posters onsite, it is not really clear what the specific purpose is (what cycle routes will benefit?), and what the existing issues are. How about a photo of the existing path and a map of the bike routes it would connect to?

Hopefully in future your engagement material could promote the benefits of these initiatives, not just a choice of worst vs second worst options for car drivers.

I'm voting on the basis of a three-month trial only.

Roads are for everyone. We cannot expect to have exclusive rights to our local roads. With appropriate traffic management in place such as speed humps, bike lanes, pedestrian crossings and traffic lights everyone should be able to coexist on Trenerry. I believe that widening the footpath and bike lane should solve any safety concerns.

Closing Trenerry, even one way would cause a lot more traffic to enter Hoddle St creating more chaos in an already overcrowded road with local traffic. It is a main commuter route and we should not be adding local traffic onto it. I believe that there would be a safety issue with closing Trenerry as access to emergency service vehicles would be reduced significantly. Closing Trenerry would keep 'rat runners' out but also keeps us locals trapped. I have worked in Kew for 20 years and it would significantly increase my daily commute if it was closed. It is not a great solution to the problem.

I personally think its a great idea to trial. As a resident who actually lives on Trenerry Cres, the amount of traffic that uses this thoroughfare to avoid Hoddle Street is amazing, particularly going to and from Clifton Hill. It is not all local traffic. also turning right from Trenerry Cres into Johnson Street is a gamble and near impossible in peak times. I would be very interested to see how this goes. Particularly during this COVID time as the street traffic is marginally less (outside of lockdown).

I'm all for people trying things. Unfortunately I query the consequences of closing trenerry (particularly southbound) for surrounding streets. Given the volume of cars driving through come from Heidelberg Rd to cut through and skip traffic on Hoddle St, closing just Trennary would divert

significant traffic to Roseneath and Noone St. I would suggest alternative solutions

1) consider possible ways to stop non local traffic from entering from Heidelberg Rd (and a sign is probably not a worthy deterrent)

2) convert Trenerry into a narrower section (like a section of chicanes) that requires road users to pass one at a time and give way to each other therefore slowing traffic, reducing the value of the short cut for non locals, and important providing more space for cyclists and pedestrians at the underpass as the current narrow footpath is seriously inadequate.

3) consider installing a pedestrian crossing at noone and gray and Trenerry, as currently heavy traffic and a corner that's blind for drivers going northbound up Trenerry creates a risk for anyone crossing the road with kids or pets.

I am a local and I use this road to get to work.

Closure of Trenerry Crescent will shunt local traffic to Hoddle St which is already congested.

Really enforce speed restrictions. Vehicles speed dangerously through the crescent.

In the future this could be changed to a single lane road where one side of vehicle traffic gives way to the other. The resultant free space could then be used for cyclists. It would calm traffic (admittedly there isnt a lot), maintain the option of vehicle traffic but importantly creates space for a wide bike path to further enhance cycling infrastructure.

That is a great idea!

Proposed 8-10yrs ago, I was all for a full closure.

As a Landscape Architect I see the potential for this space to be used by local residents of Clifton Hill, Abbotsford and beyond.

Landscape Significance

This section of Merri Creek where it joins the Yarra and Dights Falls has potential as a destination for recreation within the City of Yarra, a meeting place, not only in the First Nation sense. It has potential as an entrance to Yarra Bend Park and the start of the Merri Creek Corridor.

Cycling and Pedestrian pathways

This section of the network is poorly organised and unsafe.

The pathway along Trenerry Crescent is narrow and unsafe, the vehicular guard rails with the steel posts are concerning when using the path.

Signage for the Main Yarra Trail, Merri Creek Trail and Yarra Bend Park could be greatly improved.

Having a wide open path of dedicated cycling and pedestrian use will greatly improve the area.

Imagine the change of use under the freeway as an entrance to Dights Falls, Public Artwork or a Climbing Wall?

Traffic Management

Having lived in the eastern precinct of Clifton Hill for the past 15 years I have seen the efforts of council through concerned residents and councilors to calm the traffic.

- Speed humps (why sign a 20km/h limit when you can drive over them at 60km/h?)

- No turn signage to prevent through traffic avoiding Hoddle St (ignored by many.)

- Occasionally police enforce road rules, although a physical deterrent is more consistent.

Trenerry Crescent beneath the freeway is heavily used during peak times.

The corner of Ramsden and Fenwick St in the mornings is a constant stream of cars driving through our local area to avoid Hoddle St.

Cars backed up to the Dight Falls carpark under the freeway section in the evenings

Commonly the lights at Heidelberg Rd from Fenwick St, backed up to the roundabout at Spensley St in the evenings. Leading people to seek other routes through the Esplanade & Dwyer St's to access Heidelberg Rd, then performing a somewhat dangerous UTurn at the Collingwood Athletics track entrance. It's busy and constant!

Roseneath St at Hoddle St in the evenings, often backed up to Groom St with people passing through our local area.

As a resident at times inconvenienced getting to Richmond this way, I think the greatly improved

amenity of the area will out weigh my extra 5-10 minutes down Hoddle St. A local area is for locals and visitors not drive by's.

That spot is really hard to be a pedestrian. Even just removing the metal barriers alongside the road would allow people to pass more readily.

Great move to give more space to cyclists. I do also drive on this road to go to the toy library and avoid Hoddle St, which saves me up to 20minutes! However I think the priority is bike safety. Thanks.

This is the way I travel from Spensley street to visit my dad in mercy Place Abbotsford.. it's unfair and why would you close it,it's a silly idea....

Please direct council efforts to more important initiatives than closing a road that serves a very important linking role between suburbs

I use this road on a daily basis and things would cause significant disruption to myself and many local commuters and move traffic congestion to other main roads

Road closure would be great as the on road bike path is very narrow and unsafe

There are incredible traffic issues on Hoddle street and this is the only way of elevating it. Cyclists are at high risk down this stretch, but closing it to motorists is not the answer.

As a local resident the proposed change will have a major impact. Given this road is for local traffic only what measures have been taken to ensure only local traffic are using this road? I've lived here for 16 years and have never seen this policed or monitored.

Wow Abbotsford Clifton hill and fitzroy are all joined via this road to cut it off means locals have to use main roads

Has council commissioned independent traffic modelling regarding congestion created in the immediate surrounding area as a result of this closure? Please provide these findings and adequate time to examine them before asking questions around closure.

I think closing off Trenerry Cr is a short-sighted proposal. It will force more traffic on to Hoddle St after much money was invested in augmenting its vehicle-carrying capacity. Closing off Trenerry Cr also means residents in the immediate surrounds (ie. the Yarra wards directly impacted) are unjustly shut off from using a convenient ingress and egress route to home.

Why doesn't council provide City of Yarra permit to ratepayers ONLY and close down Trenerry Cr to others with a threat of fines for breach of the rules? I think this would be a better proposal.

Don't do it

Honestly, the snarl of traffic on Hoddle Street is so awful, it'd be an absolute nightmare to close this passage (and I feel moderately safe when i cycle the route...). I think without massive improvements to public transit in Melbourne, you'll neither have an acceptable traffic situation nor be in any position to meet any meaningful climate targets – so I'd prefer council used its resources to campaign for more significant changes than make life harder with tinkering like this (even if the idea does give your wealthier residents a self-satisfied glow).

Closing Trenerry Crescent makes the suburb into an island with minimum ways to exit and enter. I am an owner on Noone St. Minimum Exits/entry points puts residents at risk if there is an emergency and would increase congestion on Noone St, Roseneath St, Ramsden St and Hoddle St.

Many commuters who are not local to Clifton Hill use Trenerry as a short cut to Abbotsford. This is a far greater problem. The amount of traffic entering Trenerry from Gray St is considerable. Exiting Trenerry onto Noone or Gray St is dangerous. Many commuters do not stop at the stop sign and when I obey the road rule (Stop sign) here I am at risk of having the car behind me hitting my car, on occasion cars honk when I stop. I recommend traffic lights are put in place at the Clifton Hill Trenerry exit or at the North end of Gray as a deterrent to non Clifton Hill residents using this area as a short cut and to increase safety. I also propose that the sign on Gray St - which signposts that Gray St is for local traffic only has associated fines instituted as a further deterrent.

I commend the City of Yarra for taking this initiative.

As a resident and home owner of Yambla street, full closure is beneficial for both safety and resident amenity and will foster improved sense of community. A partial sth bound closure would have little to no benefit. A Partial Nth bound closure however is worthy of consideration.

Trenerry/Yambla street is abused with consistently high volumes of northbound cars and trucks using them as a high speed cut through to Heidelberg Rd to avoid what should be the appropriate roads of Johnson and Hoddle or Chandler Hwy.

This creates unnecessarily high safety issues for residents attempting to get to and use local parks, schools and other amenities especially where children are concerned with there being numerous black spot streets and intersections due to consistently high volume of fast moving cars & trucks and the inevitable accidents between cars and pedestrians.

It also prevents families and children interacting together in the streets corroding the sense of village that Clifton Hill prides itself on, as people have to be constantly worried about the threat of cars/trucks.

Furthermore due to high traffic volumes due to the use of Trennary/Yambla residents also experience higher levels of pollution through emissions and noise more in line with main roads. Cars/trucks typically accelerate and brake hard to maintain speed on Yambla generating high emissions and particulate matter into the air/houses with cars constantly striking the speed hump outside 27 yambla St creating additional noise pollution day & night.

Finally as a cyclist who rides along Trennery daily I can see greater safety resulting from this change and accordingly greater number of commuting and recreational cyclists of all ages using this road toward dights falls and beyond to the benefit of the community and small businesses also.

I'm I resident in Trenerry Crescent and I would welcome this trial.

At peak hour it is difficult to safely cross the road in Trenerry. There is a constant stream of drivers illegally turning left from Johnston St in the afternoon. They ignore the no left turn sign.

Previously, I have asked the council to investigate putting a pedestrian crossing at the south end of Trenerry. I was initially contacted a year or two ago but have heard nothing since.

This is a TERRIBLE IDEA and I am TOTALLY OPPOSED to ANY ROAD CLOSURE along Trenerry Crescent. Appalling. I feel very strongly about this. PLEASE DO NOT DO IT. I am a home owner and rate payer in the City of Yarra and this makes my blood BOIL. ALSO I am DISGUSTED at the manner in which you have chosen to EXPLOIT the COVID-19 pandemic for this issue by attempting to frame this proposed closure as being a plan for improving a COVID-19 world, when in fact any closure would just further ruin life as we know it. PLEASE do not do this. PLEASE keep Trenerry Crescent open to vehicular traffic. Thankyou for reading this response and thankyou for all the good work Council does for which I am really grateful. Kind regards, Jane from Clifton Hill

I would hate to see Trenerry Crescent closed. I don't use it as often as I did when my children were younger, but there was a lot of days heading in both directions particularly to go to The Early Learning Centre, and then to piano lessons. We also had a period of swimming lessons in Kew.

Now (until it was cancelled) both my children had football training where they would need to go on Trenerry Crescent. One to Vic park and the other to Kevin Bartlett Oval.

It is an important access both in and out of East Clifton Hill for our family and to have to try and move around without it would be awful.

I also think any of the families in Abbotsford who have children at Spensley St Primary would find it very hard to get to to and from there if it was closed or partially closed.

During this Covid lock down, the path next to the river is really busy, with pedestrians, joggers and bike riders, but I feel this is the path that should be looked at to widen with a possible dedicated bike lane added. I would think that most of the cyclists on this path are not locals, but are riding through and we wouldn't want to encourage them off the bike path and onto the streets of Clifton Hill.

Closing the roar now wouldn't give a true indication of how many cars are using the street now either,

so no point in spending money on a temporary measure for something that won't make much difference to the majority of bike traffic on the opposite side of the river under the freeway overpass.

This route is required to access the eastern freeway for Abbotsford resident living north of Johnston st, especially when there is no right turn from Johnston st.

Please just leave it alone. There is no issue. Traffic no a problem. It's a vital link for locals to move around. Leave it alone.

Please see email sent. Request: 200720-000071

Would prefer speed humps all the way up Yambla. I am also an avid cyclist and walker..and am pretty happy with the way things are. Would also prefer funds to be put into more needy community areas.

This closure would force me and many others onto the already ridiculous Hoddle Street car park. DO NOT CLOSE THIS ROAD - not even for a trial.

Put in more speed humps if you must, make it one of those one way/give way in each direction type roads if you have to, or provide access passes to locals. Certainly an upgrade to the intersection at Noone st would be handy, or even an education piece that those going straight ahead have right of way over those turning right into Gray St off Trenerry (how do some people get their licence?) - and note your spelling mistake of "Gray" in your brochure and this webpage. ;)

If the confidence of cyclists is an issue, upgrade the infrastructure with better line markings. It's their choice to ride, not mine. I walk along there daily and never see an issue, except parents letting kids ride on the NO RIDE PATH. Honestly if you don't want to ride on the road, dismount and walk till the path connects again. Utterly mind boggling how people have no common sense. Which local schools does this provide access to? Throw away line I suspect as someone wants this to happen and is making things up. They can walk up and over if they need to cross the fwy without any hassle.

I never respond to things like this but this is absolutely ludicrous. Who came up with such a stupid idea?

We already have enough restrictions in place at present, we don't need another one.

I have no idea how this can be seen as a positive initiative?

Funny, I am not an angry person - but I feel very strongly about this.

Improve the path for cyclists and walkers/runners if that is the issue, leave the road alone.

Having friends on the south side of the freeway on Trenerry, I know that it is difficult to get out and head north at certain times because the conditions on Johnston Street so I would prefer to keep the link open for local traffic heading north.

There is already an existing alternative - the purpose built bike and pedestrian overpass from Trenerry Cres to Alexandra Pde East. How silly to propose closing a road when this exists

You would find that Trenerry Crescent has a very large afternoon peak volume compared to other time's throughout the day, and preventing these vehicles "rat-running" to head north due to the Hoddle/Johnston intersection will result in a significant increase in volumes west of Hoddle Street along both Johnston St, Wellington St and other connector roads if the northbound lane is closed. I think you'll find that only closing southbound traffic will drastically increase the feasibility of this proposal compared to a full road closure. Southbound closure only will allow for a shared path on the eastern side which can directly link the Main Yarra Trail without having to contend with traffic. Narrowing the northbound lane further (expanding the shared path) could also result in slower speeds.

I won't be able to access the eastern freeway from Johnston Street side at peak time, having no turning lane on Johnston to Hoddle Street at peak time means I can't get onto the freeway

As a firefighter that works out of Richmond who covers this area, this is a terrible idea. At times with maximum traffic on Hoddle st this will add 3-5 minutes to our turnouts for emergencies in this area. What does that mean for residents? A modern build can go from point of ignition to fully involved in 5-7 minutes so a huge amount. Also more often than not in code 0 situations where CPR and defib are required, fireys will be first on scene. 3-5 minutes is life and death for a big pocket of your residents.

There are a million bike and pedestrian paths here and pedestrians and bikes can either go over the bridge at the eastern. 100m away or cross the Dights fall bridge about 100m out of their way the other way.

Please think and consult before you do something that could have such massive consequences.

Closing off Trenerry Crescent will adversely affect many residents of Abbotsford and Clifton Hill. It will stop the rat runners, but at a high cost to locals. If you really want to stop or at least slow the rat runners, maybe you should think about actually policing the no left turn at Johnston Street and the stop sign at Trenerry/Noone/Gray Streets. Over 90% of cars exiting Trenerry Crescent race through the stop sign. Making Gray Street one way south or making the block of Yambla between Roseneath and Ramsden one way south would also slow them down.

There are alternatives for the cyclists who do not want to use the underpass under the freeway - the overpass or the two bridges over Merri Creek.

- I spend a lot of time in Kew (schools) and Abbotsford (friends). I am concerned about having to use the congested Hoddle Street and Johnston street to get to those suburbs.

- I am concerned that this will lead to increased congestion on Noone Streets and Roseneath Streets as everyone will be forced onto these streets.

- Trials are good, but why do a trial when we're locked down? The closure may have a minor impact while we're locked down but then a massive adverse impact after the trial is complete and restrictions are removed.

- Improving pedestrian/cycle access/safety is a noble objective, but the choice of this stretch of road seems very arbitrary.

I voted 'no' to closing Trenerry Cres under the Eastern Fwy because YCC hasn't explained exactly what the problem is for pedestrians and cyclists at this location, specifically what YCC are wanting to achieve, or what the range of potential solutions might be. This closure would be an imposition for me travelling to work and I don't have a sense of how it would improve the situation. It would be good if YCC did some more research on the issues and communicated that and the potential solutions.

The road is essential to divert busy traffic from Johnston St and Hoddle St heading north.

With the no right turn onto Hoddle St from Johnston St after 4pm heading west, it makes it very difficult for residents of Abbotsford to access the Eastern Freeway without having to do U turns on Hoddle Street.

The closure will make picking up our child from child care an absolute nightmare, the only way we can get there in a reasonable time frame is via Trenerry crescent. This closure is going to hurt the locals more than anyone else. Why don't you push the closure further North where the traffic enters Clifton Hill rather than at the only point where it connects Abbotsford to Clifton Hill.

As a cyclist, motor vehicle(car) driver and a pedestrian, I am coming from all perspectives and I am a strong supporter of a full closure of Trenery Crescent.

Trenery Crescent is an alternative road which serves an escape from Hoddle St. which is completely designed and improved for cars and this route can provide exact same thing Trenery Crescent can. With a very narrow two way motor vehicle allowance Trenery Crescent creates a danger for cyclists on bike lane. I walk across Grey St. with a pram and cross Trenery Crescent and visibility on the southbound is impossible, which creates significant danger as there is not even a zebra crossing in this section and cars fly up northbound. Closing Trenery Crescent will reduce the amount of traffic coming from other suburbs, discourage non-locals from cutting through Clifton Hill to avoid Hoddle St and improve the safety for cyclists which is in terrible need - the data shows 1 cyclist dies in every 10 days in Australia caused by accidents on the road.

Closure of Trenery Crescent would be a wonderful example to other suburbs to improve their safety for both cyclists and pedestrians. This could also influence more people to ride to work, effectively reducing traffic and public transport use especially when we Victorians facing second wave of Covid-19 pandemic. Not to mention potentially reduce carbon emissions.

I am a proud Yarra citizen and I would like to see my council do the right thing for their people's safety, not their speed to access or avoid main roads which are designed specifically for cars.

This would increase congestion on surrounding roads especially Johnston St. The unfrustration in the area is already under pressure. Closing this road and an alternate route to accessing the freeway for residents in the area would make things challenging. We are lucky to have wonderful walk tracks in the area and there are multiple entrance points to the walk along the Yarra leading to Dwight Falls. Maybe highlighting those entry and exit points would mean people choose alternate routes other than walking along Trenerry.

This proposal should not go ahead in its current form. Any closure of the roads will impact negatively to the residents of Abbotsford (Victoria Park) and Clifton Hill. Widening of the existing footpath should be considered but not by sacrificing the existing road lanes that are used. You could consider extending the footpath to allow for bicycles by cantilevering over the river. Widening the existing Dwight Falls bridge would be a better allocation of resources as well.

Excellent idea to experiment with a solution to the issues in the area. I use northbound access to Clifton Hill via Trenerry Crs quite a lot, so not keen to have to go via Hoddle St, but happy to drive around in the southbound direction.

Opt 1. I use bike path for 20 years riding to/from work 5 days/week. Also Pedestrian Weekends. 35 year Resident. Occasionally I drive 2 work thru/underpass. Clifton Hill residents should not be disadvantaged due 2 outsider rat runs. You need to come up with a better solution that protects local residents. Foot bike path obviously needs widening. This seems 2 b a cheap cop out option. Create tunnel for path east. Widen Footpaths Both Sides. Enforce restricted cars 2 nonresidents.

I use my bike more frequently than I drive, I often find myself cycling by the path next to the road and have no problems with it. Any problems I may have would be FAR outweighed by the convenience of Trenerry Cres for locals who drive.

Could you look into providing a trial of a signalised contraflow system? That way the extra path space can be preserved along with allowing bi-directional motor vehicle access.

Other areas need to be carefully examined and options explored for providing wide paths along all routes - at least 3m clear width at all times, as there would be for all trafficable road vehicle routes

We use this for taking our son for footy training in peak hours times at Vic Park - do not want closure at all

While I agree the project's aims, your last dot point (...Climate Emergency Plan...) appears to be completely unrelated. If anything, the diversion of vehicles onto major roads would increase waiting and thus idling times at adjoining intersections, thereby increasing exhaust emissions.

Option C should be close northbound as everyone uses it as a rat race evening rush hour

I regularly travel on this strip of road as both my children live in the South, one in Richmond and the other in Malvern and this is the easiest and most direct route. I am retired and in the most at risk age group. Twice in the last couple of years I have needed to be taken to Epworth emergency and this is the most direct route to pick me up here and take me there.

If this route was shut off it would be difficult and unsafe for all emergency vehicles to get through into Clifton Hill East or to Abbotsford: ambulance, fire, SES, police-and others when needed.

There is already a bridge over the freeway between this turn off and Hoddle Street that can be used by both walkers and walked bikes.

Some residents need to use their cars as they are necessary for transport and they do not ride bikes and it is too far to walk to get to the Collingwood library and the community room to the Town Hall and to Victoria Gardens or from Abbotsford. Many of us do not want to use the trains to get through in the present circumstances because of fear of infection and also because the stations are not near their destination at the best of times.

-vital link from Johnston st to clifton hill to Heidelberg, can't turn right coming from Kew

As a pedestrian, cyclist and driver - I honestly see no reason to close Trenerry Crescent apart from causing extra traffic congestion and forcing drivers to take other routes.
I can walk and cycle safely under the current government mandates and COVID-19 requirements. I would be sincerely interested in the real reason behind this 'idea'.

There are many better ways to address concerns with the environment than disrupting local commuters by closing this road

Please do not close off this road as I need it to get to and from work without having to go onto Hoddle street

I do NOT support the proposed closure of Trenerry Crescent.
I have been a resident of the East Clifton Hill area for well over 20 years. Like many others in this area I need to access Abbotsford, Richmond and Kew on a fairly regular basis for both essential shopping and to maintain important social connections. Trenerry Crescent enables quick, efficient access to those areas for local residents. The proposed closure will mean longer journeys, via already congested main roads, using more fuel and creating even more pollution. How will this help address the climate emergency?

