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| <p><i>Response 1</i></p> | <p>I am writing to you regarding the latest agenda item for the 23 June council meeting regarding the trial transport projects. I have submitted a response for tomorrow's meeting but am messaging you here as my full submission is longer than allowed and seek some further information.</p> <p>The proposed transport, movement and access trials are a good initiative for public safety, health and improving the current road hierarchy, particularly to support cycling. The strategic move of not letting a good crisis go to waste is also appreciated and I fully support these trials in these times.</p> <p>However, a comprehensive analysis of traffic conditions (before and after), community consultation and transparent process must be adhered too. Traffic surveys and evidence to justify their permanency post-trial needs to be transparent and open for discussion via good community consultation.</p> <p>Concerns:</p> <p>Trenerry Crescent closure:</p> <ul style="list-style-type: none"> - It is expected that this will cause significant delays to local community traffic in the Clifton Hill pocket bordered by Heidelberg Road to the north and Hoddle Street to the west. Without any southern access point, it will divert all traffic towards these major arterials. Whilst I understand this is the desired outcome and will prevent rat-running through this pocket (which there is a substantial amount of), it does require serious consideration of the impact to this community. It will cause significant delays for local traffic which will now be funneled towards these state arterial routes which already experience substantial congestion particularly at peak times. Further, there are 3 main exits for residents from this pocket, being Roseneath, Ramsden and Fenwick. The use of Ramsden Street as an exit from this pocket already experiences heavy delays due to the level crossing, leaving only 2. - Does the benefit to cycling outweigh this impact to local vehicle traffic? What are the cycling volume rates for this road? I can imagine they are not massive as I ride here most days. Alternative safe cycling routes on the merri creek and capital city trails already exist in this area, making the benefit to cyclists less pronounced. Further, existing speed bumps and bike lane make it reasonably safe. I have had very few issues cycling this part of Trenerry Crescent. - Have traffic and cycling surveys been done for trenerry crescent prior to covid? If so could you please provide me with them. - Notwithstanding, I am supportive of the trial period for which I hope there is transparent and clear community consultation at the end to determine its viability into the future. <p>Assessment Tool - I am unsure where to find this assessment tool and this should be made available for transparency reasons. Could you please provide this as I am interested in the criteria that these projects met to be put ahead of other ones and if a list of the other projects examined could also be provided.</p> <p>Submissions of support:</p> <p>I am a regular cyclist around Yarra and I fully support the trialing of these projects. I make the following submissions of support for the below projects:</p> <p>Wellington street mid-block closure - similar to Napier street this will stem the amount of cars travelling through this area, re-prioritise cyclists and pedestrians as the predominant road user and strengthen wellington street further as a cycling corridor. Fully support!</p> <p>Contra-flow on park street - this will take advantage of an under-utilised space and is needed given the amount of cycle traffic along the capital city trail.</p> <p>Centre median preventing east-west movements across Nicholson Street - I ride this part most days and acknowledge that it is quite a dangerous intersection for cyclists. Lessening the amount of vehicle east-west movement will greatly improve our safety. Fully support!</p> <p>Actionable Items:</p> <ul style="list-style-type: none"> - Traffic and cycling surveys for Trenerry Crescent to provided if available. - Assessment Tool as described in Council report to be provided if available. - List of other projects examined using this Assessment Tool. <p>I hope this submission can assist in this project and look forward to hearing a response regarding the above items.</p> |
| <p><i>Response 2</i></p> | <p>Hello. I think the flag about Wellington, Johnston and Nicholson St work needs to be reworded, as Wellington doesn't intersect with Nicholson St?</p> |