Not everyone is able to walk or cycle everywhere. Some of us are older and/or have health issues that mean we are reliant on a car for mobility. Making it more difficult for us to get around will further increase the sense of social isolation in this already difficult time. This can only have a negative impact on the wellbeing and mental health of people who are struggling to maintain what level of activity and social contact they can under the existing restrictions. What consideration has been given to the needs of people in this situation?

I am also concerned that any temporary closure will, in fact, turn out to be permanent as vocal opponents of free movement around Yarra lobby council to prevent re-opening. This will further the trend for some parts of Yarra to fragment into self contained 'silos' increasingly resistant to outsiders (especially the older, less physically able, less wealthy) entering or even passing through 'their' territory. Is this really the future we want for Yarra?

I ask you to reconsider and drop this plan.

What is the potential long term plan?

It's about time this was managed - the sign at the intersection of Trenerry & Johnson St is a white elephant - motorists east bound continue to ignore the "no left turn between 4-6.30pm" causing traffic backing up in both directions,
Let's shut it down & cycle in a peaceful safe environment.

The original (unconsulted) proposal, to close Trenerry Cres for improved access to bikes was under the deceptive guise of addressing COVID. This complete red herring was voted down by council yet it continues to rear its head and proponent will not accept the decision.

- 1) Trenerry Cres allows flow through of Yarra resident drivers, avoiding further congestion on Punt Road. It also enables people to access the Yarra Recycling Centre
- 2) It's a road first & foremost.
- 3) There is the Alexander Parade foot bridge that can be used by cyclist - maybe suggest improving that and making it more bike friendly
- 4) I ride along that area about 1 per week & it is not unsafe. Maybe it's the cyclists who are unsafe
- 5) There are already pedestrian paths: Suggest build a bike path extending out on to Merri creek

Isn't justified or necessary. Low volumes of traffic (ped, cycling and cars).
Surely you should have higher priorities to focus on

An excellent idea and well worth a three month trial
Thank you!

Long overdue. Direct hooners away from residential streets while providing essential space for safe distancing during pandemic and supporting better transport options in the future.

Looking forward to less traffic through Trenerry Cres. Prior to COVID there were way too many cars travelling this route, it felt like a highway, even with the speed bumps

I drive up and down Trenerry daily for work. Closure of it would be incredibly inconvenient.

I live in Trenerry Crescent. Every week I visit an elderly cousin in care in Forest Hill and regularly pick up grandchildren after school in Croydon. So use Trenerry and Noone St to access Freeway all the time. . Also usually use that route to go to Carlton Brunswick etc as, being older, I avoid right hand turns into Johnson St. Of course would prefer less peak hour traffic in Trenerry but am against full closure. (If full closure was tried we would need traffic lights into Johnson St at either Trenerry, Rich or Lulie St to let us out of this area safely.)

I am a Yarra Council neighbour and have a child at Clifton Hill Primary. Access from Johnston St end of Trenerry Crescent into Clifton Hill is an essential route for me when collecting one child from high school in Hawthorn and my son at Clifton Hill Primary. It would add substantial travel time if I was to go to Hoddle Street and I would not be able to meet my son at the designated pick-up time for staggered school times without this road being open. Additionally, as a bike rider, I am aware of many routes to take that are safe for myself and my children and don't see this as being an action supportive of shared roadways for all. have not found a bottleneck

Closing this road would make travel for locals exceptionally hard. Turning right onto Johnson st is very time consuming and is avoided at all costs. You are also unable to turn right onto Hoddle during peak hour so this would make commuting north or to the freeway an extra long commute during peak hour. I actually don't even see many bike riders on this road anyway as they use the bike path along the river to commute. This would be a massive inconvenience for little if any benefit. Bikes have two pathways (one on road and one along the river to commute) how is this not enough and locals drivers have to suffer. If you still think you need to color the roads then at least leave it open to local traffic.

I believe this is a case of the few we'll organised minority driving a change that The rest of us who work and are time port struggle to invest the time in. This seems to be I'll considered , a short term soln rather that investing in a long term one. Bike could be directed to the freeway over pass, make it exclusive , leaving the foot path under the freeway fir foot traffic. We have young kids and the ability to drive to the car park at Dights falls is great. Lots more , time pour but passionately object

We are not in favour of the proposal and feel strongly it's completely unnecessary to use the established road space for bike and pedestrians only. As residents of Trenerry Cres we frequently use the road in our vehicles and see no valid reason why it shouldn't continue as is. Bikes and pedestrians are able to continue to use. C'mon there are surely far, far more meaningful and impactful things you could be putting your focus, resources and dollars to

I have worked in City of Yarra for the past 6 years and lived Trenerry Crescent for 4 for those years. I use this underpass every single day to carry out my work duties. I'm a full time dog walker, so spend a large portion of my days driving to & from clients homes. Taking away this underpass causes a massive headache for me. As you're aware, there are no other side streets to cross from Clifton Hill to Abbotsford, the only other option is to battle Hoddle Street. This means nasty right hand turns out of Trenerry to Johnston, waiting at the Hoddle/Johnston lights FOREVER to turn right (assuming it's before 4pm!!) and then either dealing with a no right turn arrow at Roseneath Street, or the ridiculous timing of the lights to get across the train tracks at Ramsden Street. We don't need less traffic infrastructure, we need MORE. Pedestrians & cyclists have the option of following the Main Yarra Trail between Dights Falls and Roseneath Street. If they are concerned for their safety when using the short stretch of underpass road, they already have an alternative route which adds little to their time. Otherwise, widen the exisiting footpath that runs beside the underpass. Do not get rid of the only vehicle connection between these two suburbs. It's not just the residents who are affected -

tradespeople like myself, couriers, emergency vehicles to name just a few. I would also like to add that during my 6 years using the Trenerry underpass every single day, I have not once seen a car hooning or driving dangerously along that stretch of road.

The ability to actually get out of the block south of the eastern is impossible in peak hour. If you were to close in both directions then you would need to provide traffic lights at either Lulu st or trennary St in order for residents to be able to exit at these times.

There are bike paths and footpaths for pedestrians and cyclists, I do not see the need for this closure. I visit my mother in Kew and would need to drive out to Hoddle Street if this closure happened. Why do locals need to be forced out to this major arterial?

If this section of Trenerry was to be closed in both directions, traffic lights would be needed at either Lulie St or Trenerry Cres and Johnson St to allow vehicles to turn right into Johnson to access Clifton Hill via Hoddle St.

Do not close this route, rather enforce turning rules etc to stop it being a rat run, but it is an important connection by car for local residences. Do not punish locals for traffic caused by people passing the intersection of Johnston and Hoddle, coming from outside of Yarra. If you are worried about speed of cars etc, make it slower, speed humps, chicanes anything but stopping and penalising locals!

We live on Trenerry Cres. There is no other way to drive north as Johnston St is closed for right turns into Hoddle. During the morning peak hour, turning right on to Johnston from Trenerry is extremely difficult because there are no lights. On the few time's we drive in peak hour, we do not even attempt this turn. Closing Trenerry Cres at Clifton Hill. would make it extremely difficult to get out of Trenerry Cres.

There are a number of bike options (bike lane , albeit narrow in one section, footpath and bike path along the Yarra).

These options do not exist for residents of Trenerry Cres wanting you leave Trenerry Cres by car. We would support widening the footpath or bike lane. A better trial would be to widen the pathway, and allow two way traffic but make one way (going south) give way to traduce going north. This may stop those 'rat running' and allow more room for bikes. It may not work, hence the trial.

Further, the Council information does not adequately justify the closure of Trenerry and appears to use the current pandemic as a reason for closure. This is not justification and appears opportunistic and disrespectful of local residents.

Please don't do this. We drive on this road daily from Clifton Hill to get to education and workplaces in Abbotsford and Richmond. Getting onto Hoddle. street and then down Hoddle street will add significant time. Do not underestimate this. If anything work on solving the issue of people cutting through Clifton Hill from Heidelberg road. Thanks

This is very poorly thought out idea that should be squashed given it gives no consideration to the residents of Clifton Hill and Abbotsford that need to keep these communities connected. There is no need for this. Bikes can use many other routes.

It is a public road and should be used by drivers who pay for it.
Please don't close the road to motor vehicles.

I have ridden this stretch of road more than 500 times according to Strava and it has never presented a significant issue, with a clearly marked bike lane on both sides. It would seem low priority for cycling infrastructure.

Separate subject, the recent change of the inner circle trail at Scotchmer st to provide preference to trail users over road users has increased danger. I have had several near misses with cars failing to give way, despite slowing significantly to cross the intersection.

No closure

It's time to give some space back to active transport modes

I am disgusted at the way the council is handling this , People / groups outside Clifton Hill was aware of this survey and Clifton Hill residents had not been notified . Says a lot about some of our elected representatives.

Trenerry Crescent is vital for Clifton Hill residents.

It's amazing when there is local elections we all know about it.

Great idea,

It's terrible for cyclists at the moment.

Needs to cater for both pedestrians as well...

While I appreciate it is a convenient and somewhat important vehicle route, the ped and cycle facilities are definitely insufficient. I support prioritising improvement for peds and cycles as first priority. If some limited vehicle movement can still be accommodated after catering for peds and cycles, then that is an added bonus.

Due COVID-19? Really? What on earth is the linkage between closing a road and the pandemic? If it didn't sound so stupid, I'd say you're really clutching at straws here. No one likes traffic, but dumping it onto Johnson/Hoddle just jams up Johnston even more than it is at peak hour now. And would seriously add travel time, inconvenience and pollution. It's a silly proposition that a small group of residents have been clamouring for for years. At the expense of perhaps a 1000 people or more. And It's only busy at peak hours anyway. Let it go. I doubt vicroads would let you do it anyway - Let. It. Go.

To whom it may concern,

I am a local resident of Clifton Hill (Roseneath Street). Trenerry Crescent is the only way that I am able to efficiently commute to my place of work, grocery stores and gym without having to enter the major roads that border on two sides: Hoddle St and the Eastern Freeway. During peak hour times the traffic on Hoddle Street is at a stand still and redirecting local traffic to this route is further adding to this heavily congested road. I drive via Trenerry Crescent multiple times each day and have never experienced a high volume of cyclists. The 40km/per hour speed limit and speed bumps are extremely effective in ensuring this is a safe road for commuters.

The Crescent is an essential local thoroughfare – without it, we are completely redirected through Collingwood should we require access to the Eastern and South Eastern suburbs. Given there is no right turn from Johnston Street onto Hoddle Street during peak times, the closure of Trenerry Crescent would force drivers to follow Johnson Street into Collingwood before doubling back via Wellington Street. This is an unreasonable expectation and essentially adds to the already congested traffic on these inner city roads.

We do not need to stop the cars – on my daily exercise I observe cyclists and pedestrians considerately sharing the adjacent path. It is a simple act to stand to the side should a less confident cyclist need to pass by. Most cyclist I observe on this route feel comfortable to use the road. Instead of forcing a closure, perhaps new signage can be considered to direct cyclists to use the road. It is a common sense issue and the majority of people using this path are courteous toward one another. I am strongly against a closure trial. Please begin consulting with the local community and putting our rates and council funds towards an upgrade of our existing pedestrian and cycling amenities. Many of our current paths are in desperate need of resurfacing.

I will not select preference order other than closure - I am a local resident that uses this road daily for the purposes of getting my children to and from school. Pushing me out into Hoddle street and adding a further 40 minutes per day to my time in the car (increasing my emissions) will impact the quality of my life. I pay rates here and am a local resident, paying a premium in house prices and rates to live in the inner city and NOT have to spend hours a week on major roads commuting and taking my children to school. There has not been sufficient consultation on the impact to family life for residents,

Please please do not close this road. I work in Hawthorn and it's the only viable way I get to work, without going into Hoddle St and adding to the heavy congestion already on that road.

We and our surrounding residents use this road daily, and to lose it would significantly impact our amenity. My partner is a cyclist and uses Trenerry in its current form with no issues.

The people living in the inner North rely on this road, as the option of travelling on Johnstone Street/Hoddle Street is too busy and adds much too much time to the daily commute. It shouldn't take an hour to travel 8kms to and from work, which is what would happen with the proposed closure. I am also insulted about the excuse of social distancing. I am a health care worker and have to worry about this matter every day while I am face to face with patients. That is a social distancing worry, not cyclists and pedestrians who are near each other for a total of one second. I feel there are already too many concessions made for cyclists in this city, and this one is going too far.

I am a resident on the East side of Clifton Hill, right near the top of the Trennery Cresc hill off Noone St and use Trennery Cresc to gain access to Abbotsford, Richmond and Kew regularly. I would like to see more strategies for stopping through traffic by non residents. If Trennery is closed I have no other option but to travel onto Hoddle Street and go around.

This is a vital link for many people.

This is a fantastic idea to give some space back to active travelers and keep people safe! I would love to see this be more than a trial and would absolutely support a permanent closure here. Brilliant idea!

I use trenerry crescent 6 days a week to commute to work and back. To close it would leave me to spend more time on the roads than necessary.

Trenerry allows me to avoid Hoddle St where there are alot of cars and alot of idiot drivers.

This is good access to Yarra council recycling centre from Abbotsford without having to go out into Hoddle St. We should not as locals have to use Hoddle St then Clifton Hill residential streets for access to council services

This is terrible, ill-conceived idea. There are so many things wrong with the idea. The road exists for cars. There is a footpath for pedestrians. The marked cycle lanes are dangerous but there is an overpass over the freeway that cyclists such as myself can use in complete safety. There is also also an alternative route along the other side of Merri Creek. Why didn't anyone ask the locals if we wanted such a closure? And if it isn't for locals who is this for?

As a user of the Trenerry underpass in all 3 modes, car, bicycle and walking I find this proposal laughable. There are already bike lanes and a walking path on the Trenerry side of the river and in addition to that there is an alternative path on the other side of the river with bridges not far apart. Please find projects that are actually a valuable use of our resources rather than this "warm and fuzzy" idea that just isn't common sense at all.

This is a brilliant idea! as a cyclist this would make it so much safer to get past the eastern freeway, the bike path is very congested and narrow on the east side of the creek, there is a bit of a blind corner as you approach from the north down the hill. So it would make it so much safer for pedestrians and avoid pedestrian and bike conflict. There are more major roads that cars could use and this is helping to remove rat running and make our streets safer for pedestrians and cyclists - well done! As a person in the north commuting by bike to the city (when we are allowed back at work again) this would provide a whole new option - so many thanks - I hope you get the votes!

I live directly in the pocket (on Abbott St) that this will affect. I used this route to go up to Clifton Hill, and also for my daily commute to and from work. If this is closed off, this will add at least 30 minutes each way extra to and from work for me. This is absolutely absurd and I really don't understand how that section needs to be used as a green space for residents. There is the Yarra River, Victoria Park etc within meters of this proposed closure site. By closing this section of Trenerry Cres, this will push more and more traffic onto the main arterials (Johnston, Hoddle etc) that are already extremely congested during peak times. This will also put local residents onto these direct routes as well. Having this section of road blocked off will make my commute to work ridiculously long. It will also mean I will likely stop going into Clifton Hill and supporting local businesses as frequently as I do, as it will become quite a hassle to get up there compared to my current commute, which is turn left out of Abbott St and go up Trenerry to access Clifton Hill. This closure does not make any sense to me as a long term resident, and I really think that the residents this will have a direct impact on have been

thought about during this proposed closure. I do not have the option to use public transport to get to work so require my car. If the trial goes ahead, I think it would be ridiculous to implement this during the lockdown period/current pandemic as there really are not many cars using this route at present. I am extremely against the closure of Trenerry Cres, and I think the residents this directly impacts need to be considered in such a move. Considering at certain peak times you cannot use Johnston St to turn into Hoddle St to go up towards Clifton Hill this also poses an issue, as the current P turns from Hoddle to access Johnston have done nothing more than create more congestion than was already there. This will also make it more of a hassle than it needs to be to access the Eastern Fwy outbound. I will not be impressed if my morning commute work goes from 30-45 mins to closer to 1.5+ hours due to these closures, and the same can be said for my commute home.

As a Clifton Hill resident being forced to use Hoddle Street rather than being able to access the immediate neighbouring suburbs will be a nightmare. If you want to reduce congestion, reduce the huge number of careless and dangerous bike users who have no respect for speed limits or for shared paths/roads.

Anything to produce a quieter, more pedestrian focused area of the river system network is a good idea.

Have you thought of half-closing the North bound lane, along with traffic lights at Ternerry/Johnston St to enforce the no left turn from Johnston St? That would reduce all of the cut-through traffic from Hoddle St to Heidelberg Rd in the evenings.

1. Despite my vote above I do not believe the council has the legal right to close a street.
2. I can't believe you include an option for allowing Northbound traffic because that is where the rat run goes!!! Do you not know this?
3. The council needs to resolve this major problem asap. My family has endured huge traffic flow directly to our house for too many years.

I strongly object to any closure of Trenerry Cres. because:

- closure will mean that access to where I live from the south will be a right hand turn from Hoddle St into Roseneath St which is already an extremely dangerous intersection. This is a major concern as there have already been numerous accidents over the years at the intersection and I already find it unsafe,
- travel towards Richmond or Kew means that I must travel on Hoddle St, already identified as one of the busiest roads in Melbourne,
- traffic already banks up significantly at certain times of the day at the Roseneath/Hoddle St intersection. This will make the situation significantly worse,
- I regularly walk and ride my bike near Trenerry Cres. and have no issues with the intersection at Grey St or access to the walking/bike paths,
- high density housing has increased significantly in recent years which has increased traffic entering and leaving the area,
- there only four meaningful access roads into the area at the moment (this includes Ramsden St which is problematic due to the railway crossing). This proposal will reduce it to only three, a ridiculous situation,
- there are numerous easy access points to the walking/bike paths. People are certainly not forced to use Trenerry Crescent.

Once again I would like to reiterate that I feel this is a totally ridiculous proposal and I don't see any worthwhile arguments for it.

I use trenerry crescent to regularly travel to Richmond plaza to do my weekly shopping and to reach other places in Collingwood and Richmond. This would create a lot of inconvenience in my life. I do not support this closure.

I live in Roseneath St. and know that it is a rat run during peak hour. I do use the underpass quite frequently, but I think the inconvenience of not having it available is far out-weighed by the positive

effects of reducing traffic on my street as well as providing a better environment for both pedestrians and cyclists in Trenerry Crescent.

This is a great initiative that will hopefully reduce traffic through Clifton Hill and make walking in their own neighbourhood safer for children. I have grave concerns about my kids crossing at the corner of Roseneath and Gray, and crossing Roseneath in general

Opening this street to people and closing it to speeding cars is a fantastic idea and should be considered even without the pandemic conditions. It's a huge rat run with lots of speeding and poor behaviour from drivers and would significantly reduce traffic in the entire Clifton Hill area by diverting this traffic onto arterial roads where they belong. It would also make it much safer for me to travel by bike through here. The alternative routes are either overcrowded (Yarra Trail), too narrow (the footbridge, also has 90 degree angles), don't connect to anything (Hoddle Street shared path) or are too far away to be practical (Wellington St or Yarra Boulevard). Making this a safe cycling route would be a game changer - at the moment the bike lanes are very dangerous, lots of speeding cars who totally ignore the markings and seriously threaten the safety of riders.

Great idea, considering low traffic use I believe half closure would allow necessary traffic to move through and access to dights falls car park from Clifton hill side without doing a big loop via Johnston and Hoddle St. Still provide enough safe space for pedestrians and cyclists without too much impact to traffic (unfortunately often very important).

Would love to see more done on select busy roads too in the Yarra area to facilitate safer cycling.

Coming out of lockdown will be a key period to catalyse a broader change in travel behaviour for Yarra residents and beyond who move through Yarra to get to work destinations in the city. Difficult to see how the current amount of action in terms of providing additional cycling/walking capacity will manage expected increases in vehicular traffic particularly for vehicles coming from Eastern suburbs and passing through Yarra area (Hoddle St, Wellington St, Nicholson St).

As with all social and behavioural aspects there is an important time-bound element and window of opportunity to create change, positive messaging about the benefits and bold leadership required to produce better, safer and more equitable transport outcomes in the long run!

What a great idea - closing the road to cars and letting bikes and runners and walkers use it! More of this in places please - how about a car-free Boulie?

Anything that makes bike riding safer is a win for me, the other end of Trenerry is a nightmare for me every day that I pass it, cars pull out on me.

Frequently cycle this route - road is very dangerous for cyclists in its current form

Yes! This is a great idea.

The path there also needs to be widened more generally, it's currently struggling to cope with all the foot traffic and cyclists and other users.

Policy shouldn't be a popularity contest, it should be based on evidence. On this page Council should inform residents of the problems of increasing congestion and climate change, and that this location is part of a strategic cycling corridor.

It's absurd the council is even considering this.

If you are interested in cyclist safety, remove the bike lanes under the freeway. There are many other bike track and bike lane options available to cyclists.

Any vehicle closure (part or full) to Trenerry Crescent will further inconvenience local residents by increasing travel time This has been the case since the left turn restrictions from Johnson Street were introduced. If that introduction was meant to reduce the 'rat run' traffic it has not worked.

I think this is a great idea, would be good to improve the bike path width and visibility when coming over the bridge towards the city and turning right towards Trenerry crescent before then turning left onto the road.

Can get hard with pedestrians and cyclists heading towards the boathouse when you want to go right.

Yarra City Council is blessed with an incredibly green area rich in walking : cycling options including the Main Yarra Trail , Victoria Park, Quarries Park, Edinburgh Gardens, Darling Gardens and it is vitally important for me as a longtime resident of this area to have vehicle access to my home via Trenerry Crescent given the traffic management issues of Hoddle Street. I am vehemently opposed to this closure .

This survey is basically flawed and biased towards cyclists' interests. Closing roads without providing alternatives is a bad policy.

Options B and C will only force local vehicular traffic onto Hoddle Street.

There should be an option to construct a wider footpath on the east side to accommodate bikes and pedestrians. For pedestrian safety it should NOT be a shared path.

We often use this route as locals to Clifton Hill.

I use this space as a walker, almost daily, and as a driver about once a week on average, and I see no good reason amongst those provided for causing such a disruption to this area.

I suspect that the real reason some will push for this is to stop the evening and morning 'rat run' of drivers who use it as a shortcut between Johnston St and Heidelberg Rd. Whilst this practice is at times annoying, Trenerry Crescent is one of the few ways out of Clifton Hill East when heading south, if one is to avoid the overcrowded Hoddle St.

This is the main road I use to get to work - I am opposed to the road closure as I feel like there is enough space for people and it is only a short strip of road that is restricted

My partner and I use this route to get to work in Abbotsford. It's the only connection between Abbotsford and Clifton Hill without having to go all the way around to Hoddle which adds unnecessary congestion on an arterial road we can easily avoid. Please do not close this road without providing another connection.