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| | I fully support the proposal to close Trenerry cres, but it doesn't seem to be on the map. As an Abbotsford/Vic Park local resident the benefits of reducing traffic flow on Trenerry cres outweighs the negatives. Cars use the road as a rat run to avoid Hoddle St, which is damaging to our local community. When I cycle under the fwy using this road I feel unsafe and have been passed by cars dangerously close. |
| Response 3 | <i>Please go ahead with Blocking Trenerry Crescent - use this space for bikes , green space and clean air - cars = pollution</i> |
| Response 4 | <i>'Great ideas! Now that we are back in lockdown, could we also trial closing Trenerry Crescent to car traffic? (bikes still allowed). The east side of Clifton Hill is used as a rat-run because of the "short cut" to Johnson street. It makes it tough for kids to walk/ride/scoot to school, and challenging to walk around in general. I know it is a tough one, lots of locals love the convenience, but I think a trial would let people experience the benefits, particularly when no one is in as much of a hurry... Thanks for keeping on experimenting.</i> |
| Response 5 | <i>I am a Victoria Park resident, living in Maugie St which intersects with Trenerry Crescent. I am very well aware of the through-traffic problem on Trenerry Crescent during peak hours on work days (prior to covid-19 restrictions). I write to strongly object to the proposed closure of Trenerry Crescent to vehicular traffic. The only thing worse than the current situation would be the closure of this street. Such a closure would cause enormous inconvenience for the residents of both Victoria Park and East Clifton Hill. These are close communities, and we frequently use Trenerry Crescent for our own legitimate, local purposes. For example, I have friends I regularly visit in East Clifton Hill and I use the shops and businesses along Queen's Parade. East Clifton Hill residents frequent the cafes etc in Johnston St. A closure would split these two communities and is thus unacceptable to me and surely to many other residents. I would also like to point out something that should be obvious: no trial makes sense during the existing work-from-home restrictions. There is currently greatly reduced traffic on Trenerry Crescent. But I sincerely hope you abandon this trial, and I will most certainly vote against it.</i> |
| Response 6 | <p>I am writing to Council as I was recently informed that Council had floated the idea of shutting Trenerry Crescent and I wanted to see if there was any truth in this.</p> <p>I would be deeply concerned if this was even remotely thought of as Trenerry crescent is a necessity to the residents of East Clifton Hill for accessing our own neighborhood without having to battle with either Hoddle Street or Heidelberg road.</p> |
| Response 7 | <p>Thanks for your time and attention to this matter, and your continued service to our community. Also, great progress on the Elizabeth St improvements!</p> <p>As a resident of Abbotsford, and City of Yarra, I wholeheartedly support closing Trenerry Cres to through motor vehicle traffic. Why? Because this *opens* Trenerry Crescent to walking, cycling, playing, more peace and quiet and a more beautiful space along which we live. Not to mention our climate *emergency* policy. Not only Trenerry, but the routes it services.</p> <p>From a transport perspective, this is an important step to "decouple routes" which is a long-standing Dutch technique (offset grids for motor vehicles and active transport) and akin to the Barcelona 'superblocks'.</p> <p>https://streets-alive-yarra.org/30-km-h-superblocks/</p> <p>Of relevance to me, as a resident, is the through-rat-running from Johnston, north through Trenerry impacts other bike routes such as Yambla St. Yambla St is supposed to be a bike way, but it is not fit for purpose.</p> <p>This bike way, marked by sharrows (statistically shown by a U.S. studies to <u>reduce</u> cyclist safety) has a high volume of rat-running traffic. I've been hassled here numerous times. Last time I used this route to ride my kids to Collingwood pool, I was honked at and verbally abused by someone with me ultimately reporting the incident to the police. The offending driver was of the opinion I had no right to be on this road. He felt taking up the street as a single occupant in a large, polluting vehicle was more important than me on a bicycle with two kids, despite he having many alternative route options, and me very few. This is the level of expectation when motorist traffic takes over our residential streets. Might is right.</p> <p>With this route failing, I now take a less direct and less practical route. But I'm more persistent than most. For cycling to flourish, routes need to be direct, efficient, safe, desirable and enjoyable. We have our climate emergency policy, and with areas like the CCT with a daily crush of people unable to maintain spatial distancing, this is the perfect opportunity to fix this. Just as I no longer ride here, bicycle traffic along this route is dysfunctionally low.</p> |

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| | <p>For these routes to function, they need to filter out through motor traffic. We already do this on many of our best streets, such as Napier St and Canning St, which once again are in Melbourne's top-10 preferred safe cycling routes (https://medium.com/crowdspot-blog/bikespot-2020-results-10b62d3e49d5). Ask anyone along these streets if they want more motor vehicle traffic, and I'm certain the overwhelming response will be 'no thanks'. Trenerry rat-run traffic continues north through Gray and Yambla destroying those bike routes, and amenity of the street.</p> <p>These streets should be easily accessible to families and kids to ride, scoot and walk. This represents an important intergenerational shift towards low impact transport options, and demand for a more liveable environment. The benchmark is these streets supporting children to ride to school, the pool and their friends' houses.</p> <p>I'm more than happy to provide additional details on this, or collate responses from the BAC.</p> |
| <p><i>Response 8</i></p> | <p>I strongly object to the closure of the Trenerry Crescent underpass because it:</p> <ul style="list-style-type: none"> * would remove a vital car access between communities and to the south and south east, * would significantly impact car-dependent vulnerable residents, especially during COVID 19, and * misses the opportunity to extend good road-sharing practices already deployed locally. <p>I am shocked to hear that you proposed to close the Trenerry Crescent underpass to cars, an essential local connection between 2 highly connected communities, without even consulting local residents most affected by such a drastic and apparently unjustified loss of amenity.</p> <p>Amenity for all Users</p> <p>The Main Yarra Trail and the overpass provide additional amenity for walkers and cyclists, and local school access if this is required.</p> <p>For vulnerable ratepayers dependent on cars, it would be a terrible loss of amenity to lose:</p> <ul style="list-style-type: none"> *local, non-arterial road access between Abbotsford and Clifton Hill, and *less trafficked access further south and south east for Clifton Hill residents who frequently use this less pressured road access to get to local shops, libraries, medical facilities and family activities. <p>Council's Response to COVID 19 acknowledges that reduced use of public transport will increase the need for use of cars. This will be particularly true for the vulnerable and those with reduced mobility.</p> <p>Is Safety Really an Issue?</p> <p>Does any data support closure for increased safety? Trenerry Crescent has many speed bumps and pedestrian crossings and two roundabouts. There are well marked bicycle lanes. The Main Yarra Trail and the overpass are nearby and accessible.</p> <p>There is increased traffic at peak hours, but is there any actual data to show:</p> <ul style="list-style-type: none"> * whether It is excessive, * how much is relatively local, and * any actual impact on safety? <p>Less Drastic Options</p> <p>Were other less drastic options considered? Some are already implemented successfully elsewhere in Yarra. For example:</p> <ul style="list-style-type: none"> * additional bike lane marking, such as viba-lines and green paint (as listed in council's Bicycle Strategy), * speed reduction to 30km (such as in Wellington St between Johnston and Alexandra Parade), * traffic calming chicanes to discourage peak traffic in Trenerry Crescent or at pinch points in the underpass. <p>These work well in:</p> <ul style="list-style-type: none"> — Hodgkinson St between Smith and Wellington St, and — Noone St (between Wellington and Gold streets). <p>Options that support improved amenity for all road users would:</p> <ul style="list-style-type: none"> * be better than closing off local communities, * maintain options for the vulnerable likely to be increasingly car-dependent during COVID 19, and * extend good road sharing opportunities. <p>My say</p> <p>I oppose any closure of Trenerry Crescent. My preferred options are</p> <ul style="list-style-type: none"> * option 1, no change * option 3, partial road closure trial. <p>If a partial road closure is trialed, I would prefer the flow to be north to south, to provide non-arterial exit</p> |