As long as the area is made safe for kids to use it safely, that will suit all users and keep large vehicle traffic out of the way , so no conflicts occur.

Rates have increased during a time of a depression. Many of us are now unemployed.

How about spending our communities money on worthwhile projects ?

Clean up the Merri creek area that sits in the Yarra Council zone & then clean up stream.

Put in electric car charging stations.

Install hand sanitiser stations outside of the train stations & in the busy commercial streets.

Supply the public housing tenants with reusable masks....

Please don't spend a cent on closing Trenerry Crescent.

Reduce the rates to reflect the significant fall in housing values.

Hoddle street is too busy, congested.

Closure is not necessarily helping anyone.

Making the road one way for vehicles makes sense. Therefore opening up the current pavement bike lane and moving the barrier into the road. Currently there is not enough room for both bikes and walkers on the pavement going uphill.

Also why is Gipps Rd bridge closure taking so long with no end date it's a small bridge that allows you to go from Yarra bend to Abbotsford

Seriously it should be completed by now

Would love to see some access improvements along the trail too. It's impossible to take kids down the steps at Gipps street, leaving the only option to take them on the road

I would prefer no closure. While I'm a regular bike rider, this route just duplicates the Main Yarra Trail, which is a much more pleasant route. The closure also takes away one of the only road alternatives that bypasses Hoddle Street and the interchange with the Eastern Freeway that connects Clifton Hill with Richmond and eastern suburbs like Kew and Camberwell. The State Government has decreed that we should be working from home, schooling from home and avoiding crowds, so I'm not

sure what problem you are trying to address here? There is not a great deal of people on the streets at the moment, plus it's the middle of winter.

I'd rather Department of Justice/VicPol be lobbied for a fixed speed camera down there than ban car traffic altogether. I don't have a problem with traffic coming and going to/from Abbotsford. My concerns really lie with how fast and dangerously people drive down that road. There are other alternatives to explore before closing the road altogether.

Please don't

As a resident of East Clifton Hill, driving access along Trenerry Crescent is critical to my movements. This route is used by local residents to get to their homes and is much friendlier on the environment than emitting fumes while waiting in traffic on Hoddle St. I will be very disappointed if Hoddle St becomes the only way to get home from Abbotsford. Cyclists and pedestrians are not the only rate-payers and there are plenty of bicycle paths. It also enables my 73-year old mother to visit me from the East. She prefers not to drive on the (Eastern) freeway due to the higher speed limit. Perhaps you could lower the speed limit or introduce further speed bumps to deter those who don't live in the area but use it as a thoroughfare during peak hour.

I am a resident of Roseneath St, a very regular cyclist and a motorist who uses this road almost daily. I have voted for no closure (maybe I have forgotten what normal peak hour is like when on a cycle :/) but if there is a closure I favour option 3. As a motorist I would like at the very least to be able to "return home" from the south without the need for at least two right hand turns, one on to Hoddle St and one to turn off Hoddle St. There is no other way in to this area from the south, traveling north.

I live on field at and use trenerry crescent to get to and from work every day. If this was closed it would add so much extra travel time to my day as I would have to go out onto Hoddle street and then get on to Johnston street from there. Please don't close it!

This is the most stupid idea I've heard forcing people who live here in this area to use huddle street is a joke providing for people who ride bikes from 50 km away who live nowhere near here how about looking after the people who live in this area it's a stupid idea

The closure of the road would negatively impact traffic immensely in the surrounding area. Closing the south bound traffic lane would force all vehicles onto Hoddle St. which is already a slow moving car park during peak hour.

This proposal is lunacy. I have lived in Clifton Hill/Fairfield/Ivanhoe all my life. Widen the walkway/bike lane don't close the road. Or ban foot/bike traffic.

The footpath isn't any sort of reasonable standard and needs widening. Cyclists deserve to ride without being menaced by drivers (which happens)

If you could close the road Monday to Friday this would be great for residents. The issue is that people use Roseneath and Trenerry crescent as a shortcut to avoid Hoddle. They go so fast and cause so much congestion it's so dangerous. Particularly because all the parking along Roseneath is 45 degree angle parking so you have to reverse out into oncoming traffic and a bike lane. It's amazing a serious accident hasn't happened already but it is just a matter of time.

Thank you for adapting to the current situation. Hopefully this will lead to a long-term shift towards more safe active transport options!

I know there a few rusted-on whiners who've been complaining about congestion on Trenerry Cresc. for years. While it's admittedly unpleasant, it only occurs for the 2 peak periods each day, and is hardly busy at any other time.

What has really got me laughing, and in fact has me riled too is your attempt to link this closure with COVID-19. No rationale provided - or what's there is irrelevant. Seriously, was someone paid to come up with this? It really made you sound ridiculous, and is probably the most absurd argument for a road closure I've ever seen.

This Trenerry road closure hobby-horse of a few people's has surely run its course. The closure would

inconvenience thousands of people, and Vic Roads will never agree to it in any case. Stop wasting ratepayer money on its promotion. If you really want to do something about unreasonable congestion, advocate that the state and federal governments fix the problem at source: stop jamming more and more people into Melbourne via our Ponzi immigration scheme (highest in the OECD).

I believe there are better solutions for all Reasons listed. Especially that of an environmental factor. Also timing. While the closing of Trenerry right now, may be looked at like a great option, what will happen in 12months time, when traffic rises again?
It may take an additional 30mins to get onto Johnston St - Trenerry without the option of the underpass.

This closure would cause a lot of inconvenience for the local residents. It would essentially cut us off from Collingwood and Richmond. I do not support this idea.

This road is a death trap. Bike lanes have been squeezed in, not enough room for cars and bike. I avoid riding on this road because of so many near misses. It's also impossible to drive in without crossing into the bike lane on many sections.

Closing the road entirely will eliminate the dangerous 'rat-run' route for drivers.
It will create a safe space for cyclists and pedestrians in the area.

I am strongly opposed to this closure as I use Trenerry Crescent constantly to drive from my home in Clifton Hill, under the freeway and then to Kew and places beyond. Closing the crescent would greatly add to my travelling time. Bike riders already have dedicated bike paths that they can use to ride under the freeway and do not need to use the Trenerry crescent underpass, and most of them already do this - it is a pleasant ride. The supposed safety benefits of the proposal are negated by the encouragement bicyclists would have to use the unclosed sections of Trenerry Crescent and Grey street instead of bicycle paths. The proposal would discriminate against car drivers, including elderly people like myself unable to ride bicycles. It has been rejected by residents at least three times in the 30 years I have lived in Clifton Hill.

I am a cyclist, resident, and motorist. I do not feel the closure of Trenerry Crescent to vehicles is suitable or beneficial to the area.
As both a resident and a motorist I use that road every day in both directions. It is invaluable in allowing smooth traffic flow to shops and access to the outbound freeway on ramp.
As an avid cyclist, both road and mountain bike, I have no issue with the road being shared use. I have never felt endangered by the car traffic that uses it, or felt it excessive. I use Trenerry Crescent most days when riding to/from Yarra Boulevard and the surrounding cycle paths.
I work in construction and in fact worked on the Hoddle Street revamp, which saw the removal of right turn from Johnston St, replaced with the p turn for local traffic heading out bound on the eastern freeway. In removing car access on Trenerry Crescent any traffic south of the freeway will be diverted along Johnston Street and through the p turn intersection, or back towards Kew Junction and the Chandler Highway on ramp. This can be considered a major diversion for local traffic and seriously impact the livability of the area.

We live in the area adjacent Quarrie Park, and walk frequently around the area including down along Merri Creek and along the Yarra. We are spoiled for park land space and walking and cycling trails in this area - it's probably the best that Melbourne has to offer and it can feel like you are in the country. We also rely on this road to provide connectivity between Clifton Hill, and Abbotsford and Richmond. We shop in Abbotsford and our kids' child care and school are in Abbotsford. If you close this you isolate Clifton Hill and restrict it to major road access only, removing the intra-suburb connectivity that this road provides.

If you are genuinely concerned on providing improved bike access, the key pinch point I have observed is where Trenerry Cr passes under the Freeway, and this could be provided by either widening the road or extending the existing footpath including introduction of a boardwalk. It needs to be noted that there are two other bike paths close by, yet this is the only road

access providing connectivity between the suburbs. If this is removed we'd be less inclined to utilise Abbotsford shopping strips.

If traffic is a problem, I'd suggest limiting traffic accessing Clifton Hill by stopping left hand turn from Heidelberg Road. This is a problem elsewhere in Clifton Hill, and would also reduce traffic along Trenerry Crescent without penalising those who live in the area.

I strongly oppose this option as a pedestrian, cyclist and driver.

Living in Clifton Hill on Noone st, I frequently use Trenerry Crescent for local commutes, avoiding general traffic moving in and out if the city.

Understandably, space is limited through the underpass, but a complete or even partial closure of Trenerry will force locals in the area into already congested arterials for their day to day lives.

If viable I'd much prefer to see a widening of the Northbound side with a dedicated bike lane/removal of the armco railing southbound and replaced with cabling or a less protruding style of barrier into the footpath

During these difficult times we need to prioritise people and not cars

I would like Trenerry Crescent to remain open. It's an important arterial access route to my home.

Please do not close Trenerry Crescent. I live right by it and use it frequently.

Excellent proposal ! This whole area should be bike & people only to consolidate the Parkland.I know Council has traffic records. If half closure is undertaken the greater rat running volume of traffic should be prevented.

I would love to be able to walk/ride here more safely

We live in Abbot street and use this road daily for access to our home. At the absolute minimum the road should remain open for local traffic. We walk and bike ride as well - there are many options for bike riders in the area without closing road

This road is so convenient for Abbotsford and Clifton Hill because you can stay off Hoddle St. Also there are existing bike paths (Main Yarra and Merri Creek) to get from Abbotsford to Clifton Hill. Riders can avoid Trenerry Cres

This will negatively impact the residents of Vic Park (bound by Yarra River, Eastern Freeway, the train line and Johnson St). We have limited options for access to our homes. Johnson St is increasingly difficult to turn into from Trenery / Lulie St.

I am a cyclist & run here almost daily but I am entirely against this proposal. There are a million great things that could be done for non-car access and safety in this city and this isn't one of them. There is a track within 20m!This makes no sense

I cycle the road from Dights Falls to Merri Creek, and it can be treacherous on the bend heading North. During peak hour, turning from the road into the Dights Fall park entry can be dangerous, and hold up northbound traffic, waiting for a break.

Also, the no turn left into Trenerry Cescent from Johnston Street is never policed and I have nearly been hit a number of times. The closure to cars is a great initiative and hopefully adopted in the future

The road gives people living in the area quick access to local shops - Johnston Street. There is rarely more than a couple of people using the walkway and the recent addition of masks there is little to no risk in catching covid by passing another.

I suggest a new path could be built to run alongside Trenerry crescent on the Merri Creek side. Something like a boardwalk to be used only by cyclists.

From Turner St I regularly use the underpass to access the Yarra Recycling Centre, the Eastern Freeway and adjacent suburbs. Access via Johnston and Hoddle is difficult and will be worse with the apartments built along Johnston access Lt Turner St.

It upsets me that the council continues to shut down roads and put little to no effort to improving roads.

This impacts me as if removes my access to the council depot. I can't ride a bike to depot and this would impact me significantly.

The benefits of remaining fully open to cars far exceed the benefits of creating open space on this occasion. Trenerry is surrounded by parks and walkways. Just keep Victoria park lights on for the public consistently ..we love that!

I live in Clifton Hill and car access via Trenery Crescent is important to me because our family often needs to drive to Abbotsford and to close eastern suburbs like Kew to see family and friends and to go to childcare and travel to work.

This road is needed given we would otherwise be forced every time onto congested Hoddle St given there are no other options. Closure is completely unnecessary. There is a dedicated walking track already there.

Not a great idea. Many more other things could be done to improve the environment instead of closing off this crucial road for commuters

This will simply make more problems on other major roads through diversion of traffic to there. Please use your efforts on more worthwhile issues

This will impede on many local commuters and worsen traffic on already congested alternative major roads such as Alexandra Parade and Johnston St. So you are then creating further problems elsewhere.

Please use your resources on more important things such as helping out all the local residents and shop owners struggling, instead of making people's daily commutes even harder

This preferential voting system is misleading and needs to be better worded. It makes it look like you need to rank them Option 1, Option 2 and Option 3, rather than in the order you prefer. Please fix this ASAP!

This proposal neglects the fact that Trenery Crescent is a critical way to access the eastern suburbs from Clifton Hill. We live on Noone St and have family and friends in the Kew area. A closure blocks off any direct passage to them.

Terrible idea. If closed, have to use Hoddle Street or roundabout Heidelberg Road. There is already a bike lane on Trenerry Crescent and two walking paths on either side of Merri Creek

Improve the bike lanes, add another speed hump and slow traffic to 20km for this road.

I take my G-daughter to Kindy from Clifton Hill to the ELC in Abbotsford 3 days per week, & also visit Collingwood Toy library (pre-COVID) cutting through Trenery Cres is quickest, convenient & safest way to get there. Don't cut off CH residents.

this is a great idea!

this is an important corridor for local residents to access either side of the freeway whilst avoiding hoddle. Personally I use it to access the recycling depot

That spot has been very dangerous to bikes for a long time.

Closing the road would severely impact Abbotsford residents who live on the north side of Abbotsford (Johnston St)

We need the Trenery Crescent access to connect to Clifton Hill without needing to use Hoddle St. Best idea is to widen the footpath.

I support this while the bridge is closed and while there are COVID considerations but in the long run it would be good to maintain the vehicle connection between Clifton Hill and Abbotsford rather than forcing people onto Hoddle Street

Thank you for considering other ways to keep us safe. It is nearly impossible to appropriately physically distance on the main Yarra Trail at the moment.

<p>Bikes dominant the paths around here enough. I live in fear of being knocked over by someone on a bike when I am walking in this area already. This is an important road if you live on the Yarra side of Northcote near Yarra Bend.</p>
<p>Leave it as it is</p>
<p>Leave as is. Road works great</p>
<p>Cyclist voice here</p>
<p>Though I don't live in the area I am based nearby for work and drive through here from time to time. It doesn't appear to be a very friendly place for cyclists or pedestrians so it would be great to give them more space and encourage greener transport</p>
<p>We use Trenerry Crescent often which helps us to avoid Hoddle Street especially at peak times. Another option to allow for social distancing of pedestrians and bike riders is greater utilisation of the path on the other side of Merri Creek.</p>
<p>I would welcome this closure. It would allow me to visit my children in the inner north from Hawthorn by bicycle. Cars make this too dangerous at present.</p>
<p>I live on Noone Street - the level of traffic is atrocious. The speed humps don't work and the parking is the worst. People cut through for schools, construction - so big trucks - and people 'skipping' through for work'. You need to sort this!!!</p>
<p>I've ridden this route many times and I've had a lot of near misses with unwary / inconsiderate drivers.</p>
<p>Please close more roads</p>
<p>Now is the time more than ever to try some radical cycling infrastructure. Cyclists are using Melbourne roads at a higher rate than ever and this is a great step to improving safety and accessibility.</p>
<p>What are you trying to achieve with this preposterous idea? Use this road to get to work. Instead of coming up with stupid ideas, why not provide lighting for the pedestrian crossings in Nicholson & Gipps St in Abbotford before we have a fatality.</p>
<p>Be great to see reduction in traffic through there. Would also reduce traffic in Nicholson St Abbotsford.</p>
<p>Finding more space for pedestrians and cyclists here is an excellent idea. It is too narrow with the existing footpath and barrier. Even prior to social distancing, it was crowded. Now it's more unsafe. Let's try to deter vehicles from using this area.</p>
<p>This road is terrifying on a bike - great move to consider this!</p>
<p>Disappointing to see you trying to use Covid to further their social engineering. No figures on numbers of cyclists and pedestrians who use this route. When is it too crowded for social distancing? Never seen it in 20 years.</p>
<p>This road is essential for many local commuters. There are many other better ways to try to help the local environment and climate.</p>
<p>We shall be wearing mandatory masks now so not needed. I suggest you close the Boulevard to make it safer for cyclists and walkers!</p>
<p>Great idea. What will the criteria be for assessing success and whether to make the change more permanent?</p>
<p>This road is highly important for linking the suburbs of Clifton Hill and Abbotsford. Please do not close it.</p>
<p>Please focus on more important issues, especially the welfare of your struggling residents, not this road.</p>

Trenerry Crescent allows me to drive my young family to the Abbotsford Convent, Collingwood Children's Farm and Victoria Park (including the Collingwood Toy Library) without battling Hoddle Street. There is a wonderful cycling path on the other side.
This road is the only direct option for many commuters and will lead to significant disruption and delays if closed
I use this road to get to work every day so would not be supportive of it's closure.
Cars often trying to pass, to only slow quickly at speed bumps making it dangerous for cyclists
Less than 250 characters for comments? Do you actually want your residents and rate payers to help with this decision by providing you with genuine feedback or not?? FFS
As a cyclist I am happy with the existing options of the bridge over the highway and the river path. One spot of improvement would be the pavement along the road to allow for easier cycling but no needed for a road closure - full or partial.
It's a dangerous rat race full of speeding vehicles that should be closed, well done for starting the process
The road closure will cause me significant inconvenience in travelling to my place of work While traffic flows are low at the moment this may not be the case in September/October This measure will cause congestion along the length of Roseneath Street
This is a poorly maintained narrow bike lane with debris & large drain grates making it unsafe to actually ride in the lane; needing to ride outside of the lane to prevent loss of control/punctures.
Making roads safer for cyclists is very important - this is a great idea!
I work in Richmond and commute by bike
Yarra - a cycling / Active Transport example to the nation.
This road is a highly used and convenient way to drive to schools, childcare and the highway. It would be very inconvenient to close it. The foot path can be widened for safer cycling and pedestrian use. Now that would be useful... not road closure.
The local residents have cars as well as bikes. Both the "change" proposals restrict the access of residents with cars. Trenerry Cres and the feeding streets already have sufficient safety with speed humps, bike lanes and reduced speed limits.
Proposals don't deal with worst problem which is the sharp bend of Trenerry near Eastern Fwy/Maugie St. Extend Option 3 to Maugie Street making space for bikes and pedestrians. Turn bans on Johnston make a northbound ban problematic for locals.
As a cyclist and runner/walker in the Trenerry Cres area I do not support this road closure. There are ample paths for us to use. I am also a learner motorcyclist and find the traffic on Hoddle Street too dangerous to ride in.
Stop doing this
This is a dangerous rat race, everyone ignores the turn ban sign see this random sample video: https://goo.gl/photos/5v3RjLK6kB5QZqqq9
Don't do it. I use it every day. You can drop my rates if you close it.
Great initiative! Prior to the pandemic, I ran this route regularly. I haven't since, because it's impossible to pass people without getting really close. Leaving aside social distancing, cars that close to pedestrians on a blind corner isn't safe
Please close more streets during Covid-19 to help people social distance during walking and cycling. Some streets and paths are too busy to social distance properly eg Yarra Blvd
To much emphasis on bikes. Locals & other users need access as well.

<p>Close Trennery Crescent from Grey St 7-9am by no turning & close from Johnston St from 4-6pm problem solved. The no turning sign @ Johnston Street is not policed hence large flow through traffic. This is not local traffic but through traffic.</p>
<p>Close it down to cars and maybe make one lane for bikes and the other lane for pedestrians? Might help to keep things safer that way.</p>
<p>By all means widen the bicycle track or make the pedestrian walk on one side and the bike lane the other walk way, but to stop traffic is not realistic, forcing local traffic into the already congested Punt Road and result in significant delays</p>
<p>As there is no right hand turn from Johnston St into Hoddle, this is the only way to access the freeway. Please keep open to northbound traffic.</p>
<p>Need to also reduce northbound rat running. Local residents use northbound to access eastern FWY</p>
<p>Don't close it. If you need to widen it, find another way. Many riders use the bike lanes anyway (and im a rider too). Do not close it. That's unfair to so many who use and rely on it.</p>
<p>Yet another insane plan by Yarra Council. I can remember when Council tried to shut off Abbotsford between Johnston St and Victoria St and the Council meeting had the biggest audience ever. It will happen again.</p>
<p>You need to present data to justify this idea before rolling out a trial-demonstrate why this short section of road is needed for cyclists and peds? What demand data do you have? What safety statistics exist? What traffic modelling have you looked at</p>
<p>Great initiative!</p>
<p>Northern Abbotsford only has two access points for cars/emergency services vehicles - via Johnston St to the south and Trenerry Cres to the north. Removing one key point will lock residents in and make moving through our own community harder.</p>
<p>I live on Noone Street and would prefer no road closures thank you. It is a necessity it remains open.</p>
<p>Stop making it harder for locals to access their homes without using clogged main roads during peak times. Making us rank the 3 instead just picking one lets the Council stack numbers of this poll.</p>
<p>Great idea! I walk along this section a couple of times a week and the foot/cycle traffic is intense sometimes.</p>
<p>There are more than enough walking and riding paths in this area, local people need to be able to move about their suburbs without being pushe out onto the busy hoddle st to do so, closing is a crazy idea!</p>
<p>This closure may provide a time limited spatial option for this part of the road, but it could actually backfire, as more and more people then bottle neck onto the surrounding paths, which are already overflowing and compacting people.</p>
<p>Half road should be enough for cyclists, which I am.</p>
<p>PLEASE make this permanent! Trenerry Crescent through-traffic has turned Roseneath Street into a traffic sewer. The air quality in Roseneath Street is extremely poor and COVID has highlighted the effect of pollution on public health.</p>
<p>This is a great move. As a car driver, cyclist, runner, walker, I support opening up safe areas for travelling that are completely seperate to automobiles. Humanity must reduce emissions, safer pathways will contribute to a higher cyclist uptake.</p>
<p>Cities are for the citizens not only for the cars :)</p>
<p>Now is a great time to be trialing pedestrianisation of roads / streets. Especially near crowded paths. Hopefully some beautification / place making will be included as part of the trial. Thank you.</p>

It's a wonderful idea. One thing this pandemic has made clear is cars have taken over. Rather than prioritising cars and inducing demand we should be claiming more of our streets back for pedestrians and cyclists.

I do not understand what the issue is that you are trying to solve. The only problem I have with traffic on Trennery is that people do not stay in their lane as they drive around the bend in Trennery heading north near the Dights Falls car park.

My preference would be a full closure but this seems like a good compromise allowing some car use. Another option is a shared zone and super slow -20km car traffic shared zone.... something needs to happen. It is literally a park...

build a new footpath and allow bikes to use current footpath

Thanks Yarra city council for being so proactive in leading and supporting our community to rethink how we do things locally. Walking along here the other day I found it hard to maintain physical distance from walkers along the skinny footpath.

Just do it.

This car "rat run" of cars speeding through should have been closed years ago.

The current "bike section" of the road is too narrow, and full of potholes and drains - so unsafe to ride

I support a trial of either a full or partial road closure to widen the Capital City Trail for people walking a riding bikes. A trial may also help locals properly decide whether closing the route to vehicles full-time is worthwhile.

Have not experienced any issues between cars and bikes - I drive a car and ride a bike along this stretch about once or twice a month and feel both catered for however I do not feel safe walking as a pedestrian

I live on Trenerry with parents in Clifton Hill. Our toddler spends time with them regularly. Difficulty turning right into Johnston St, then no right turn at Hoddle will make it impossible. We won't be easily able to access the recycling centre

We use this road a lot to visit the Collingwood Toy Library, The Children's Farm & Abbotsford Convent. Closing this route would be a disincentive to accessing some of the wonderful offerings in Abbotsford & Collingwood.

The surrounding streets will not cope with the extra traffic. It will add an extra 20 minutes onto my journey to travel out onto Johnston Street and P turn onto Hoddle Street. I'm concerned about emergency vehicle access having to go around in traffic

I would think only on weekends is necessary???

From most to least preferred, as a cyclist very little car traffic uses this anyway.

Too much traffic cutting through trenerry...make use of the hoddle st update the government spent so much money on and direct all traffic through major roads down Johnson and hoddle. create clearway both sides of road on Johnson during peek hours.

This is a wonderful step for the health and balance of our suburb. Motorists abuse the northbound shortcut through Clifton Hill from Trenerry Crescent to Heidelberg Road, which clogs our suburb with traffic congestion. Well done to the Council.

As a pedestrian, cyclists and driver of a vehicle, we need to learn to coexist and share our facilities. Segregation drives discrimination.

A trial sounds like a really good idea - then we can see what effect it has.

Yes please close this to improve the pedestrian and cyclist way.

Please do not close Trenerry crescent at all. This road closure would significantly effect travel times of many residents and result in even greater congestion of Hoddle st. It would also negatively effect local businesses.
We travel to the ELC at the convent twice daily from Dwyer St. As busy parents who are already struggling to do a full day of work at home with another baby this will be a disaster for us. Cycling or walking isn't realistic given the time pressure.
Great inconvenience to the locals needing access to Johnson Street, especially those on a daily bases. Pushing more traffic towards Hoddle Street
Think it's a great initiative. The other benefit is to stop people in peak hour cutting through Clifton Hill to Heidelberg Road, which also causes many traffic issues for bikes and pedestrians.
Inconvenience to locals needing access to Johnson Street, especially those who do so on a daily bases. From observation there are minimal numbers that walk or ride on Trenerry Crescent
Please provide a sign on Heidelberg Road (driving towards city) prior to Fenwick Street turn off 'Local Traffic Only' otherwise once out of lockdown there will be a bank up off traffic on Roseneath Street trying to get back out of Clifton Hill
The speed bumps make it very dangerous for cyclists , especially trying to distance from other riders. Forces you into the gutters as a rider, which are often full of debris.
this is great! The shared bike/pedestrian path has always been dangerous and vastly inadequate
Can the city of Yarra start charging bike riders like you do for people with cars
I run along the side road. I think option 2 may be friendlier for motorists but some kind of separation will be required between north and southbound lanes, and a suitably low speed limit.
Why are we doing this given there is already a pedestrian overpass on Alexandra Parade East - make that wider with taller barriers. I would want to see the numbers of C.Hill/Abbotsford residents that would be forced onto Hoddle carpark if this closed
As a cyclist that regularly uses this trail as a commuter and recreational cyclist, this section of path is one of the worst bottle necks in Melbourne. We should make the most of this lockdown to trial better sustainable transport options.
Ramsden Street will be further congested with Trenerry Crescent closed and traffic being diverted here to get into Hoddle Street. The COVID-19 restrictions haven't made a big difference to the line of traffic in Ramsden Street during peak times.
The road access provides a vital link between Abbotsford and Clifton hill for locals to avoid hoddle st. There are currently 3 cross points for foot/bike nearby. The opposite bank, narrow foot path on road and the walk overpass over the freeway.
This makes it complicated to get to the river area, the parks behind and the recycling depot. I visit at least one or two of these every week. Making a large detour onto Punt Rd is not ideal and I much prefer to go through tree lined streets.
I work in Hawthorn and if this road was to close it would add considerable travel time. I also periodically cycle to work using Trenerry crescent and have never felt unsafe from the cars on this section of road
This would push all traffic into an already congested Hoddle st. Not supportive at all.
This route is a life saver for locals.
3 months enough to effectively evaluate? Important to understand the impact during 'normal' traffic conditions. Cars will find another way to go, there are plenty of options!
We use this road very often which helps us avoid Hoddle Street and would be very disappointed if it closed.

If bike riders or pedestrians are looking for an alternate route they could use the path on the other side of Merri Creek.

Social distancing for pedestrians is a big challenge in this area. So pleased Yarra council is trialing strategies to improve the safety of active transport. As a bike rider, I will be pleased to see more safe roads for bikes.

The only way I support this is if it's a genuine temporary arrangement through the COVID-19 period. I am currently working from home but my office is in Hawthorn and removing this route permanently would be a disaster when life goes back to normal.

Few walkers use the footpath preferring the walking trails , where it is easy to maintain social distancing.

Bike riders have main Yarra trail accessible and uphill section is too steep for most.

Convenient road when Punt road is at peak

Consider an option where the road remains open to cars both ways, but an extension is made for bikes (and separately one for peds) as a platform extending out east from the road (towards the river). There is space here which is currently unoccupied.

With the build up of traffic in this area the T intersection of Trenerry and Johnston street is a major incident waiting to happen.

Blocking off both directions would serve multiple purposes, but could resolve issues by implementing traffic lights.

A full closure of Trenerry Cres would be a great improvement for my running route!

The ranking function in this survey wasn't super intuitive- didn't realise I had to drag items.

I own and live in a property at 200 Noone st Clifton Hill, and will be directly and adversely impacted by this decision. I am absolutely against it. Trenerry Cr is my access to all services in Abbotsford .Shopping, markets and social activities.

I love this idea!

Agree that we need more space to social distance however, changing traffic is not a solution as it causes confusion.

In my opinion, it is cyclist with cleats which can not stop, that causes the issues on paths

I'm a runner & cyclist and see no benefit of closing this road. There's plenty of room for cyclists already and runners should be using the pedestrian walkway and not the road.

This is most welcome.

The street is mostly used by peak hour rat runner. I've been harassed several times this year by people driving cars when I was on my bicycle riding up either side, and closing the road to cars will certainly solve that.

Terrible idea. So many people use this route for local travel every day including myself. If bike safety is a priority make a safer and separate bike path. Will affect too many locals.

Bad idea! Walking paths are in the park adjacent. This is the only way for cars north-south in the area. It will push more cars in to the already jammed Hoddle St or via Kew. It's not fair to disregard cars for cyclists. Expand the paths on the Yarra

Close it to vehicles. Bikes only.

Rat running may be reduced if right turn ban from Johnston into Hoddle is removed.

I am always pro closing roads to cars, and improving cycling and pedestrian access.

I just don't really understand why you have chosen this section, and such a short section at that!

I'm opposed to this road closure as it a very important link between Abbotsford & Clifton Hill and reduces traffic onto Hoddle.

Trial seems good. 50% closure w/priority given to main flow of traffic given time of day (e.g. morning one way, afternoon other) seems wise. Good luck.

<p>This option would allow non vehicle traffic to enjoy what is a very beautiful area.</p>
<p>I don't understand why this is even being put on the table. This is a vital access route for residents in these corners of Clifton Hill and Abbotsford. You'll be pushing more traffic onto Hoddle Street which is already a nightmare.</p>
<p>What an amazing idea! Please use this time to move the barrier to also protect cyclists when it opens up again, it really is a dangerous place for us, and it only encourages people to ride on the foot path to be safe from cars</p>
<p>As a cyclist, I have always found this a difficult section of road to navigate given the width of the bike lane. It would make it feel much safer to enter and exit the bike path if Trenerry Crescent were closed.</p>
<p>There are very few safe options to drive out of this part of Abbotsford. Johnston St via Trenerry or Lulie St is dangerous and difficult at the best of times. Also Trenerry is not that busy most of the time. As a rider there are sufficient bike paths</p>
<p>how do you know it will reduce traffic when you do not know how many locals are using it.. there is no car counting straps at the end of the "rat run" on Noone - Hoddle St's...</p>
<p>Perfectly good in fact A1 bike path already. Love the weir</p>
<p>In lieu of a closure could you please consider ideas around changing the direction of traffic through the streets at the Clifton Hill end of Trenerry. Living on Roseneath St I am well aware of the amount and speed at which the cut-through is used.</p>
<p>as a commuter cyclist using yarra trail 3-5 days a week, regularly struggle with the very tight path under the fwy bridge here, support full road closure to widen cycle/ped path but expect more achievable is a 1 way road (half-close)</p>
<p>That section of road and "bike path" are dangerous at any time.</p>
<p>We bring our kids to Clifton Hill primary school from Hawthorn every day. This road saves us around 20 minutes and reduces congestion on Hoddle street. Please don't close.</p>
<p>It is dissapointing that the councilbried to sneak this through with no consultation. I have spoken to many of my neighbours and there is zero support for closure. I strongly believe the council should stick to supplying services.</p>
<p>U have restricted the feedback to < 70 words. How can u have a trial, when you do not know what u are measuring? Why is a closure the first step to take to reduce traffic and increase space? Public awareness & maximize other paths already in place</p>
<p>All uses should be accepted.</p>
<p>Hello, closure of Trenerry Cres would increase traffic in surrounding streets & thoroughfares. Please leave the roads open for the reason they were built in the first place. Thanks</p>
<p>Join this to the Hoddle Street Shared Path via an unbroken separated from traffic link.</p>
<p>This is currently an extremely dangerous corridor for both cyclist and pedestrians; It is such a narrow space. All the while vehicle traffic is minimal in comparison. Seems a no-brainer to expand the cyclist/ped space.</p>
<p>This road is crucial for locals. Priority for cyclists should be on expanding the existing bike lanes on either or both sides of the river to make the road safe for drivers, riders and walkers alike</p>
<p>I would like to see more road restrictions through Abbotsford and less restrictions on Victoria street. It's crazy that the small suburban streets are clogged. I'm talking particularly about Gipps and Langridge.</p>
<p>The Yarra track is available, it is parallel</p>
<p>Roads are for cars. Your suggestion of closing a road to all cars is nonsensical. Is this really where my huge council fees go??</p>

- Project is an important link of the broader bicycle and pedestrian network.
- Currently facilitates peak hour rat-runs.
- Local vehicle movements can be made via Hoddle Street or replaced by active transport.
- Improve safety legibility amenity

More work needs to be done broadening the paths on either side of Merri Creek to make it safe for cyclists and pedestrians the road does remains a vital link between the eastern. side of Clifton Hill and Abbotsford that is vital for local traffic

All for the extra seating and waiting space outside Proud Mary's Coffee in Oxford St to become permanent :)

Ridiculous idea, roads are becoming busier even now. Closing streets like these are just going to cram more and more traffic on already choked roads.
Trying to say that cyclist & pedestrians need a whole street to social distance makes no sense.

Considering that Trenerry crescent is a key route between Abbotsford and Clifton Hill, it would benefit from widening of the shared path, rather than a closure. So everyone would benefit

I cycle along here to and from work and would love for it to be safer for cyclists and pedestrians. Removing cars is the best way to do that.

This road should be permanently closed. It's both unsafe and unfair that this major section of bike path involves a detour into the road.

The proposed closure is not consistent with DoT's Movement and Place Framework objectives. Trenerry operates as a P4 road and provides locals the only Eastern Freeway crossing between Hoddle St and Chandler Highway. 250 characters is not enough.

Option 2 or 3 would be idea. My regular running path takes me down to Dights Falls, and with increased foot and cycle traffic, the footpath is too tight to socially distance.

I don't want to rank items two and three. There should be no road closures.

As you can't turn right from Johnston street into Hoddle in the morning, this is the alternative

Our children go to Spensley St and my husband works on Trenerry Cres this would be a huge inconvenience

Never been such an important time or good opportunity for Council to prioritise active transport!

1. Please make it permanent, based on a successful trial.
2. Remove the terrible chickenwire fencing that hems in pedestrians currently.
3. Please allocate a fair proportion (e.g. at least half. Ideally more) of the reclaimed space to pedestrians.

Please just upgrade the bike lanes!

Pedestrian and bicycle access to the Yarra Trail from Trenerry Cres is appalling, complete with ambiguous "no cycling" signs that at first glance look like they apply to the road itself and not the footpath. Access to freeway overpass is also poor.

Car traffic on this road is often very frightening for cyclists. I support mixed use as cyclists need safety & local residents need relief from the highly congested and often grid-locked Punt Rd & Hoddle St. Win, win for everyone! Thank you

We are walkers and cyclists.
This would be a great initiative while we all deal with Covid 19 and the increase in traffic on our wonderful trails and paths.

This will only create greater difficulty getting into our suburb (Clifton Hill) via Hoddle Street as everyone will just instead use Roseneath or Ramsden and continue to cut through Clifton Hill to get to Heidelberg Road. It creates a greater harm.

We live on Noone street in Clifton hill and having car access to Abbotsford, Kew and surrounding suburbs without incurring traffic is important for residents. Surely the widening of the footpath is a more viable option.

That road is too essential to close to two way traffic. Widen the existing footpath to incorporate a dedicated bike lane - have an elevated portion over the embankment. Or have a traffic-light controlled alternating two-way single lane.

Although a full closure of Trenerry Crescent as proposed would prove an inconvenience to us personally, the benefit to all residents around Yambla, Ramsden and Roseneath Streets Clifton Hill, in respect to no rat running would be significant.

I strongly object to the closure of this road. Appeasing a handful of residents will be to the detriment of many other residents of Abbotsford and Clifton Hill. Has a traffic study been conducted to determine number of 'rat runners' vs residents?

Just make sure it's updated on Google maps so that we don't get taken on that route while it's closed.

Allow us to turn right on to huddle from Johnston so we don't have to use Trenerry Cres to get access to northern suburbs.

Currently not safe. I think this is a fantastic idea

I've been using this route more recently to avoid tack drops on the Kew boulevard

I think it's a great idea. The paths in that area are very busy and pedestrians and cyclists far outnumber cars

I ride here occasionally (out of lockdown) and it's terrible for cycling and walking. Closing the road in both directions to cars makes a lot of sense and will be safer for active transport.

Disappointing as council move on a process that will impact not just the residents of the local area. CoY wasted money on projects (RUSHALL reserve - in excess of \$200k that was publicly reported). Does Dept of Transport support? If not DONT

I support the full road closure trial. The current arrangement is not appropriate for cyclists as the footpath is not cycling accessible and the road feels unsafe. The traffic calming speedbumps are ineffective and cycle lanes are inconsistent.

Great to see. I ride here after cricket in the summer and this section is dangerous

I'm all for improved pedestrian and bike paths but closing northbound traffic will cut off an important artery from Johnson St to Clifton Hill.

Too many people from the outer suburbs using it as a thoroughfare. Feels like we live on a freeway

Suggest one-way restrictions to morning peak 7-9am allow only south to north and afternoon 3-6 pm allow only north to south.

An excellent initiative to improve cycling & walking in the area.

Crossing Trenerry at Grey street is very unsafe due to lack of visibility for both pedestrians and cars. The additional space for bike riders and walkers in this time of social distancing is a brilliant idea.

If only you could make it permanent.....a Roseneath St resident

Is your survey able to distinguish between genuine residents and people who simply nominate a suburb? Or between multiple responses from a single individual? (This is my second response, provided as a test of this issue from the user end)

This closure should be made permanent ASAP.

I walk this way most days, bikes on the footpath are super dangerous. Can we have an expanded footpath?

As someone who cycles everyday to work in Abbotsford from Clifton Hill this seems a waste. There is a bike path along the river and a footbridge over the freeway, why not put money towards these rather than adding to an already overcrowded punt road

Great idea to create more space for people walking and riding bikes around the Yarra trail and connecting to the Merri Creek trail. This is a very busy spot which has seen popularity soar during the lockdown. A full closure pilot sends a clear signal

There are already multiple safe options for cyclists to move between Abbotsford/Clifton Hill, which our family use.
Whilst I live in Clifton Hill now, I previously lived near Vic Park and I can say I use/used the underpass equally as much in my car

Option 3 and then Option 1

I don't agree with this road closure at all. This will force more traffic into the already congested Johnston St/Hoddle St intersection.
Instead, more should be done to improve the existing footpath, such as a bridge beside the road.

We do not believe there has been enough discussion on this issue. We would like to know of any research that has been done to warrant this closure. We strongly oppose to it.

Closure of Tren Cres would disadvantage residents like us who use the road regularly to travel to the Eastern suburbs. Options:
- give priority to traffic turning from Tren Cres into Grey St
- widen the f/path under the fwy with boardwalk.

The shutdowns have seem large scale reductions in vehicular traffic across Melbourne, so now if the perfect time to try a full closure. Cars have multiple other options for this route.

the underpass is an integral way for residents of the Victoria Park and east Clifton Hill precincts to travel from north to south without adding to the congestion of Hoddle Street. There is already ample bike and pedestrian access in the area

Our household uses this route frequently by car to access Clifton Hill which we regard as our local main shopping area. While we realise that closure would make Trenerry Crescent quieter, this would not outweigh the inconvenience it would cause us.

I am absolutely opposed to any closure of Trenerry Crescent. I use this road almost daily to take my daughter to school, shop and general errands. Fine the non-residents who use it as a cut through - don't punish the locals please.

I use Trenerry Cres regularly and wish to be able to move around my area without being forced onto Hoddle St. Easy access between Abbot and Clifton Hill must be maintained.

Great for all the Yarra Bend Park users and cyclists. This would also help reduce the traffic that cuts through Clifton Hill from Heidelberg Rd to Johnston St. This is especially bad during AM/PM peak hours and makes streets noisy and more dangerous.

Majority of residents living on the north side of Trenerry Cr use the underpass every day. To close this would cause a huge increase of traffic pushed towards hoddle st where only two of three entry points have traffic lights to manage traffic flows.

Great idea. Worthwhile trial. Permanent closure to cars would be fantastic.

Option 1

Option 1

Option 1

While I don't agree with the underpass being temporarily closed to cars, please consider making permanent changes to make it safer for bike users. This debate should be about making this section safer for all users, riders, walkers & drivers.

We need to change how we move people around the city to promote cycling and walking, the covid went is here to stay and it's impacts will last.
The tiny footpath provided sums up how we have allocated space in the past, something that needs to change

I ride through here with my children on a cargo bike and it never feels safe. The closure will make it a much safer route.

Is there a way to widen the road for bike access rather than closure to cars?

This is EXACTLY the kind of changes the Council should be more. More of them please, quickly, enacted fast. You've had time: get on this. Thank you.

Why would you close or part close Trenerry Crescent? I come from Glenroy and found this route the most effective and traffic free in the morning, so i can get to work on time.
Please consider all that work in this area.

Last time a closure of Trenerry was proposed, the emergency services vetoed the idea - has the council cleared this idea with the emergency services this time? Because there is no point if this will be prohibited by the broader authorities.

This closure will cut-off the community from it's closest stores and shops, forcing them to shop elsewhere.

people who live in Abbotsford will have no way to get to northern suburbs as you can't turn right onto Hoddle St during peak hours!! Instead mKe it one way so we can go to work towards Clifton Hill and come home on Hoddle Street!!

I do use that route regularly as I travel to work and drop kids at school via Johnson St
My preference is no closure, I am happy for it to be closed ONLY IF it is both directions afternoon is much heavier
Existing measures in place need to be policed

I do not agree with your proposal. I think you are using miss information. I believe you only want to make changes so you can rezone the area. When this was first put to vote, (secretly) council used the guise of helping stop the spread of COVID 19.

It is pointless performing trials during COVID as it is not representative of the norm. This will greatly increase the travel time of all residents that work/drop children off in the east. If closed have the surrounding traffic flows been mapped?

I dont want to vote for option 2/3. Only no closure. I live in Clifton Hill & use Trenerry to get to & from work with my 1yr old quickly & easily without need to travel on congested rds (like Hoddle or H'berg).
Special interest group opinions < mine

I am a walker, a cyclist and also a car driver -- I do not think closing local backstreets for drivers is the way forward -- all it does is push all traffic into one concentrated area. Locals should have knowledge and access of and to 'local ways'.

At the moment I don't ride on this part of the road, as it feels too dangerous. Instead when visiting friends in Clifton Hill, I walk my bike over the freeway pedestrian overpass. It would be great if there was a safe route with less traffic.

The Trenerry underpass should not be closed on any basis. It was included in the original Eastern Freeway construction to maintain an important social connection between Abbotsford and Clifton Hill. Closure will create a social separation.

This route needs to be accessible to all residents, including those that cannot ride a bicycle due to age or disability. Bicycles take shortcut over freeway on bridge. Already have long queues on Noone and Roseneath to exit the area during busy time.