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| | <p>from Clifton Hill to the south and south east.</p> <p>Before any trial, please quantify the traffic flow data in non-lockdown conditions to establish whether peak traffic really is a major issue, and publish any accident data.</p> <p>In addition, first trial less drastic options for improving road sharing, such as:</p> <ul style="list-style-type: none"> * chicanes * lower speed limits * redirecting bike traffic to the overpass and Main Yarra trail, and * additional bicycle lane marking. |
| <i>Response 9</i> | <p><i>Hi there, I support council's work in increasing bicycle infrastructure and parklets. I'm a big fan of Yarra council and think you are very progressive and proactive and great.</i></p> <p><i>However! I have only just heard tell of the possibility that the Trenerry Cres underpass beneath the freeway may be closed. This would be a complete disaster for my family - we drive our son (he is an extremely reluctant cyclist - believe me we've tried) from our home in abbotsford to spensley street primary. Having to take Johnston street and then hoddle would not only take us vastly longer but would also be very stressful and unpleasant. Our present route via Trenerry cres works well - it doesn't seem overly congested, we are considerate and careful of cyclists, and we drive at an appropriate speed.</i></p> <p><i>I fully support safe and secure cycle ways (I am also a cyclist) but this would cause major problems for people who are using the underpass legitimately and not doing anything wrong.</i></p> <p><i>Please reconsider this option!</i></p> |
| <i>Response 10</i> | <p>I Live in Lulie St and cannot believe the proposal to cut off vehicle access at the underpass under the eastern freeway in Clifton Hill. For COVID reasons?! What an over engineered idea for a handful of cases. Think about how cut off the Abbotsford side will be from freeway access? Forcing all of us to clog up the already congested Johnston Rd and Hoddle sts.</p> <p>I've heard this has previously been proposed but was soundly defeated. Is this a case of someone using COVID as an excuse to resuscitate a pet project? Appalling.</p> <p>A few reasons to not do this which centre around road safety And to avoid congestion for both drivers and pedestrians.</p> <ol style="list-style-type: none"> 1. Trenerry Crescent provides safe access to the freeway for those in our area. Especially at peak times, it is verging on dangerous trying to traverse the 3 roads which can access Johnston St and perform a right hand turn. 2. Further to point #1, the traffic which uses this underpass is then redirected back to Johnston St is then redirected back to Johnston St also - a nightmare that will endanger both motorists and pedestrians particularly with new apt blocks and shops near Lulie and Johnston st. 3. Several council services, including the recycling depot, is critical to our residents. We already have challenges with waste and recycling as it is. 4. Emergency Vehicle Access. As seen, Johnston st in peak hour is already dysfunctional. How will these services get to Abbotsford/Clifton Hill residents? |
| <i>Response 11</i> | <p>I am writing to oppose the proposed closure of Trenerry Crescent. I live on Turner Street in Abbotsford and will be directly impacted by any closure. The following are my reasons for opposing the closure:</p> <ol style="list-style-type: none"> 1. Trenerry Crescent provides safe access to Clifton Hill and to the freeway for those in my area of Abbotsford. Especially at peak times, it can be quite dangerous trying to access Johnston St from Lulie or Rich St, and perform a right hand turn into traffic. 2. In addition, the traffic which currently uses the Trenerry underpass would instead then use Johnston St, making Johnston St traffic even worse than it already is further hampering safety. 3. I commonly use my car to access the Council recycling depot via Trenerry Crescent, as a means to reduce my carbon footprint. I cannot deliver my recyclables to the depot by foot or by bike. We already have challenges with waste and recycling as it is, which would be made significantly worse by limiting access to them with the proposed changes. Yes, I could drive around via Johnston and Hoddle Street, but that is difficult and very congested (and would be made more so by closing Trenerry, as noted above). |

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| | <p>4. I am a cyclist (indeed, our household of 3 people owns six bikes — we like our guests to have a bike too). I entirely support the improvement of bicycle infrastructure. However, there is already bicycle access between Abbotsford and Clifton hill with both the underpass and an overpass. Any changes to improve this should not remove infrastructure for other vehicles which are critical to local residents.</p> <p>5. Parts of my area of Abbotsford are in the Clifton Hill primary catchment zone. Reducing access between the suburbs would make access for children who need to be driven to school worse.</p> <p>6. The underpass provides important emergency Vehicle Access. In peak hour, an emergency without Clifton Hill access would be a complete mess.</p> <p>7. Bikes are important, but they do not provide a transport solution for everyone, such as people with young children and disabled people. Accessibility should be considered for ALL residents in all situations.</p> |
| <i>Response 12</i> | <p>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.</p> |
| <i>Response 13</i> | <p>Thank you for attempting to address the issues for cyclists and pedestrians, particularly along Trenerry Cres, Abbotsford. While I feel this area does need to be urgently addressed, I don't think that closing the road is a permanent solution. I would like council to consider using this time to build better infrastructure for cyclists, pedestrians and drivers passing through between Abbotsford and Clifton Hill by widening the footpath under the Eastern Freeway. The three-way intersections of road and footpath at the top and bottom of Trenerry Cres, including the Capital City Trail path, are unsafe for pedestrians, cyclists and drivers in their current state. Given the current need for social distancing, none of these paths are even wide enough to accommodate passing safely. The intersections also lack proper signage and line marking for all users.</p> |
| <i>Response 14</i> | <p>I have only just heard about the proposal to close Trenerry Cres at the underpass (and the apparent rejection of this proposal by Yarra City Councillors). As a resident of Clifton Hill East I am very much in support of the closure - I'm sick of our suburb being used as a rat run. I grew up here (it was a rat run twenty years ago) and recently moved back (rat run is much worse). What is the Council's plans moving forward regarding the potential closure?</p> |
| <i>Response 15</i> | <p>Please please please please do NOT stop vehicle access on Trenerry Crescent. Oh please do NOT. It is essential. Please leave it alone. Can council please just do something that makes residents happy. Gee. Look at what Pace has done to our beautiful community. Who approved that? Wow! So inappropriate. Leave Trenerry Crescent ALONE.</p> |
| <i>Response 16</i> | <p>I live with my wife and baby son on Abbott St in Abbotsford behind Victoria Park.</p> <p>I heard today about the planned closure of Trenerry crescent earlier today. This was one of the most undemocratic and significant breaches of proper process that I have witnessed from the council. The road was closed for a period of time with absolutely no consultation and no due process had been followed. It all seems that no proper planning permits or approvals from the Department of Transport had been obtained.</p> <p>Secondly, to put such a proposal under the guise of COVID is seemingly a trojan horse to rush the ideology of individual councillors where no research or justification supported such a position. It is astounding that councillors believed that this was the appropriate course of action in a democratic society. I am personally impacted by COVID with an immunocompromised baby in the middle of a pandemic, and the use of such an umbrella to achieve this outcome is offensive. Also particularly surprising given the upcoming council elections.</p> <p>The road was closed just after our 3 month old baby, Xavier, spent four weeks at the Royal Children's hospital with cardiac and breathing issues. He has a congenital heart defect requiring ongoing management. We had one emergency situation at home where the roadblocks had the potential to impact the outcome of that situation negatively should emergency services had approached from Clifton Hill. Our 3 month old son needed to be rushed to the Royal Children's Hospital emergency which the underpass was the most viable option. I trust that the appropriate councillors would have taken responsibility for this if it had not turned out well.</p> |