<p>My child attends school in Abbotsford. Closing Trenerry makes it harder to move in our community. It is not possible for all residents to walk / cycle. Closure will force us to use Hoddle, locals punished for the behaviour of rat runners</p>
<p>Trial during Covid 19 pandemic not true indication of normal traffic. Adequacy of the remaining entry & exit points for area bound by Eastern Fwy, Merri Creek, Hoddle St & Heidelberg Rd during peak hour needs to be confirmed? Block non-resident cars.</p>
<p>I live in Clifton Hill and regularly use the Trenerry Crescent to Johnston St route to access work, school & shops. Closing it will force me to take Hoddle St which is a nightmare, adding significant time to my journey, and time spent in my car.</p>
<p>Closure (full or partial) will create too many traffic problems for local residents - the other benefits you have proposed can be resolved without creating such an impact on traffic for local residents.</p>
<p>Impossible to turn right into Johnston street at times. Closing Trenerry crescent would force more traffic to turn right into Johnston street. Unless traffic lights are installed at Johnson street and Trenerry cres.</p>
<p>The problem with living north of Johnston st in Abbotsford is that making a right turn onto Johnston St is an absolute nightmare. Going via Clifton Hill means we can at least more safely get to Hoddle and the freeway. Traffic lights would help!</p>
<p>We must not feel cut off .. from Yarra and the general community clearer 40 km per hour traffic signs widen pedestrian and cycle path . to stop outside traffic to use this road clearer signage , lights ?</p>
<p>shared paths nearby are inadequate. The crescent does not feel safe with cars, limited space and the grades. Drivers have alternate routes but we want more people, of all ages and abilities cycling, and they need safe, direct routes.</p>
<p>I think it should be implemented soon while there is less traffic on the road.</p>
<p>It's such a blind corner for motorists, it's hard to feel safe as a cyclist on that road!</p>
<p>The road should remain open. It's just a waste of Yarra Council funds to spend time and staff money on the closure.</p>
<p>I am a local resident and it is extremely useful for accessing the local toy library and community spaces such as the children's farm. I would likely visit less if I could not use my car (my son has a disability so driving is accessible for us).</p>
<p>I support this ambitious proposal that assists in our community's ability to respond to the space and transport issues that have been heightened by COVID-19, while supporting Yarra's response to the climate emergency.</p>
<ol style="list-style-type: none"> 1. No closure and widen path for cycling and walking 2. Full closure 3. Half closure
<p>We need to drop our small children at their grandparents house in turner st, Abbotsford and closure would add a lot of time to our trip and increase distance. How about just reducing speed limit? This seems like a solution in search of a problem.</p>
<p>What is the purpose of the closure?</p>
<p>As a Trenerry Crescent resident that needs to travel down the Eastlink to work everyday, this would be highly disruptive — particularly as there is now no right turn into Hoddle St from Johnston. The u-turn and getting across Hoddle St is dangerous.</p>

<p>Keep it open! It would be very inconvenient to lose car access to that route. It'd be worse for the climate because we'd have to drive further.</p> <p>Now is a silly time for a trial. usual traffic patterns are absent. Results would be meaningless.</p>
<p>I do not support any closure of the road either way. Widen the footpath for bikes and walkers but this should not come at the expense of the locals who use this road. Do not support.</p>
<p>We use this road to take our son to school at Spensley Street Primary School. Having to use Hoddle Street would take a long time to travel a short distance. Can you improve the bike paths around there instead?</p>
<p>This is my main way to commute to and from work, and to access other necessary services such as supermarkets in Richmond and Abbotsford. It is also a way to avoid Hoddle Street and the congestion that is often there, which requires additional time.</p>
<p>This will be great for the safety of cyclists. It's a dangerous corner and cars should not be using this as a rat-run</p>
<p>This would cause unnecessary increases in traffic on Hoddle St</p>
<p>Such a bad idea. We bought in abbotsford for the easy access to the eastern and this would make my commute to work very difficult</p>
<p>Please leave it as it is , as a local resident I often use Trenerry to get the kids to school or do local shopping. A closure would make my life hell.</p>
<p>This is nothing but a power grab by privileged nimby interests during a pandemic! HAVE YOU NO SHAME? With so many working from home, cyclists are safer now than ever before! A trial of anything during an extraordinary lock down would not be valid.</p>
<p>I am a resident and home owner on trenerry cres and I still want to easily access Clifton hill for my children's school, swimming lessons etc. Closing off our street with further congest Johnston and Hoddle st. Closing is not an efficient solution.</p>
<p>This is totally unacceptable to close this road</p>
<p>Very bad idea</p>
<p>The only way to measure the effectiveness of the closure is to trial it.</p>
<p>This is a terrible piece of road for cyclists, would be great to see an imorovement</p>
<p>Trenerry Cres provides important local traffic access to this particular pocket of Clifton Hill, especially during peak times where we have a level train crossing that impedes the in and out flows. Closing Trenerry will further constrict these points</p>
<p>Vital road to get to Kew and I feel closing it there is unhealthy due to the pollution from the eastern freeway, you really don't want people milling around there.</p> <p>Unsafe with the lighting at night, cars will provide light and safety from graffiti.</p>
<p>This change is very inconvenient and really not a great space to open up. Removing cars from Yambla St or at least try and restrict the speed of the vehicle on the north end of Yambla St would make the suburb safer and more enjoyable</p>
<p>option 3 then 2 then 1 intersecon of johnson and trenerry cr remove carparking for 100m on north side of johnson st.</p>
<p>With so many restrictions on movement during the COVID crisis and the closure of the Gipps street bridge this would be a great imposition for access to recycling and walks in the neighbourhood. Not the right time for any more trials.</p>
<p>I work in Trenerry Crescent Will be difficult for me to access my work place</p>
<p>Please don't do this. This is a critical thoroughfare for our children to be driven to school during the pandemic and also for them to utilise Victoria Park. This will impact adversely on our family.</p>

Keep up the good work with making Yarra a better place for everyone
We live in Turner St. Trenerry Cres is a vital road each time we drive north (50% of trips). Much money has been spent on bike paths next to Yarra R. Install lights at Johnston St and/or widen the adjacent path. A through road Nth/Sth is crucial.
Please do not close this road which we use significantly. Please direct your efforts to more important things in this current pandemic, such as meals and rates relief for those struggling.
Please do not close this important road that connects Abbotsford and Clifton Hill
This road is used significantly by local commuters
This is a wonderful idea! I am glad to live in Yarra where we have a progressive council that thinks of nature, activity, and community not just cars.
There is a walkway over the freeway for peds. I live in CH & work in Rich, proposal adds 40+ mins to commute daily. No supermarkets in CH, proposal cuts off CH from essential services/supplies
I applaud this initiative of Council, and the people who have (obviously) put in so much time preparing it. Trenerry Crescent is used so much as a "rat run", this initiative to make Trenerry Crescent "local-user friendly" is wonderful.
As a local resident whilst I am currently using the route by car less than in usual circumstances, I think this disproportionately inconveniences local residents with the rationale related to climate and covid 19 not obvious to me.
Why? What are you seeking to learn from the trial? What is the 'problem' you are solving here? As this is not clear, I'm sorry I can't support even a trial as we use road this regularly. But if there are reasons you see, please inform.
The complete closure of Trenerry Crescent presents a range of 'access' and safety issues for those who live in zone between the railway line / Trenerry/ Johnston st and the freeway. Will traffic lights be installed at Trenerry / Johnston.
During pre-COVID times, this road is a massive rat run, flooding Clifton Hill with traffic. Enhancing this space for non-motorised users will improve the quality of life for a wide section of the community.
I see absolutely no reason for this to be implemented or considered. The bike path is sufficient. As a ratepayer and resident I object. I use Trenerry everyday and find it a safer option for me and I will be greatly disadvantaged.
Excellent plan to improve cycling infrastructure. One way flow to allow local movement whilst protecting cyclists and pedestrians is a good balance of local community needs and the needs of the environment and more distant community members
Keep Trenerry Open! This road provides a handy, convenient and sensible accessway from Clifton Hill to Kew. Closing it will simply increase traffic on Hoddle Street and add 20 minutes to a large number of daily trips.
Don't close Trenerry. What is really sought is a better bike lane. The issue is that because of Merri Creek and the motorway, the bike lane is narrow and substandard to the point of being dangerous. The solution is modest capex for a better bike lane
This really looks like rushed tokenism and it's not the first time I've felt like Yarra really doesn't care about it's ratepayers, or more specifically it's actually disadvantaged and vulnerable ones, not the vocal, connected and affluent ones.
Connecting the issue of possible adjustments to traffic flow on Trenerry Crescent with COVID is spurious and the case is not well made. I believe that the current problems with 'rat runners' needs addressing tho & a northbound open lane could work.
Extending the bike track is the most logical option. I would like to be able to vote for that please

<p>Closure of Trenerry Cresecnt is long overdue - permanently. It will make the neighbourhood far more liveable for residents of Yambla, Grey, Noone, Roseneath and Fenwick Streets. Residents fed up with cut through traffic.</p>
<p>Need to visit family and recycling</p>
<p>We live in Abbotsford and visit daughter in Clifton Hill. Any closure would see us using Hoddle street in busy traffic. We are in our 70s.. just getting into Hoddle is crazy and frightening.</p>
<p>Please do not close Trenerry Crescent</p>
<p>Road should be narrowed slightly (remove the tiny 'cycling lanes') - but still allow 2 way access. Then the footpath widened for pedestrians and cyclists. The Trail shouldn't just end at a footpath.</p>
<p>I don't support closure of this road. It is an important road link between suburbs and there are already good alternatives for cyclists. Closing this road will impact local trips and negatively impact other intersections.</p>
<p>This idea & the reasons cited for it are rubbish. Blocking just 200m of road will have negligible impacts on safety & space. It will, however, make school/kinder drop-offs into Clifton Hill an absolute mess for Abbotsford locals. Leave it alone!</p>
<p>I support the trial closure. In the long term I would like to see better signage and access for cyclists in this area. People ride with kids, kids seats and bike trailers and safe cycle access to the dights falls and Clifton Hill is a must</p>
<p>I live on noone st close to the bridge. It would be highly inconvenient to close it as i use it daily to access johnston st/yarra boulevard and add about 10 mins each way to my daily commute having to add more traffic to hoddle.</p>
<p>Please do not close this critical piece of road. As someone who lives in Trenerry Crescent it is the only way to get north (and home again) without having to go onto Johnston then Hoddle Street - which we all know is a nightmare.</p>
<p>This requires further consultations and discussion on unintended consequences of the proposed shut down. Council should focus attention to work out better riding/walking facilities that also enable the road traffic, as it's a key exit point.</p>
<p>Stupid idea</p>
<p>Do not close Trenerry Crescent</p>
<p>Given there is little traffic at the moment, it would be wise to conduct the trial once lockdown is finished.</p>
<p>don't close it aversion to public transport will increase the need for car use. bikes will go too fast with those hills for peds and bikes to mix i walk bike and drive that bit of road and I don't want to be put out</p>
<p>I feel there has been no real thought put into this proposal by council and the proposal does not align with general community attitudes. This behaviour is typical of Yarra council and I will show my disdain with this at the next council election.</p>
<p>Thank you for the opportunity to contribute view. My preference is for the full road closure trial.</p>
<p>This is long over due! As a resident of Roseaneth St we are always negotiating safety and traffic. The street is a significant danger to pedestrians and cyclists as a result of rat-running which Trenerry Crest significantly contributes too.</p>
<p>Has the Council increased its insurance. If a cyclist comes off and there's no motor vehicle involved, he/she is not covered by insurance - unless, of course, the road has gravel/bumps etc - in which case he can sue Council</p>

As a cyclist with no car, I fully support this move. I especially hope it will reduce a lot of the heavy traffic flows we get on Noone St which often flow to and from Trenerry as a way for people to avoid Hoddle St.

I have lived on Roseneath Street for 5 years. Trenerry Crescent is essential for my commute to work, convenient access to food & social life. please DO NOT close our community to our neighbors and friends. this is gentrification, we are better!!

I'm stunned that council is seriously considering any closure of this road. Bikes and pedestrians have two alternative routes to use if they don't want to use Trenerry Cres. Do not close the road!

If Trenerry crescent was closed, the only possible way to get to Hoddle St/Clifton Hill or ANY northern areas would mean trying to turn right on to Johnston St. This is already VERY difficult and dangerous at times with varying lanes and peak hours.

My house is near the proposed closure. I use this road to go to work & access my local supermarket. The closure will increase traffic in areas of Clifton Hill & cause congestion, especially at the end of Noone Street turning left onto Hoddle Street.

If there's going to be a trial closure, go the whole way and close the whole road to find out what the traffic does in response, and what can be achieved for walkers and bike riders. Then you have some real data to work with as a baseline.

Please do not close this important road for commuting. Please focus your attention on other more important issues.

Using the COVID-19 situation as a reason for closing this road is not logical. It would be a better strategy to upgrade the pedestrian and cycle paths whilst also allowing for vehicular access, avoiding increased traffic on the surrounding roads.

We are regulars on many of the terrific local bike paths and were recently heading to Dight's Falls and my 9 year old daughter was very shaken by a car (an absurdly large SUV) that overtook us, at speed, towards the blind corner. V grateful for help!

The traffic that turns despite the no left turn sign into Trenerry in the evening peak creates havoc through Clifton Hill. The North bound traffic in particular needs to be stopped in the afternoon. Thank you.

Without the northbound part of the road there's no easy way to get between the North part of Abbotsford and Clifton hill. It's really impractical to have to take hoddle st North from the area around Victoria park especially during peak b times.

I live on Trenerry Crescent and use the road in question all the time to avoid Johnston and Hoddle traffic. If it was not for this crucial link through to Clifton Hill I'm not sure I would have even bought my apartment here! Please do not close it!

Most important thing is we are in need of traffic lights at the intersection of Trenerry and Johnston Street

This is a great idea during COVID-19, though we live in Abbotsford and our kids go to school in Clifton Hill it makes sense in the short term. A more permanent option would need to take into account the access to Clifton Hill from Abbotsford.

This is unnecessary. There is access to the merri creek trail without riding or walking on the road. Trenerry is busy with cars travelling north east in the mornings. These cars will end up on Hoddle and Johnston St. Have you thought about traffic?

this will also improve safety in East Clifton Hill, by reducing the number of cars that use the residential streets to bypass hoddle street. Thank you for considering this change

main Yarra & capital city trails converge on other side of merri creek with a poorly maintained and narrow trail under the freeway. Spend money here not closing a much needed traffic link under the freeway. Also complete trail gipps to Burnley street

I'm not even clear on why it needs to be closed? What is the purpose of the trial
One of the results of closure will be that Studley st is more busy. This one way street is very narrow and already congested at times with cars often unable to get through. Increasing traffic or being the only route to Hoddle st will be disastrous.
I use the path next to the crescent often. It's tight and an unpleasant point along my commute. The crescent is a rat run for people avoiding hoddle street - a much better car alternative.
I am horrified and panicked at the possibility of trennery crescent being closed. We use it twice every week day, taking our son to spensley street primary school. Taking Johnston and hoddle is really not a viable option. I beg you not to close it!
Please don't close the road! It's a direct link to connect Abbotsford to Clifton Hill
It will force local residents on to Hoddle Street contributing to traffic issues and safety concerns. There is no clear benefit of closing the road and access.
Full closure best option. There is an 8 lane road that runs parallel (Hoddle Street) It will stop rat running through Abbotsford and Clifton Hill while creating a lot safer streets with less car traffic. During Covid is time for these working trials
This is a truly terrible idea. Why does it keep coming up? Please go ahead and fix the bike lane but don't cut Clifton Hill off from the south. Closing this road will seriously reduce the amenity of the area. Please respect the rights of locals.
I have lived in Clifton Hill for 25 years. Closing Trenerry Cr would have seriously detrimental effect on the amenity of the local area. Clifton Hill would be cut off from the south by road. I use Trenerry Cr every weekday to drive to work and back.
I regularly use trenery crescent as I live close to it It would be a big inconvenience if it closed
Trenerry crescent is an absolutely essential roadway for the area, allowing locals to access the shops and amenities of Richmond and Abbotsford while avoiding Hoddle St. It would be detrimental to the area to close this route.
The footpath under the bridge is too narrow and a southbound closure might be a good solution. But a northbound closure as well would not be fair on residents south of the freeway who regularly access services to the north (e.g. the Recycling Centre)
I strongly support the closure to reduce unsafe driving by those bypassing Hoddle St on the way to Johnston St. Drivers commuting through the neighborhood make the roads less safe for pedestrians, especially children.
Living on Trenerry cres myself, the Rd provides much needed access to neighbouring suburbs like Clifton Hill, & Nth Fitzroy etc. As an keen cyclist & walker I understand the benefits of reducing traffic but believe closure would cause more congestion
The increase in pedestrian traffic has resulted in aggression towards bike riders who use the trail for years as commuters. Curent bike lane goes over drains covers and cars do not slow down and use the Cres to avoid Hoddle Street.
Trying to turn right from Trennery Cres onto Johnston St or from Lulie St is nothing short of suicide in anything but extremely late at night. The option to close Trenerry Cres will see accidents with serious injuries and fatalities instantly.
It think it's a great idea to have a trial. Clifton Hill would be better without peak hour rat-run traffic.
As someone who drives this underpass daily to get to & from work in the North, I believe that this is a major inconvenience to the majority to satisfy a "loud" minority of cyclists- have traffic numbers (for cars & cyclists) been taken for this area?

Closing Tren Cres cuts off vital vehicle traffic between A'ford and CHill. Only alternative is Hoddle - surely that's bad enough already? Ever tried to turn right into Johnston from Trenerry during peak hour, as this would force Vic Park res to do?

I go to Clifton Hill primary school and would like it if there were less cars driving really fast around my home.

I suggest building a boardwalk beside the road reserve without reduction in the number of road lanes. Reducing road traffic will add 10 minutes to our travel times 4-5 times per week. At worst, add traffic lights + a bi-directional one lane road

I think this initiative would present as an innovative and progressive step towards a more liveable, community oriented inner-city environment.

Consultation has been patchy with many people who regularly rely on vehicle access to Trenerry Crescent not being contacted or receiving notice of the planned trial. This is not good enough.

This road is so important for local residents. Please do not close it.

Most ridiculous idea..
Main roads are already congested ..
I'm local and use this way often

use every day for
1 access to Freeway
2 Dr in Spensley St
3 Picking up kids
4. Pool
Instead means a difficult RH turn into Johnston St, longer journey.
Absolute nightmare for anyone N of Johnston
Who benefits? not local residents

This would create a huge divide between Clifton Hill and Abbotsford residents. It will also create a nightmare for Abbotsford residents to access the freeway to travel southbound on the eastern freeway. I feel a traffic plan needs to be investigated.

I have only chosen 2 and 3 to appease your requirement of 3 items required. If I had a choice, options 2 and 3 would not be chosen as I am against both of them completely

Would be good to know the proposed property values if Trenerry Crescent is closed. I feel that house values would increase, making streets quieter and more tranquil.

A full closure would be a TERRIBLE inconvenience for anyone living in the area, and would add traffic to an already contested Johnson/Hoddle street and increase the danger of turning right from trenerry to Johnson

No closure is the only viable option.

What a ridiculous idea! Are you trying to force more traffic onto Hoddle street? I can't imagine what possible benefit this closure could have so I would recommend a whole lot more community consultation before you do anything like this!

I oppose the closure of the road and am an active cyclist in Yarra. I have lived on both sides of the road This is an important thoroughfare for residents to supermarkets. Instead, further restrict H'berg rd entry

Please consider expanding the bike lane as another option.

It is a nightmare to get out of trenerry Crescent onto the eastern freeway via Johnson street in any direction even with the reduced road usage with COVID, The underpass is the only easy way to get to the eastern suburbs.

<p>I live cnr of Roseneath & Grey. Peak hr traffic is a bit frustrating, but the loss of Trenerry would be more more frustrating. A single car entry chicane similar to Miller st Fitz Nth would be more preferable. I'm also a frequent cyclist.</p>
<p>I can see no benefit to residents whatsoever. The reasons below are nonsensical. If you are concerned about bikes, upgrade the bike path. Or just leave it. When we ride with kids through here, we just get off and walk. It's such a short segment.</p>
<p>This would make it difficult to go between Clifton Hill and Abbotsford, and lots of local services are shared accross here, eg toy library, auskick, kids who live in Abbotsford and go to Spensley St primary or walker St kinder.</p>
<p>While car access seems to be important to some local residents, given its (perceived) low use, a one way solution seems to be the best option. Its an important walking and cycling link that would reduce usage on the two nearby bridges if it was safe.</p>
<p>This is unnecessary. I live close by and have seen no problem. It will cause inconvenience to nearby residents. I thought this was dealt with years ago.</p>
<p>Like Vancouver, why not make most residential roads one-way for motor vehicles and two-way for active transport. BTW, why was northbound selected to remain open instead of the other way?</p>
<p>This will be a nightmare gaining access to the eastern freeway with no right hand turns allowed onto hoddle st from Johnston st. I regularly use this road and would cause significant impacts to traffic flow in the suburb.</p>
<p>as I live near trennerry cres I use it to go to work closing that street will impact travel time as my only alternative is hoddle st. as I work in a hospital this impact will make a great deal of inconvenience adding extra 10 mins car travel.</p>
<p>Let's see what happens if we close it for three months. No time like the present.</p>
<p>Why not just improve the foot path?</p>
<p>You are asking 300+ apts to make a very dangerous right-hand turn onto Johnston St & then they are stuck not able to turn right onto Hoddle St to access the freeway. Bigger speed humps or plastic barriers would help. Please don't ruin our commute!!!</p>
<p>There are no distinct bicycle lanes on Trenerry Crescent in the area that will be treated. The surface is extremely rough so not good for cycling. A lot of people use this route for cycle commuting from the north to Nicholson St.</p>
<p>I am very much against a road closure to traffic.</p>
<p>As a resident living on Trenerry Crescent, I strongly oppose any kind of closure.</p>
<p>Completely object to this. It is unnecessary and will cause me issues and long delays getting to and from work.</p>
<p>This is a terrible proposal, it will increase traffic on an already congested Hoddle Street and increase my commute to and from work (that I still need to attend through COVID).</p>
<p>Yes, it will add lengthy commute times to those with a disability. This is unnecessary! Get a real problem to solve!</p>
<p>I live in Trenerry Cres. Too many cars in the morning and evening peak. Dangerous to turn right from Trenerry to Johnston at most times of the day (note that there is usually a large 4 wheel drive in the last car park outbound). Speed humps noisy.</p>
<p>No Closure. Connections to schools in Kew would be lost. Road to connect families in Kew lost. More traffic on Punt Road. Terrible idea!</p>

I think it is a wonderful idea to close Trenerry Crescent. What a wonderful opportunity to allow better cycling and pedestrian access. I hope it becomes permanent.

No need to close the underpass. Bikers and pedestrians can use the trail on the other side of creek if they are concerned about safety.

As a local resident of Yambla St Clifton Hill, this would be a serious inconvenience to access shops in Abbotsford and my work.

Also, the congestion on other roads would be a negative consequence.

I don't support as:

- it is an important road link well used by locals and one of few routes in/out of Clifton Hill
- closure of this road would exacerbate traffic issues at other intersections
- there is an alternative bike route already available

We use it regularly - both directions - to stay in contact with and support widowed relatives. We wish to use it with our car, as well as walking and riding our bikes. It is possible to make it safer for all of us.

Closure would be greatly disruptive to my journey to and from work. We live in Noone Street.

This road is a valuable Alternate route for residents of Yarra to sporting grounds and private schools in Boroondara and avoids heavy traffic on the Eastern, Johnston st and Punt Rd.

Closing it would be ridiculous.

Great idea for more pedestrian and bicycle space. Will also stop cars using this street as a thoroughfare to Johnson st.

It is not appropriate for either a partial or full closure of Trenerry Cr. Trenerry Cr affords the residents of Clifton Hill an alternative entrance/exit to residences as often Heidelberg Road and Hoddle St are clogged restricting moving in or out.

I've just received the flyer in the mail and if the closure is based on COVID 19 its a waste of time and money. Residents will be able to exercise without the road closure.

Traffic in the area is already terrible. This will make it worse.

Please also remove the restriction on left hand turns into Trenerry Crescent from Johnston St.

Most vehicles on Trenerry are rat-running.

It would be interesting to see the traffic with the full closure option. Abbotsford north of Johnston would become extremely foot and bike friendly. Could reclaim space for plaza, cafe seating, playground.

Focus on restricting through traffic from Heidelberg Rd to Johnston St. Cut these motorists off and it will be a lot safer. Clifton Hill residents rely heavily on that connection to Abbotsford and Richmond. Reverse the direction of Yambla St. CH

As a Yarra Council rate payer, I ABSOLUTELY object to any change. Hoddle street gridlock was fixed by the state and now you (Yarra Council), want to send it right back to where it was with this proposed change. No thought given to locals at all!

It is imperative that Trenerry Crescent is closed to vehicles. The area has not been designed for the volume of traffic that occurs in the evening and it is a danger to pedestrians. The closure will increase my travel time but the change is needed

Should not even be considered

Was ras

Used so 20 years ago and still should not be considered

I'd like to say that community space is increasingly important and the value of this in future is going to increase. I'm up for a trial because the conversation allows exploration of possibilities to create unthought of opportunities for community.

<p>Our preference is local traffic only with number plate recognition. We are on the Abbotsford side on Maugie St, we use this underpass for school dropoffs with car on our way to work. We would like speed humps installed on Maugie st and Lulie st.</p>
<p>My work requires me to use a car being an essential trade, the closure of this road would seriously affect my commute being I live on Trenerry Crescent.</p>
<p>Traffic is so congested as it is. A sneaky shortcut should not be taken away from those who really benefit from it.</p>
<p>I don't really understand the reason for closing this road as pedestrians normally walk on the other side of the river. Is it to make more space for cyclists? For me it's a crucial road to avoid the traffic on punt road and get to northcote.</p>
<p>This would seriously affect my commutes to and from work, for a minimal change to pedestrian use.</p>
<p>We live in Rutland St and regularly use this road to get to the supermarket in Kew. All other routes to nearby supermarkets are always extremely congested and are impractical to get to, particularly during peak times (e.g. travelling on Hoddle).</p>
<p>no issues with keeping your distance in this time of covid. pathways in the park create a safe environment for all walkers and cyclists and should be expanded if needed instead of closing or restricting road access to cars and emergency vehicles</p>
<p>I am so strongly oposed to this I resent that it is necessary to fill in a second and third option above as neither is acceptable. This closure would be appalling! I am astounded that it is even being considered. Keep Trenerry Cresent open!</p>
<p>This is overdue. I live in Abbotsford. For 10+ years my children have ridden to school in Clifton Hill. We avoid Trennery because the footpath is dangerous and narrow. Cars go too close and fast in the road. Keeping distance is impossible.</p>
<p>I live in CH and work in Abbotsford. My work involves being on call so I need a vehicle. If I had to drive Hoddle St it would add an extra 15 mins on my commute. I'm also a bike rider.</p>
<p>The underpass is needed to reduce traffic on Hoddle street and freeway exit. Cars need to be able to use the freeway underpass as a route from the roseneath/Hoddle intersection through to Johnston street closing trenerry will ruin hoddle traffic</p>
<p>Option 2 and option 2 are not viable. Option should include expanding the underpass.</p>
<p>Trenerry serves a valuable link between Clifton Hill and Abbotsford for residents of Yarra. I walk along it every day for work, but appreciate its use for vehicles. Replacement of steel safety barriers with woven cable ones would allow more safety.</p>
<p>Vulnerable/less-confident can use pedestrian bridge and trails now. Cannot see the logic in the proposal. Insufficient space for feedback. Ranking 3 including 2 closure options ensures a closure. Will increase car use "Rubber stamp consultation".</p>
<p>I support it. This will have a minimal impact on car travel times and will give me the option of cycling to the shops.</p>
<p>We rely on Trennery Crescent, which is a more direct route to Victoria St Richmond and the eastern/SE suburbs...this also enables us to avoid Hoddle Street and Heidelberg Rd/Queens Pde, which is already highly congested.</p>
<p>It is a tough spot to bike through: narrow and blind corner. But I understand vehicles don't have many options in this part of the suburb, so going for the half closure.</p>

<p>This is not needed. Existing can be used off the side</p>
<p>Closing trenerry cresent would add a minimum of 20 minutes to my daily route and would be a huge inconvenience connecting the people of Clifton hill to local supermarkets and workplaces</p>
<p>The through traffic that uses Trenerry are often driving dangerously in a very residential suburb. The intersections and roads just aren't designed for that kind of traffic.</p>
<p>This is a convenient route for me to get to work every day. Could it be closed during certain hours and days?</p>
<p>Ridiculous idea given the amount of paths around this area. NO to closing Trenerry Crescent for any amount of time.</p>
<p>The increased inconvenience and increased traffic caused by the closure, will outweigh potential benefits, most of which could be achieved without the closure.</p>
<p>As a ratepayer living in Yambla Street, our family uses Trenerry Crescent to travel to work and Abbotsford shops daily. Option one is the only option I would like to select, but it appears I am forced to give option 2 & 3 credit in this voting system</p>
<p>As a cyclist living close to the proposed project, I always avoid that part of Trenerry Crescent as too dangerous. I consider that enabling safe cycling while still providing one-way car access would be an acceptable compromise.</p>
<p>My mother will have to use Hoddle Street if Trenerry CR is blocked. Hoddle St is dangerous for elderly drivers Accessing the Roseneath St recycling facility will become more difficult How about widening the footpath/road/path under the freeway</p>
<p>I am a cyclists and there is so much traffic during rush hour it is very dangerous.</p>
<p>it has been suggested before by Council and the community has voted against it. It needs to be open so car access in peak hour times will not block residents in. Bike riders and pedestrians already have walking tracks and a pedestrian overpass to use</p>
<p>This would add at least 5 minutes onto the commute of those attempting to get onto the M3 as it would mean turning onto hoddle street from johnston street. Also, I see no reason why closing this portion of a street will affect the climate crisis.</p>
<p>Closure is stupidity Travel times from to Kew Richmond East Melbourne and areas south would be extended by about 10 plus minutes by use of Hoddle St Cyclist safety enhanced if they followed rules Pedestrian safety is issue because of cyclists</p>
<p>What is the purpose of the closure? Roadworks? Traffic control? Upgrading walking/riding paths?</p>
<p>This route is vital as the only alternative to Hoddle St in leaving the area for the eastern and southern suburbs. Closing Trenerry Crescent will push yet more traffic onto Hoddle St, which is already beyond capacity at Clifton Hill.</p>
<p>Please let google and apple maps aware of any road closure so we don't get cars being directed into a closed area.</p>
<p>Do not close! Have used this route for decades growing up in Clifton Hill and where my mum still lives. Closing this off will bring even more congestion on Punt Road/Hoddle St. There is an adequate bike/ped path by the creek if safety is the concern.</p>
<p>Forcing people to use Hoddle street will add significant amount of time to people trips and cause more congestion on an already blocked road. There is a footpath available for bike riders there is no need to close the road</p>
<p>I believe we need to create more space for people to keep a safe distance from each other on Trenerry cr however I don't believe by closing the road is the solution. This cuts off locals living in Clifton Hill to the businesses in Abottsford.</p>

The trial objectives and measures of success have not been defined. How will we know if it has been a success or not? It seems to me that Council will determine success arbitrarily which undermines the entire process. Who's road is this anyway?

Trenerry Crescent is one of the best ways to avoid traffic on Hoddle st. I use it nearly every day as access to Abbotsford/Collingwood area from Clifton Hill.
Terrible, terrible idea. Do not close.

I am sick of the traffic. Closing Tren Cres would be an effective way to stop this. Other options could be making Yambla St southbound (to reduce ease of rat running) or making Tren Cres one-way/diff direction through the day

Our children go to Clifton hill primary school
All our school activities and commodious located in and around Clifton hill
With the P turn at Hoddle/Studley/Yarra streets, it will make travel to that part of Melbourne difficult

Great

Very supportive of any measures to make the roads safer for cycling and walking in Yarra. This point along the bike path is difficult and dangerous to cycle and walk through so fully support this trial.

GrAy St (not GrEy). Road =vital. Stops local traffic on Hoddle to get to Kew/Abbotsford etc. Hoddle st/freeway exit/Johnson st changes terrible. I cycle/walk/drive-issue = cars driving straight over GraySt at end of TrenerryCres. without checking.

Thank you for taking our opinions into consideration. We use this road a lot to commute.

Living on Roseneath St. something needs to change. The traffic volumes are crazy and make morning and evening commutes with children a nightmare, it discourages active transport which only adds further to the congestion. Let's give this a try.

Why has there been no communication with local residents about this?
If Dept of Transport go ahead with plans to close Ramsden St at the railway crossing to allow more trains per hour, how are we all expected to get out of our neighborhood?

I often use this route. There are too many drains obstructing the bike lane, and cars drive too fast down the hill which makes me feel unsafe. I am riding more and more on the road presently because Merri creek is crowded preventing social distance.

Closing this road will reduce local access to Clifton Hill and to the Eastern Freeway. It will also "box in" the Victoria Park area making Johnson Street the only exit point.

It's crazy. Bikes can go over the bridge instead of under. Cars would have to drive along Hoddle if the road was closed causing a huge increase in traffic congestion.

Full or at least partial closure would be one of the best things Yarra could do to encourage cycling & walking. I think the environmental & health benefits of discouraging cars and encouraging cycling and walking are huge & worth any inconvenience.

do not close this road. Clifton Hill is hard enough to get in and out off due to traffic on hoddle St and the train line. The only people who want this don't drive cars.
Thank you

'Rat running' is a serious safety issue. Cars don't look out for kids, bikes and speed. It is not safe. 1 option Yarra could stop left hand turns from Hoddle in the am and right hand turns into Hoddle in the pm. Yarra has a legal duty to take action.

Please don't close the crescent ! It will add a lot of time to people's commute.

The road is narrow and vision is poor. I have been faced with cars driving around the corner completely on the wrong side of the road.

great idea, well overdue, Clifton Hill is not a rat run and I have almost been knocked off my bike on several occasions by people coming out of trenerry at grey st and also by people coming out of grey st onto roseneath.

Great idea to reduce traffic congestion and rat running on Noone St and other nearby streets. Increased pedestrian safety on Noone St.
Our reason for preferring Option 2 is not any of the dot points at right, but a wish to see the impact of closure on the through traffic on Ramsden and Field Streets at peak hours.
There is substantial bike and pedestrian access given it is on both sides of the creek.
This is ludicrous! That's an important thoroughfare for Clifton Hill residents!
Only local traffic allowed, closure will unfairly disadvantage Clifton Hill residents who bought here with trenerry crt as an option to access the city
This is a fantastic opportunity to reduce rat running and effectively turn both Clifton Hill and Abbotsford into low traffic areas Let's use COVID to reset and make space for families, residents and workers to travel locally by foot or bike :)
A complete closure to traffic of Trenerry Crescent would be a huge advantage for walkers & cyclists using the various trails in the area and would get rid of large volume of unnecessary through traffic taking short cuts through residential streets
It is not good for society at large to remove roads, not about convenience but it is infrastructure. Closing it would have unintended consequences such as increased emissions due to vehicles having to drive the long way. Best to widen the cycle way
Closing trenerry cuts off access to my work (hawthorn and Camberwell) as well as the closest Woolworths, causing extreme disruption and delay in traffic/commutes
Consider signalised intersection at Trenerry Crescent and Johnston Street.
I can't understand how the benefits of this proposal outweigh the significant drawbacks. It may be an improvement for those isolated at home, but is a massive inconvenience for those who use this route for work and care. Hoddle st is already a mess!
Full road width speed bumps to properly slow cars, include another speed bump at the intersection where nobody stops (on northern end). Trim back vegetation hanging over bike lane on western side.
I use this route daily for school drop offs, grocery shopping, children to work, closing it and forcing me to take Punt Rd - which is over burdened is crazy.
I use this road when driving between Alphington and Sth Yarra to avoid the busy roads.
I'm concerned about council's motivation for this and find it alarming that this change is being proposed under the guise of increasing social distancing possibilities. If the concern is legitimate focus on widening cycle lanes & footpaths.
Please note, I have already submitted a vote, however I only voted for option 1. I am adamantly against options 2 and 3, but am resubmitting in case only voting for option 1 somehow voided my previous vote.
Keep it open. It is the only way I can pick up one child from school in Kew and make it to Clifton Hill in time to pick up my primary school child. Lots of families in this same situation with younger children and older children at different school
No closure of Trenerry Crescent should possibly considered and is disgraceful that this has tried to be pushed thru under the cover of the current pandemic
great idea!
Closure of Tren Cres partial or full will cause traffic mayhem in peak hour on Roseneath st, Noone st & Hoddle st b/n Heidelberg rd & eastern fwy resulting in C.H. residents having a much longer commute time for those of us who have to drive to work.

I agree that infrastructure for bike riders and pedestrians along the trails should be world class. I also find the road is very convenient for driving North and circumnavigating the crazy Johnston St and Hoddle St traffic.
I would not support closure of trenerry crescent. I use this road many times per week as I live on noone street. Hoddle street traffic can still be horrible despite recent upgrade.
Install no right turn at lights in Roseneath and Ramsden st into Hoddle and no left turn light from Hoddle into Ramsden and Roseneath during peak times
We enjoy walking and cycling our neighbourhood. not being in conflict with rat run traffic would help make it safer. It would also encourage Healthier transport with locals feeling more confident to use a bike or walk as opposed to driving.
I don't want this road to be closed but it should be open for local traffic only. There is too much traffic/unsafe driving by vehicles coming through the Trenerry/Gray/Noone intersection. Policing/enforcement would be a good deterrent.
Regularly cycle that road plenty of existing infrastructure Its only busy in peak hours Reduce the mobility of locals more than others Johnson st already bad would be worse I really don't see what and who it would actually benefit to close that road
By closing this section to motorised vehicles, Yarra trail would be safer for all users, including children, elderly, and other vulnerable users at bridge next to sight falls and adjacent underpass. Additionally, No rat run traffic would be safer.
What is the reason for this proposed closure? As a resident of Clifton Hill, this underpass gives an essential alternative route to suburbs south of the Eastern Freeway, without adding to heavy traffic on Hoddle St.
As a resident of Roseneath Street, I use Trenerry Crescent all the time. The only other option here to travel south is to attempt to join the often back-to-back traffic on Hoddle Street, which at peak hour can add 20-30 minutes to daily travel.
A zebra crossing for safe carriage for locals. My daughter goes to school in the area and we cross regularly. In peak times the crescent is very busy.
This is an important vehicular route for local residents and needs to remain open in both directions. Pedestrian and cycle routes should not be needlessly prioritised over cars. Additional path space could be built over the creek if necessary.
Please do it. This will reduce the speeding traffic on roseneath street and save the future lives of school children in the area.
Closing Trenerry Crescent is totally unnecessary, inconvenient and will isolate locals. Trenerry Crescent is the ONLY option to cross a major freeway without taking a significant detour to the supermarket, shops and work.
Close it permanently!
Would cut me off from shopping in Abbotsford, would have to go to Northcote instead. Would also make it harder to access restaurants and my dance studio in Richmond.
Please do not close this road - I use it regularly as a resident of Clifton Hill to go to the supermarket, and to commute.
This is a brilliant idea. I strongly support the trial closure. I would also strongly support permanent closure to cars. I often ride along this section of road and it is dangerous for cyclists.
Spend money on deterrent's to commuters using area as a rat run - I.e pedestrian crossings, half closures of streets. Someone will eventually get killed!. Excessive \$ spent on 7 pedestrian crossings & resurfacing (2-3 times) of gold st - laughable!

Trenery Cr should remain open to cars. I frequently use this road as a local resident to get around, avoid traffic/Hoddle St etc. Making safe & accessible bike paths is a great idea generally but I do not think closing this road is the best solution.

Please don't shut Trenerry Crescent, it will add half an hour to a trip to skew!!

It's the main connection between Clifton Hill and so many suburbs. Cyclists already have the option of the Yarra path. This leaves motorists with no other options, apart from taking Hoddle street which already has a traffic issue.

Please don't shut Trenerry Crescent!!

Please don't shut Trenerry Crescent!!

Closing Trenerry Crescent would make it very difficult for people in Clifton Hill to get to Kew!! Please don't do it!! I travel there regularly for doctors and physio appointments

there is more benefit to investing in the bike and pedestrian friendly nature of this space than optimising for cars; we should be slowly disincentivising both people relying on car transport as well as them zooming through a residential area

Peak hour traffic in Roseneath St is heavy, and makes walking to school (Spensley St) dangerous for the many local young kids. Full or partial closure would send a great message to all the keen walkers and riders and make the area safer for all.

It will just make Johnston st worse . It just makes another problem .
It's about as smart as when someone from council proposed making certain streets have parking on one side.

Please don't close it !!!

Closing it all together will punish the locals. Closing only one way only helps 50% of the time. Either leave it alone or have alternating directional flow against peak hour.

I agree in principle with the proposal for using current circumstance to test road closures and open up more walking/cycling but question the logic of this particular spot.

Please don't close the road.It'll further clog roads leading to hoddle and out of Clifton hill, it'll force traffic on to the already busy hoddle st rather than allowing quick access to and from vic park/Johnston st shops.It's an extremely poor idea.

There are other measures that could be taken first, such as policing people running the stop sign at top of Grey and Noone intersection, speed bumps that actually slow cars down (my Mazda CX-5 doesn't need to slow at all for those).

Please don't close

Closing Trenerry Cres is a crazy idea.

If the aim is to reduce traffic then we should trial a no left turn from Hoddle st into roseneath and ramsden in the morning.

If the aim is to create safer bike lanes then do that. Don't Close the road too

Horrible proposal. If you're concerned about the "rat runners" make a "no left turn" into roseneath during peak hours. If you're concerned about bike safety implement signage for bike riders to use bike paths with better lighting, speed humps.

No closure!

No desire for options 2 or 3. I oppose the closure altogether

As a walker and bike rider in the area (turner street) who doesn't own a car, I think this is a terrible decision to block off the only route to Clifton Hill and outer suburbs outside of main roads, this will cause longer travel times and congestion

Excellent proposal that allows for safe park access at a time when the public green spaces are in high demand while car traffic is less and when it is, is less impeded by traffic on alternate routes.

It is difficult and time-consuming to exit Clifton Hill by car, closure of Trenerry Cres will exacerbate this.

I support a permanent closure to make the corner of Noone/Gray St safer for pedestrians. Cars travelling north bound along Gray Street tend to travel at high speeds where many children and dogs are crossing the road to enter Ramsden Street Reserve.

Has there been any traffic modelling on the impacts of closing one of the four exits from Clifton hill during peak hour?
Exiting Clifton hill via ramsden st is not viable because the train gates are down a lot during peak. It will be disaster.

As a local resident, Trenerry Cres is a crucial conduit for my kids' school drop offs. I am strongly against its closure as it means longer road trips and more fuel consumption. The money would be better spent planting trees in local parks.

There are multiple other routes bike and pedestrians paths that can be used (I use them daily).

Please don't close it - it will have terrible ramifications for us

There are quite a few young families who drive through Trenerry crescent to take their young children to schools. Due to lack of public transport that cuts across from Clifton Hill to Abbotsford or Kew, the option of public transport is infeasible.

Strenuously opposed. Resident of Turner St for 30 yrs. Have watched increasing density of pocket around Vic Park. But it's difficult - even dangerous - to get out onto Johnson St. Either move pedestrian lights at VP station to Lulie St or NO to this.

Unsure of the logic of the closure or why this was put to a council vote. Whilst not a high volume road, acts as an important ancillary artery considering the traffic on Johnston.

How are we meant to cross the freeway ?
Hoddle St at Clifton hill is already too busy
And closing Wellington st wont help anything

Please do not close this road. It is of crucial importance to my family connecting Abbotsford to Clifton Hill. My son is enrolled in kindergarten in Clifton Hill next year and we live in abbotsford and we rely on this route to get there.

Temporary closure I'd upgrade work is necessary for better traffic flow in the future. Please, no permanent closure!

For residents in the area trenerry is quickest way out / in of CliftonHill. forcing residents onto Hoddle gridlock will worsen the situation. It can take 5 mins to join Hoddle from Noone, Very few cyclists use trenerry most use freeway bridge

Hi there
What is the background to why the trial is required?

Although I agree some changes are needed, closing Trenerry Cres is not a good solution to rat runners, as it heavily penalises the residents of Abbotsford and East Clifton Hill. Please come up with more nuanced alternatives.

There will be even more traffic on Hoddle street which will negatively impact those driving to and from work. Trenerry Crescent provides an easier access for those living locally.

This idea of closing both lanes to cars is not appropriate and will cause so many traffic delays as Hoddle Street is bad enough with traffic banking up in the morning and after work. Closing Trenerry Crescent will negatively impact so many drivers.

Please do not close Trenerry!

Closing off access to the inner eastern suburbs is ridiculous

<p>This proposal is an awful idea for local Yarra residents who want to navigate their local neighbourhood- please don't do it!</p>
<p>I walk here often and the path is difficult to use because it's so narrow. Closing the road and making it safer for pedestrians and cyclists sounds great!</p>
<p>The corners of the road are very sharp and many motorists do not slow sufficiently and cut the corners. Can you please offer other solutions to encourage drivers to slow down so they are not cutting the corners</p>
<p>This will limit our ability to get out of Clifton Hill. The other main exit is via a train line and it can take a very long time to cross during busy train times (I have been stuck for over 10-15min countless times)</p>
<p>this passage of road is the perfect Hoddle st bypass please don't close it</p>
<p>Trenerry crescent is an important thoroughfare for Yarra residents. Nothing to do with COVID-19????</p>
<p>Shut the road both ways only during peak times. This would stop the traffic and allow cyclists to have a free run. Then car users could have access off peak</p>
<p>You need to look at how local traffic will head north with the right turn ban at Rich/Johnston, the difficulty and unsafe turn at Trenerry/Johnston, and the impossibility of this at Lulie/Johnston due to queuing. Where's the modelling!???</p>
<p>Massive disadvantage to local residents that are driving to the supermarket in Abbotsford or driving to work in Hawthorn. Closure of trenerry means they have to battle heavier traffic on hoddle st.</p>
<p>Only closing the Southbound lane is the worst option by far since this disadvantages local residents the most but still allows all the traffic that tries to avoid hoddle st by trying to cut through Abbotsford and Clifton Hill. Very unfair to locals.</p>
<p>Traffic will be totally different during and post covid lockdown. I walk along there regularly. Currently lots of foot traffic with less vehicles which I'm sure will be reversed later in year? Makes no sense to have a trial now!</p>
<p>Shocking idea for those who live North of Johnston St in Abbotsford. I agree the footpath should be wider but this should not happen at the expense of vehicle access. I ride a lot & when I do ride North from Trenerry I go over the Eastern not under.</p>
<p>The Trenerry Crescent road is a major thoroughfare which significantly reduces the demand on Hoddle Street for those residents commuting between Clifton Hill and Abbotsford/Richmond. This closure would place significantly more pressure on Hoddle St.</p>
<p>I do not believe that this is suitable as it would further create congestion's on main arterials to complete basic shops.</p>
<p>From a local Clifton Hill resident who uses the underpass regularly to walk, ride and drive I think this is a terrible idea.</p>
<p>This is an important arterial road link for residents in Clifton hill. I ride my bike along there too and don't believe that it's necessary to eliminate car movements. This will create a lot more traffic at the few other points of egress in CH</p>
<p>This is a crackpot idea! I am strongly opposed to any road closure of Trenerry Crescent. Forcing me to drive on Hoddle St instead is counter-productive for the Climate Emergency plan. Less confident cyclists can walk this short distance. Scrap it!</p>
<p>If northbound closes, install right turn arrow at Hoddle & Roseneath; already too busy & will increase as only access to CH east. Also, if any closure permanent, widen the footpath east side of Trenerry under the freeway - currently narrow/awkward.</p>
<p>This is a useful thoroughfare and closing would offer no advantage???</p>

Three month trial would be good to see how affected people are.
Another option would be 3 month close of north bound traffic then 3 month trial of south bound traffic

I often use this underpass as a pedestrian for exercise and to commute to work in collingwood. The pedestrian path is so small! I love this idea, especially if you plan to bring some grasses/plants up there too- Create a bigger green belt!!

Need to widen the bike path under the freeway to avoid the drains and at the bend near the pedestrian overpass. Can you compulsorily acquire 1m of land from the AEU?

could you expand the walkway out into the creek to allow both traffic, walkers and bikes.

Please don't close the under pass. You will be penalizing local Clifton Hill residents. If you won't to stop heavy traffic in the mornings have regular police blitz heavy fines for non residents. It's a stupid idea forcing more traffic on Hoddle st.

I frequently use the Trenerry Crescent route via car to connect my self with my family and friends who live in North Abbotsford.
There is already an overpass for cyclists and pedestrians and this should be flagged as the correct route instead

You will create major traffic holdups in residential streets of Clifton Hill especially Roseneath and Ramsden Streets. This would also become unsafe

The great about Clifton hill is the access to Abbotsford and Kew. Our son attends school in kew and we drive him via Trenerry cres. Closure of Trenerry would add travel time and we don't want our children on public transport during these times.

It will create more traffic trying to get out of Clifton hill. There is already too much traffic on Roseneath st and Fenwick st. And Ramsden st exit is hopeless with the level crossing. It will also make getting to kew and the farm longer.

This is a terrible idea, I use this road to get to work, it's the only route I can go on without going onto busy Hoddle st, adding more congestion to roads. There are 3 options for pedestrians to go from Abbotsford-Clifton Hill so this is not needed.

I am voting for full road closure at this point, however would also be happy with closure of just the northbound traffic from Abbotsford to Clifton Hill. I live on Yambla street and am impacted by the high level of traffic coming up Yambla.

If you do trial it can't be done during lockdown as it is not a true representation of what traffic would be in Johnston and Hoddle streets.
As it is the no left turn into Trenerry during peak is idiotic. If you live in CH

It would reduce traffic trying to avoid HODdle St and cutting through the small narrow streets in Clifton Hill.
They are often over the speed limit and not very courteous to local pedestrians including Mums with Prams Kids and pet

I agree that bike lanes need to improve down this road. But this should not result for the street to close for drivers that pay for the roads

The only option to stop non local traffic is to stop people turning into Trenerry Cres from Grey Street - 7am to 9am and from Johnston Street - 4pm to 6.30 pm. There is a no right hand turn sign from Johnston Street which has NOT been enforced.

The nearest supermarket for essential supplies at the Hive is most easily accessed by this route. The level crossing intersection of Ramsden Street and Hoddle Street is unsafe and difficult to cross. Use of safer routes should be encouraged.

Johnstone street is already ridiculously congested - this would make it much worse. Find ways of addressing issues on that street first. Than deal with other side issues

Outside my house is the school crossing on Fenwick. On a daily basis, the ratrunner cars speed and drive in such a reckless manner, that is only a matter of time before a child or will be killed or maimed. Sam

The road is there for the cars not the bicycles . There are bike paths for bicycles. Why should I have to go all the way out Johnson st to punt road in order to go to my daughter's place in Rutland st in Clifton hill.

Admittedly I do use this road in both directions, however, it is extremely busy during peak hour (pre-covid days). I think a trialed closure is a great idea for the neighborhood. Also makes the area more appealing for walking etc.

Strongly oppose the closure of the Trenerry underpass.I purchased my property in Rutland Street Clifton Hill due to the ability to use the underpass to get to schools in Kew and the supermarket.The closure will triple the travel time to these areas.

will cause unnecessary FURTHER congestion on other roads and at other intersections that are already heavily congested during peak times
There are alternative existing bike paths for those not confident to use this part of the road to ride bikes

As a resident of Noone Street, this would force the use of Hoddle Street for travel in and out of Clifton Hill towards the south. This is a highly dangerous road and already one of Melbournes most congested. I am strongly opposed to any closure/trial

How does this help climate change when it forces us to drive further to get to the Eastern suburbs?

I can't see anything to justify the closure - where is the information that would support this as being a worthwhile strategy and what does modelling show would happen to other roads? The traffic won't disappear it will just further clog other roads.

insane idea. We live very close 2 C Hill end, Its a vital Link to Abb'd, Rich's, beyond. Most of shopping is there Hoddle not viable alt've for many hrs of day Traders hate 2 lose chill biz. rat runners bad but, lesser of 2 evils. Bad bad idea

This road is the only truly accessible link for my partner to get to work in Hawthorn.
Without it, she (and many other residents) would be forced to take Punt Rd, adding to the already extreme congestion on that road at peak times. PLEASE DON'T

This is an important road link from Clifton Hill and beyond to Kew particularly for access to secondary schools - Johnstone Street is already congested and getting worse with the amount of development. Closing Trenerry would be a disaster!

Widen the bicycle lane over the river with our closing the road.

If there was a way to ensure only local traffic used the road, signs etc, would be preferable

This road provides quick access to my elderly in-laws who live in Kew which has become even more essential during Covid to get there quickly and avoiding Hoddle street traffic.

I use Trenerry every day to get my daughter to and from school in Kew, so I fully support it remaining open. It's closure would also increase traffic on Gordon Street where I live! How about pursuing the level crossing removal on Ramsden St instead??

The Rat running is bad. However in the East Clifton hill enclave, it is just so difficult to go in or out with all the one way streets.
Gray street and trennery cres are our ways in and out to most things eg shops, school, etc without using hoddle

I don't see the logic in this as those who have to travel from Clifton Hill to Kew have to go into to Hoddle Street and not to mention the amount of traffic this will cause in already busy areas

As a driver, cyclist + pedestrian user, pls widen the footpaths + bridge bn the 2 footpaths on either side of Merri Ck. No direct vehicle access to Aford/Rich/Kew = longer trips using main arterials of Hoddle St and the E. freeway = worse congestion

This would significantly impact my commute to work each day, which I'm required to drive to. if this were to go ahead, the traffic light turning on to punt rd/Hoddle st from the end of Johnston must be adjusted to allow to turn right with an arrow

Both closure options should be tried.

I would use this frequently on my bicycle commute if it was closed to traffic in both directions. Great initiative.

We need this road are you crazy??? It keeps us from adding to the traffic nightmare on Hoddle st. Don't close it please!

YOU WILL JUST BE PUSHING CAR TRAFFIC INTO THE STREETS. WE are surrounded by so many parks. you dont need to close a tiny passage of the road people need to just use common sense. I walk around this area a lot now and Ive never had a problem,

This spot is really dangerous. There is no reason anybody should be driving here. You should be discouraging people from driving and encouraging people to be more active and reducing carbon emissions.

These roads are part of the reason we live where we do. We have quick access to Kew, Abbotsford and Richmond without the need to hit Hoddle street. Closing roads pushes the traffic issues elsewhere and adds further congestion to Hoddle street.

I think all of us want more ped-friendly options, but this is unlikely to realistically change behaviour around car usage ('addressing climate change') and will just push drivers to use another route (Hoddle St. is already very busy). No other ideas?

terrible to redirect traffic to surrounding area. conduct proper road works to widen the road? Closing it seems like a cheap way to make some people happy and a lot of people annoyed. I think there should be a better solution that accommodates all.

COVID-19 drives so much change for the better

As a cyclist I see no need to close Trenery Cres to vehicles. I have never felt unsafe riding along this part of the road and I ride this path to and from home twice daily. Closing it would be a nightmare for local residents who drive. Fully opposed!

Although it seems like this is designed to minimise through traffic using trenerry crescent thus making it safer for cyclists, it's a severe disadvantage to residents and punishes them for something other people have done. Explore another option!

As a Clifton Hill resident, the closure of trenerry crescent would cause alot of problems for me. I would advise the council re-evaluate this terrible proposal.

As a rider, walker and driver who lives 500m from the proposed closure I fully oppose the decision. I have never felt unsafe riding or walking on this part of the path. Cutting off Trenery cres would significantly impact my travel time to/from work.

Strongly do not support closure of this road to cars in any direction. Would support widening of the footpath/bike path (not listed as an option here), but do not support any impact to current car traffic movements in either direction

A trial of a full road closure is a fantastic idea. The very narrow footpath on Trenery Cr is a major impediment to active and safe travel here. Perhaps it would be ideal if the steel road barrier was removed for the duration. Exciting!

This is a much needed thoroughfare & allows the avoidance of Hoddle St. Traffic off & on Hoddle St via Noon, Ramsden & Roseneath st already get congested. The closure will add to congestion & will not create any significant space or additional safety

There needs to be allowances for the residents that live in the suburbs connected by this important road. Surely motorists, pedestrians and cyclists should all have EQUAL access to this road and to their own suburb.

Love this idea, helping cyclists & pedestrians social distance but also residents in Clifton Hill east who encounter quite a bit of traffic cutting (racing) through our residential streets.

This area (bordered by Hoddle St, Ramsden, Eastern Fwy and Yarrabend Park) already has limited access points. Closing Trenerry Crescent would force local residents on to already congested roads and cut it off from the local Abbotsford community.

With covid and restricted exercising having this road closed to ensure there is walking and linking paths in a safe manner is responsible. ATM people cannot safely pass each other. Also encourages people to act in line with stage 3 restrictions,

This road provides easy access between Clifton hill and abbotsford. I use this road to travel to the local IGA or to work in hawthorn as it is the quickest. There is ample bike paths including the eastern fwy overpass and one just over the river.

I do not think closing this part of the road would achieve the desired results and would block emergency access to Clifton Hill and Abbotsford. With recommendations to stay in your location there should be less traffic of all kinds,

I am totally opposed to any road closure and am appalled at the fact that this has been proposed during the Covid crisis, when appropriate consultation cannot take place and the community is experiencing significant stress.

I'm a resident of Clifton Hill and I use Trenerry Crescent to travel to the grocery store (at The Hive on Victoria St). I find this route far more efficient and enjoyable than using Hoddle Street and competing with all the extra traffic.

This would force more traffic to the already heavily congested Hoddle street

I would also like to see more suggestions on how to reduce the "rat run" effect of Trenerry Cres through Abbotsford and Clifton Hill.

feel that closing southbound lane won't reduce the ratrun effect as significantly as closing northbound lane.

Would be difficult to get to Spensley st primary School
The only option available to get to Clifton Hill would be via Hoddle street
Closes access to businesses in that area, they will be affected

Please focus your attention on more important public spaces

A round about at Gray and Noone Street would be a better option.

This is an important road for local commuters to use

Trenerry crescent is a vital thoroughway for local traffic and it would severely impact residents.

Please do not close this important road for commuters

This provides very limited advantages for a small area at a huge price of restricted movement in and out of East Clifton Hill where I live.

Trenerry has become a significantly more congested road over the last decade. Higher density living and an increase in traffic volumes generally has seen this local road become a major thoroughfare. Thanks for your initiative on this Yarra.

For people who have children at school/work in Kew etc, losing Trenerry crescent would cause a significantly longer journey. It is not necessary to lose it to offer safer roads for cyclists, there are better options.

Great Idea! Oakland was pretty successful with this

I live on Roseneath st and the Trennery route is crucial to me. My partner works in Hawthorn and also uses it daily. The alternative route via Hoddle st can take 20 mins+ Longer each way when traffic is backed up, which is an unacceptable increase.
The road should not be closed, however the council should create a new bike path that is separated from the road for safety.
What would be the purpose of closing this section of road? What are you proposing the benefits to be?
would prefer no right hand turn in the afternoon from Fenwick street to Heidelberg rd
would prefer no right hand turn in the afternoon from Fenwick street to Heidelberg rd
It is grossly unfair to limit traffic. This is a thinly veiled attempt to appease the Clifton Hill residents who hate the fact that people drive through their suburb.
It will be impossible for me to travel from Abbotsford / Kew to Clifton Hill in peak hours, as you cannot make a right turn at Hoddle St and head towards Clifton Hill. Forced to drive to Wellington Street or Gold Street (& cut through side streets).
I often use the Yarra Trail for walking and cycling. It's narrow and badly congested under the freeway. Full closure of Trenerry Crescent is a great idea.
There are currently multiple walking pathways to cross between Abbotsford and Clifton hill and only 2 ways for cars - Trennery Crescent and Hoddle Street. This blockage would only increase traffic on Hoddle. It does not serve any purpose
I use this road every day. It would add so much time to my commute.
Personally, closing this road will add about an hour to my commute time every day. Community wise, this a is a public road that services people from all over Melbourne - I don't think Yarra residents should have the final say on its use / existence.
Hello We own a home on Park St Abbotsford and my son attends Spensley St Primary School in Clifton Hill. Closure of this road would create a real problem for our family in getting our children to school daily.
About 20 years ago we were asked this question and I supported the closure of Trenerry Crescent. Unfortunately not enough people supported the idea but I still believe it would greatly improve ammenity of the area and hope we can at least have a thre
Stop the war on vehicles
Stupidity will inconvenience everyone
I am against the closure as closing an arterial route between small and interconnected suburbs makes connection between these two suburbs difficult (Turning right on to Hoddle st from Abbotsford is currently very difficult)
I understand many people use this road to bypass Hoddle st, but this is an important artery to connect Clifton Hill and Abbotsford without going via Hoddle St (a nightmare at peak times considering there is no right turn from Johnston st)
I have submitted this and ranked my preference as there was no option to just do one . I feel there should be an option to pick only one . I do not agree to 3 month trial partial or complete closure . My preference is to leave it opened .
Cars would travel south down gray, realize Trenerry is closed & reroute via Noone towards Hoddle. No one street traffic would increase and bottleneck at Hoddle. No change please !
do not close trennery crescent please.
Given the increase in bike riders during this time, it's a great idea to make the roads safer for them!

Closure would make travelling between my children's two schools far slower to
<p>Permanent closure of both lanes plz</p> <p>Daily rat race with 1000s of cars breaking law ignoring turn ban sign</p> <p>Dangerous next to Victoria Park for young children & older residents</p> <p>As a cyclist it is VERY dangerous under bridge</p> <p>Someone will be killed soon</p>
<p>There are much better options to control rat-running than closing Trenerry Crescent.</p> <p>Integrated & holistic traffic calming is the best solution - as it also improves amenity to locals & cyclists.</p> <p>Off-the-shelf video technology is another solution.</p>
<p>I am an essential worker in a primary school and putting my life at risk at work. I am in class with students working face to face. It adds 15 mins 2 'get to work' journey- there plenty space already!</p> <p>Don't do this please! Isn't the risk hard enough?</p>
<p>Trenerry Crescent should stay open to all traffic from Mon-Fri, but vehicle traffic be banned over the weekend. This would save a significant amount of time for local residents & avoid congesting other popular roads, such as Hoddle Street.</p>
<p>I am a local & I cycle & drive. I prefer Trenerry Cres to remain open to cars as it provides quick access to Abbotsford, allowing locals to avoid Hoddle St. As a cyclist I don't see the need to block off this road as I think it is unnecessary.</p>
<p>We are Abbotsford locals with primary school aged children who go to a Clifton Hill School - Spensley St PS. We use Trenerry Crescent as our driving route to school. If it is closed, we face a more than 20 minute extra commute time each way.</p>
<p>I require access from Abbotsford to Clifton Hill as my kids go to school in Clifton hill and I want to feel connected to the community in Clifton Hill</p>
<p>Closure-minimal effect on safety & safe distancing</p> <p>Abbotsford/Clifton Hill car access blocked, motorists forced onto Hoddle St</p> <p>Cyclist have options –Yarra trail Freeway overpass Dismount & walk on footpath</p> <p>Slow traffic with other control strategies</p>
<p>Most of the complaints I see my fellow residents make could be resolved by more appropriate road engineering within Clifton Hill.</p> <p>The amenity Trenerry Crescent provides is one of the reasons I moved to Clifton Hill.</p>
<p>How are cyclists more at risk than riding here than on any other road? It's a useful road to keep Clifton Hill accessible. I ride, walk, run, and drive in the area and just can't understand the logic.</p>
<p>Please put</p> <ol style="list-style-type: none"> 1. lights at the intersection of Grey St and Noone Street 2. More pedestrian crossings - to slow traffic 3. More speed bumps on all streets not just the larger streets , would like to see them on Rutland St .
<p>We require road access to Clifton Hill as our children go to school there. Our community in Abbotsford need to feel connected to the community in Clifton hill.</p>
<p>Add traffic lights for pedestrian crossing at end of Trenerry Cr (Cnr Grey and Noone St).</p>
<p>This will be a major inconvenience and cause additional travel time getting in and out of Clifton Hill. It will cause congestion on Roseneath, Ramsden and Noone St as traffic that normally filters through Trenerry Crescent will be funneled here.</p>
<p>Trenerry is the main driving route to various suburbs such as kew, Richmond, Abbotsford ect., if this were to be cut off the traffic would build significantly in other routes resulting in more congestion around Clifton hill which is already a problem</p>

<p>Unclear what the problem you are trying to solve. If bike/ pedestrian safety is the issue, have you considered roundabouts, lights, better bike lanes and roomier walking paths away from the road? Seem like a not-in-my-back-yard traffic issue!</p>
<p>Ideal to remain open for residents as many families locally use trenery cres to take kids to school to the kew area</p>
<p>I'm disgusted to think the council would even consider closing one of very few access points to Clifton Hill. Like many, I use this route daily to access work/shops/social. This idea considers only a minority and fails to support our local economy.</p>
<p>There is no need to close this road. I use this on a daily basis to get to Clifton Hill and to Fairfield.</p>
<p>The NIMBYism of my neighbours astounds me sometimes. As if their house prices aren't high enough, they need to stop poor people like me from getting in and out of the place... and I live here.</p>
<p>As a regular cyclist & ped & occasional driver, I don't think closing trenerry will markedly improve safety for cyclists & pedal; safe options exist already. Proper enforcement of existing restrictions would deter through traffic w/o disadv locals.</p>
<p>This road is a lifeline for avoiding extremely heavy Hoddle St traffic for commuters to work in Kew and surrounding areas. The removal of this road would incur at least 15 mins extra travelling time to some peoples commute. Maybe widen footpaths?</p>
<p>If this road is not closed, speed bumps should be installed on yambla st</p>
<p>This is unneeded; I have no experience of the road being busy;forcing traffic onto other routes through Clifton Hill would be an issue.There are other more pleasant & convenient routes.I also have concerns about emergency services accessing the area.</p>
<p>I haven't received a letter re-community consultation. There is already a bicycle track 15 m away. I really don't like the fact that you are restricting residents from moving through our own area. The ranking system...is ambiguous. I chose option 1.</p>
<p>If the closure does not receive enough votes, propose putting speed humps on Yambla street.</p>
<p>This would leave only three options for cars to exit, two to Hoddle St, one to Heidelberg Rd. I an emerg evac needed, we in trouble. More options for improvement for bike paths than roads. I personally use Tren Cres every day to get to work.</p>
<p>I think this makes sense for the purposes sought - there is limited room on this road for cyclists and pedestrians as it stands</p>
<p>I use this road way regularly to travel to Abbotsford and Richmond.</p>
<p>I am totally against this closure</p>
<p>A full or half closure would be great. Good luck with it!</p>
<p>Slow the speed of cars and separate cyclists with greater safety measures, more speed humps etc. This is however a key route for locals avoiding punt road traffic</p>
<p>The most Ridiculous proposal I have ever heard! Close a road that I use quite often, as would many residents that reside within clifton hill. This is just completly idiotic and there is no need, as there is already plenty of open space in the area.</p>
<p>Fantastic initiative. Closure to vehicles will have huge benefits for peds, cyclists and residents, boosting to local amenity and improving safety by preventing Trenerry, Lulie and other local streets being used as rat runs. Do it and keep it.</p>
<p>I am not interested in any of the other 2 proposals. You are going to make the residents of east Clifton Hill constantly use Heidelberg road or Hoddle street. Closure of the road is revisited every few years. What part of no closure is not understood</p>

<p>The road does not need to be closed. It is a local road. The amount of non local traffic needs to be managed.</p>
<p>I drive from Clifton Hill to Richmond 2-3 times a week for appointments. Trenerry Crescent is the quickest and easiest way for me, otherwise I'd have to go on Hoddle St, which can be slow and backed up w traffic. I am TOTALLY against this closure</p>
<p>I live in an impacted street (ie. traffic). I would benefit from closure however locals need to be able to access both sides of the freeway without Hoddle St. This is far more important. This was proposed & rejected a few years back.</p>
<p>Bike riders are using the foot path because the road is dangerous placing pedestrians at risk. At the very least, one lane needs to be closed</p>
<p>Increased lighting for pedestrian and cyclist safety. Currently it is abysmal.</p>
<p>Trenerry Cres is an important connection for Clifton Hill residents to Abbotsford. Closure will be substantial disruption to amenity for residents as we seek to stay local for shopping (accessing the Hive). Hoddle St is always a terrible alternative.</p>
<p>This sounds like a fantastic initiative and I am really excited. I live on Yambla St and the amount of through traffic is the moment is huge. There are people regularly speeding down Yambla St, accelerating rapidly over speed humps. I can't wait</p>
<p>Trenerry Cres provides a pivotal connection for locals to essential services in Yarra. For me, I have to drive to childcare and my gp clinic this way. Other roads are very much out of the way, congested and limited access (no turns allowed, etc).</p>
<p>This does not make any sense in shutting off Trenerry Crescent. It completely disadvantages those of us in East Clifton Hill who use this daily in both directions. Going down Hoddle is absurd the traffic is horrendous. Not happy</p>
<p>Other things can be done for our public spaces -a diseased tree near us on The Esplanade over the playground was removed and has not been replaced for over a year - this would provide much needed shade and more greenery. Please don't close this road.</p>
<p>Make the cyclists use the bike lane that already exists along the Yarra. Stop right hand turns from Trenerry into Johnstone St. Simple.</p>
<p>Please do not close Trenerry Crescent. This road serves a significant role for local residents to drive from Clifton Hill to Abbotsford (where my child goes to school) or the Kew region. Any closure would cause significant disruption to many.</p>
<p>Most populated part of Clifton Hill being disadvantaged by such a ridiculous idea. We need our access to the south at all times of the day and in the reverse. Hoddle St a joke.</p>
<p>I live on Fenwick yet PASSIONATELY believe this road should remain open both ways, we use this daily to access Kew+ I observed very little traffic during pandemic & a significant reduction since the completion of the Hoddle Street widening in 2019</p>
<p>A completely absurd idea. Stop using Covid-19 as the reason. There is already a perfectly good bike/pedestrian path in existence along the Yarra at Trenerry Crescent.</p>
<p>Please consider the elderly local Residents when making your decisions, not just the able and young cyclists. I am totally against any closure of Trenerry Crescent as it gives an alternative to using Hoddle Street for the locals.</p>
<p>I fully support this closure, this is a dangerous road for cyclists and the Yarra trail has been too crowded with stage 3 restrictions to safely walk while remaining socially distanced. This is a common rat run and should be fully closed.</p>

This would increase the isolation of Abbotsford from Clifton Hill and vice versa. More could be done to keep bikes off the footpath and keep bikes safer on the road.

I think it's a great idea to open up these spaces for bikes and predestination and would also have the benefit of slowing down and cutting out cars racing along Roseneath St on the morning and evening "rat run" through Clifton Hill.

Closing our street would effectively make my young family housebound. It would severely limit access to our local community (parks, sports, walks, river, shops, cafes). We walk and cycle a lot - but we also need road access in both directions.

The affected section of Trenerry Crescent is crucial to accessing the Eastern Freeway from my home. Closing this would negatively impact my ability to access work and to assist my elderly parents.

Terrible idea. Closing Trenerry Crescent to cars is necessary to keep people safer. I cycle to most places and when I need to travel that way, I use the Merri Creek trail to avoid cycling on the road. Closing the road will inconvenience residents.

As a resident of the eastern part of Clifton Hill this closure would mean having no way of leaving the area by car except via Hoddle St. As well as highly inconvenient, this concerns me from an emergency evacuation situation eg train line accident.

Trying to wrap this proposal with the pretence of helping climate change or helping covid safety and recovering is highly manipulative and basically dishonest. I am a very keen bike rider and know this area very well. I also need a car for work here.

While I support the trial I feel that it's promotion as an active transport and COVID response issue is disingenuous. The key issue is, and always had been, 'rat-running'.

This heavy handed proposal significantly reduces accessibility to/from Clifton Hill by car. We regularly walk along the creek here - and the social distancing issues we face are cyclists using the footpaths instead of bike lanes provided.

Greatly improve safety for pedestrians + bike riders at this location, a weak point in the Capital City Trail. Reduction of rat-running in surrounding streets a side benefit. Also assist with social distancing in the Dights Falls area.

Closing that road will mean the only way to head north is from Hoddle street. Already that intersection at Johnston st can take 10 minutes to get through. We don't think it's a good idea to make it any worse.

Hi, the Trenerry Cr 2 way rd is the only way that locals in Clifton Hill and Abbotsford can properly connect driving without entering Hoddle St or the freeway. Its our local access to the recycling depot, shopping and the freeway. Its essential.

To improve foot, bike and road safety, it would be useful to widen the footpath along the underpass, make it cantilevered over the creek, and wide enough for pedestrians and bikes. This would be an improvement for COVID, environment and longer term.

Do not close Tren Cres. It is a vital north / south link for locals in CH and A'ford, used by locals to access childcare, schools, shops, restaurants, health care + Other options - Hoddle St or Chandler Hwy increase time, distance, enviro impact.

Absolutely opposed! This rd is our only viable option to access our childcare center. Cyclists already have 3 options- freeway overpass, yarra bike path and a bike lane! Why take away the only option the rest of us have!! Appalling move by council.

I use this road on a daily basis to get on the free way for work. This will add atleast 30min to my daily commute back and forth from work. Please do not shut this road.

It would force residents on the northern side of the eastern onto (heavily congested) Hoddle St in order to get to the supermarkets on the south side. The closest on the northern side are miles away. The benefits do not make sense. Don't do it!

Great Initiative! Good stuff Yarra
This is extremely inconvenient for those travelling to and from work using this road daily. Other routes take double the time to get onto this highway. Please DO NOT close this road.
Some indication that one needs to drag the options to the space provided would have been helpful.
This is an awful proposal. We use that road to and from Victoria St for food and other supplies without having to add to Hoddle traffic. It's lightly trafficked, has plenty of space for pedestrians and cyclists and should remain open.
Great initiative! Well done!
Please do this! It's far too dangerous to walk or ride along there and with COVID there are lots more people. Want to see it closed for cars permanently and would help stop rat running
Have there been any cases of accidents or near misses involving cyclists or pedestrians? I'm surprised that the council didn't even bother to mention that (assuming that you looked into it).
Let's give it a trial but I doubt I will be in support of a permanent closure
I think this is unnecessary and Trenerry Crescent is a valuable thoroughfare to our local community. What would be more valuable would be to police road users (including cyclists) to ensure compliance with road safety regulations.
As a Clifton Hill resident I enjoy the access that I have with Trenerry Crescent, but am very frustrated with the amount of non-residents that use this road.
We're trying to fix some think that's not broken. For 10years used this path most days, no one has ever suggested such changes. With 100's thousands of dollars temporary closure would cost? We could help 100's of homeless, with food and shelter!
There is a bike track only a few meters from the rd. There is no need to block off the road. This will force more cars onto Hoddle Street and cause more danger at the clifton hill level crossing that already has several near misses every week.
Trenerry Crescent is a vital connection for us twice daily from home to school. It makes more sense to close off the Trail to pedestrians and let it be a bike path only for the three months or visa versa.
Our daughter has a hearing impairment which requires her to attend school in Kew. This change will reduce her ability to access school. This puts more cars onto Hoddle St. This will seriously reduce the available amenities for Clifton Hill residents
I am fully against closing a lifeline between Clifton hill and Abbotsford that is largely used by residents. There are a number of less invasive solutions (widening path to increase bike lane, increase signage for existing Yarra/city trail.
I made my comments in an email set a few days ago. Closing Trenerry Crescent would split the communities of Victoria Park and East Clifton Hill in a way that would be unacceptable to me and to others I know who live in these areas.
As 250 characters was insufficient, I have sent an email from x with my comments and suggestions. My wife and I strongly oppose the closure of Trenerry Crescent.
Is there any intention to upgrade the road surface and walkways in this period?
As a parent of 2 children aged under 5 years (and a doctor at The Alfred, Victoria's busiest trauma hospital) it would be wonderful if the speeding rat-runners could be eliminated from Clifton Hill East.
This is a terrible proposal. Demonstrate how an Abbotsford family would get to Spensley St PS or Walker St Kinder? Many parents drop their kids before work so need to travel by car. Johnston St, Hoddle St are already so highly trafficked. Ridiculous!
-Remove SB guardrail -Use COY's planter boxes at either side of closure, in combination with yellow klemmfix for delineation.

<p>-Use paint or large stickers on SB lane to make a SUP space & place (eg Stewart St paint job)</p> <p>-Retain NB lane to EasternFwy</p>
<p>^^ was hard to find this page - accidentally commented on 'making space' first.</p> <p>This is a real user-conflict area where bikes, pedestrians and cars aren't safe together. Trying full closure will give the best indication of what canwork in thefuture</p>
<p>I object to any closure of Trenerry Crescent. Any closure of Trenerry Crescent will have a significant and material detrimental impact on my entire family. We use Trenerry Crescent for School, University, Sport, food shopping and employment purposes.</p>
<p>I am a local resident. I fully support Option 3. I recommend removal of eastern guardrail to increase functional width of footpath. The access to Eastern Freeway is absolutely CRITICAL during AM peak (Lulie>Johnston>p-turn Hoddle is a nightmare!)</p>
<p>This will be hugely detrimental to the many Abbotsford families with children attending schools in Clifton Hill. The commute to/from school EVERY DAY will increase by 20+ minutes . The only other access is several km's away (Wellington Street)</p>
<p>Closure is an unnecessary burden to locals, increase CO2 pollution by added excess km to what is an efficient connection and create a community disconnect for all but particularly those who have disabilities and can't just ride their bikes or walk.</p>
<p>This is a local road for local people</p>
<p>I live in Noone street clifton hill. I regularly use trenerry crescent to go to richmond, to avoid Hoddle street.</p> <p>Most times hoddle street is very difficult to navigate. There is more than an adequate bike track. Please leave as is.</p>
<p>This is an important connection between Clifton Hill and Abbotsford. This is the route to our GP doctor in Clifton Hill and community kindergarten.</p>
<p>In short:</p> <ul style="list-style-type: none"> - bicycle amenity not increased - safe walking lanes already provided - amenity relates to noise complaints which should be addressed through sound proofing infrastructure - closure is from special interest minority, not wider community
<p>Most of the trenerry traffic is not local Many really want to turn at Hoddle. Squeezing them into the smaller Trenerry creates problems, blocking Johnston st anyway! Evaluation is needed else it is guesswork and self-interest!</p>
<p>As a cyclist and sometimes-driver, I support the temporary closure. I would like to see Trenerry made safer for cyclists and pedestrians, and I'm happy to go around on the rare occasions when I have a car. Thanks for taking action on climate change.</p>
<p>I support the move and think that regardless, additional steps should be taken to widen the bridge across the merri creek nearby and widen the footpath along the creek that is used by pedestrians and cyclists.</p>
<p>I don't think closing a road that is used for a lot of vehicles during peak hours is your best option. Find another solution.</p>
<p>None</p>
<p>Please ensure that community engagement and consultation is well advertised. I only found out about this issue through an informal Abbotsford resident network.</p>
<p>Already enough space, enough bike lanes on road/trails/nearby streets. Plenty of wide footpaths, an overpass over freeway. Southbound closure will shunt ratrurning traffic onto Roseneath / Noone St as no left turn signs in CH not enforced.</p>

<p>This is an outrageous idea and does not take in to account the use of the road for long term clifton hill residents. I am unhappy that this is being guided as a covid plan. It seems disingenuous.</p>
<p>I live on Trenerry Crescent and use the road to get to and from my work in Fairfield every day. Having to turn right onto Johnston street from Trenerry Crescent during busy peak traffic times in the morning would significantly increase my travel time</p>
<p>Needs to be backed by preventing southbound cars turning left from Hoddle into Roseneath and Ramsden. There is a rat running problem but oppose idea of cutting community in half (and our access to primary school) to solve it. Let's find a better way.</p>
<p>Do not close this road. It is a very important connector between Abbotsford and Clifton Hill communities. Pls explore better connectivity and usage of the adjacent bike paths should access improvements be required for bikes/peds.</p>
<p>This section of road is an intrinsic link between two suburbs. Closure to vehicles will be extremely detrimental to local residents. Please repurpose less arterial streets or disused spaces to achieve the intentions of this trial.</p>
<p>My suggestion is to extend the width of the footpath rather than restrict the only connection to Clifton hill. During peak hour traffic right hand turn onto hiddle from johnston st is closed how will residents get onto the eastern freeway?</p>
<p>Trenerry Cres is the only non-main road linking Abbotsford to Clifton Hill. Closing it to vehicle traffic will make the two communities feel much more separate. Other options (ie widening bike lane) should be adopted instead.</p>
<p>This is such a terrible idea.</p>
<p>It is disgraceful to try and sneak this proposal through under cover of COVID-19. It is similarly disgraceful to demand "preferences" in this survey, rather than allowing people to express an unambiguous view. I strongly object to this proposal.</p>
<p>Please do not close Trenerry Crescent to Vehicle traffic! We do not pay our rates for you to inconvenience us!!!</p>
<p>Please do not close Trenerry Crescent to vehicle traffic. Many of us need it!!!</p>
<p>Let's give it a go and see how it goes! My ongoing concern as a cyclist is poor cycling routes from Abbotsford going north to the city. Is there an option to consider extra cycle lanes to address this too?</p>
<p>COVID 19 and climate change are drivers for this? Please, can I have my rates refunded? I ride Trenerry Cres often, it's hardly russian roulette. If you've run out of ideas on how best to spend council money, please get in touch., I have ideas.</p>
<p>I have family on the other side of the underpass, I go to Clifton Hill shops and do my grocery shopping, doctors, local business, recycling centre. The traffic on Johnston/Hoddle is a disgrace - no clear ways for residents to exit. Do not support.</p>
<p>I do not wish any rank towards option 2 or 3.</p>
<p>This is a dumb idea that will only inconvenience local residents. To address any perceived safety issues the Council should investigate making this route local traffic only, as the back streets of Clifton Hill continue to be used as a short cut.</p>
<p>I use trenerry crescent to visit my mother (when allowed!) who lives in hawthorn. Having to go out to Hoddle street would increase the time significantly.. I am opposed to this.</p>

The traffic on Roseneath St, Gray St and Noone st during peak hours is dangerous, rat-runners cut through all the time making the area less safe for children. The closure would encourage bike riding and make the whole area safer. Please close it.

Trenerry Crescent should be a space for all. I love that I can walk or ride along there. I equally value the ability to drive under the freeway to access Abbotsford without having to deal with hoddle st traffic. Note there is a walkway over Freeway.

A trial of a full closure of Trenerry Crescent is a great idea.
The ranking section's instructions were not clear but I assumed that the top option was the one that you preferred.

The listed options will create problems and I'm far from happy with them.

I do not support closing partial or full

What a great idea! I'm curious to find out whether the traffic around Clifton Hill East is due to local traffic, or people using Trenerry Crescent as a short-cut - trialing a temporary closure of the road is a great way to find out.

The options listed will create more problems for traffic and the residents of the area.

I think this is a really good idea because it will make space into trenerry crescent to socially distance and it will help stop people just coming into our suburb.

I think this is fantastic!!!

Completely unnecessary and will inconvenience everyone who lives in the South East pocket of Clifton Hill and North West pocket of Abbotsford. Reducing the only convenient option to cross a major freeway within several kilometres is ridiculous.

Love to see roads being reclaimed for pedestrians to make more liveable spaces. However, underneath a freeway isn't exactly a peaceful oasis. It's dark (additional streetlights, please) and there's overhead traffic noise. Reclaim more streets!

Bikes can use the 3 other options. Yarra trail, footpath or overpass over the freeway. We use this underpass to transport kids to kinder, get to shops and other places. If you want to reduce traffic stop cars turning into Clifton Hill from Heidelberg

I DO NOT support any closure of Trenerry Cres. I live on Trenerry x Turner st I use this road daily to access the northern suburbs. Hoddle is not an option as turning lane closed in peak.
There's 3 ped options there- footpath, overpass & bike trail

I do not have a rank of my preference. My choice is solely NO CLOSURE

This closure will cause major inconvenience to the locals, especially for those who lives on the eastern end of Noone Street

Closing this street will increase traffic along Roseneath st (which is already dangerously busy). Closure would not be necessary if there was some effort made to enforce the 'no right turn' restrictions around Trenerry Cres

This is a terrible idea. We live in Clifton Hill and travel via that underpass daily to transport children to kinder, to commute to work Etc. The alternative of going via Hoddle Steet would add significant time to each journey. Bikes can use the paths

How is the banning of cars meant to stop the spread of COVID-19 among pedestrians, especially those away from the road? Any closure would negatively affect local residents in accessing local parks, schools and amenities.

Getting to the freeway from our home (on Trenerry Cres) is very difficult with no right turn at Johnston and backed up cars. Keeping northbound open would ensure morning access.

Many people I know use this route to access my house and if it was closed it would clog up Hoddle and Johnston St more. Is there some way creating new bicycle and walking route instead?

Closing Trenerry will force local residents onto Hoddle, adding to traffic congestion. Instead, make Trenerry open to local traffic only, from Johnston up to the eastern side of Clifton Hill. Also, prohibit right turns from Trenerry onto Johnston.

This northbound access to Clifton Hill is extremely important to me, and one I use every day (in usual times) to get to work.

The northbound connection between Abbotsford and Clifton Hill is very important to us, as it offers much easier access to the northern suburbs, and also relieves some of the pressure on the Johnston St/Hoddle St intersection.

I live right near Trenerry and closing it will seriously impede my ability to shop in Abbotsford. The only other shopping is way north in Northcote, and there are simply not enough facilities in Clifton Hill to close it off from Abbotsford.

Transiting via Johnston st is often less safe as inadequate right turn infrastructure is currently present, with multiple near-misses and collisions often occurring.

Closing the only convenient access for SE Clifton Hill is completely ridiculous. Trenerry Cres has ample bike lanes, speed humps w/ walking trails nearby. This plan pushes us onto Hoddle St a busy and dangerous road. CH community opposes this plan.

With the closure of the proposed section of trenerry cres would mean greater congestion on the Hoddle st/ Johnston st intersection, increased journey times northbound, including access to the eastern freeway and Clifton hill area.

Commuters outside municipalities using Trenerry Cresc as a rat-run! Great opportunity To encourage more cycling, walking, outdoor activities as area around Vic Park becomes more populated. Reduce emissions from vehicles - go green

Closing traffic both ways would force more traffic onto Johnston Street which is already congested between Trenerry & Hoodle (esp with construction happening). It's also difficult to turn safely right into Johnston st at certain times of day

Forcing local traffic onto Hoddle and Heidelberg road is a poor option
30 or 40kph signage and more speed bumps; smoother bike path are better uses of ratepayer dollars

Living on this street I am aware that this is a very important connection between Clifton Hill and Abbotsford. It would be more unsafe to push local traffic onto Hoddle Street. Please don't close this road.

please do not close Trenerry Crescent, especially because it provides key access to the Council recycling station, which I need to use my car to access.

Closing the road would let us walk under the underpass with our baby safely, and it will be much safer crossing the road Grey St. This 'rat run' is used by motorists that speed/break other road rules re no right turns. Fully support!

I own and live in an apartment on Trenerry Cres and think this is a terrible idea for many reasons. I'll feel trapped and like I have lost access to the north east and Freeway if this goes ahead. Walkers/cyclists have other options. Do not box us in.

You should also consider a series of those one-way chokepoint traffic restrictors along here, so traffic can go either way, but if there's lots of traffic, it's very slow to get through. Way too many rat runners endangering our streets

I strongly support this proposal.

Trenerry Crescent is mainly used by non-local traffic to cut out some of Hoddle Street and Heidelberg Road. This traffic diverts into local roads which contain plenty of pedestrian traffic, including school children during morning peak.

I would be strongly against the trial and it's not clear as to the point of it. For bikes there are a number of options, bridge , or Yarra trail (with increased signage), widen current footpath. I currently use these all these options as a cyclist.

I thought this matter was disposed of after the previous community survey. There is no need for a trial at all!! Any closure of this road will cause severe hardship for residents of Trenerry Cresc. in accessing the freeway Eastwards

Do not close this road, your reasoning makes no sense and its our only access to Clifton hill otherwise its unsafe right hand turning into huddle.

This is one of the most undemocratic and ridiculous proposals I have seen by any council. This push is led by a small segment of non local activists. Any change should benefit all users and there is no need to remove access to any other users.

It would be detrimental to north Abbotsford residents to close or limit Trenerry Crescent. I am strongly against any closure in part or in full of Trenerry Crescent.

This road is used to get onto the freeway and clifton hill , so we do not put extra strain on Hoddle street which is already at capacity

This road is used to get onto the eastern freeway. In the mornings there is no right into punt road .

I think this is a great idea and long overdue. Please also look at removing or at least redesigning the ridiculous double speed humps on Roseneath St. All they do is ruin our suspension and local residents, they do nothing to stop peak hour traffic

Full closure of Trenerry is not an option without a traffic light at Trenerry and Johnstone to allow vehicles to turn right and get on to Hoddle St.

This is the stupidest proposal ever, this is a main road that is used to avoid Hoodle Street and the main access road to and from the closest supermarkets to the whole of Clifton Hill, theres bridge that already connects Main and Merri Trail

I don't have any interest in Options 2 or 3 - keep Trenerry Crescent open!

Option 4. Half road closure of North bound traffic.

Option 5. Traffic lights at Trenerry and Johnston Sts.

Both of these options address traffic cutting through from Hoddle St and making illegal turns at the Johnston St intersection.

This is possibly the most ridiculous idea that I have heard recently. Would the traffic go back onto Johnston/Hoddle Street making congestion even worse? If this is about covid 19 and social distancing, close the road to pedestrians and cyclists.

This is a fantastic idea that will make Roseneath Street a safer place for families and residents.

Traffic lights at the corner of Trenerry/johnston to allow better traffic flow.

There are already ample off-street cycling and walking tracks in this area. Closing Trenerry Cres. would only create unnecessary inconvenience, and increase danger for locals having to use busy Johnston & Hoddle St to access schools at peak times.

This concept was canvassed several yeas ago through a comprehensive community consultation program. It dropped after strong negative feedback. Even a three month closure is unacceptable.