In regards to the proposal which I believe is back on the council agenda my wife and I are strongly opposed to the proposed closure for the following reasons:

Trenerry Crescent provides safe access to the freeway for those in our area. Especially at peak times, it is verging on dangerous trying to traverse the 3 roads which can access Johnston St and perform a right hand turn. This was made significantly worse already with the changes Vic Roads made to the Johnston St/Hoddle St intersection a couple of years ago.

Further to point #1, the traffic which uses this underpass is then redirected back to Johnston St making that situation even worse than it already is further hampering safety.

Several council services, including the recycling depot, is critical to our residents. We already have challenges with waste and recycling as it is, which would be made significantly worse by limiting access to them with the proposed changes. There are also several parks and local Clifton Hill businesses we frequent for which would no longer be viable, reducing the utility where we live.

We support the upgrading of bicycle infrastructure. That said, there is already bicycle access between Abbotsford and Clifton hill with both the underpass and an overpass. Any changes to improve this should be upgrading existing infrastructure, not removing infrastructure for other vehicles which are critical to local residents. There are 4 different options for cyclists to cross the freeway of which 3 do not use the Trenerry Crescent at all (Yarra Trail, Overpass, Underpass via Lulie/Maugie St to Hoddle St path).

Parts of Abbotsford on this side of the freeway are in the Clifton Hill primary catchment zone. Reducing access between the suburbs would make access for children who need to be driven to school worse.

Emergency Vehicle Access. As seen, Johnston st in peak hour is already dysfunctional. The path from Clifton Hill provides a critical secondary path for emergency service vehicles to access. In peak hour, Victoria Park precinct traffic would be forced to Johnston St, further worsening the congestion further blocking off access as well as blocking a secondary route.

While bicycles are an essential part of the equation, accessibility should be considered for ALL residents in all situations. Not just catering for one set of users based on ideology.

In regards to our son Xavier we have at a minimum, one visit to RCH every week where we regularly need to take the Trenerry underpass, especially in peak periods. Due to his immunocompromised status, it is too dangerous to take any alternative form of transport other than our private vehicle. A bicycle is also not a viable alternative to this.

With all of that said, I fully support the upgrading of existing bicycle infrastructure provided it does not reduce the existing utility. I am frequently a user of the roads as a car driver, motorcyclist and cyclist. I support enhancing infrastructure for all 3 options. Making access worse, especially for those disadvantaged and requiring accessibility is not an appropriate action.

In light of all of this, the proposed changes would decrease utility and likely impact property values in the area. We specifically moved into the Victoria Park precinct because of the excellent access options. This seems to be an agenda driven by a small vocal minority with an anti car ideology which does not represent the majority view.

If every suburb which didn't like extra traffic coming from somewhere simply blocked off the only access, our road network would be an unworkable mess. There is a very good reason that Department of Transport is reluctant to close roads off generally, nevermind without consultation. It is also clear that there has been no research or evidence supporting the planned action. Ultimately the area is reasonably quiet however we still live less than 3km from the CBD. In that context, the traffic problem is not that bad on the Trenerry underpass.

The COVID social distancing justification was farcical and does not pass the pub test. I suggest councillors treat their constituents with more respect only a few months out from re-election and remember we live in a democracy with due process.

I also happen to chair the Owners Corporation for 42 townhouses. I am usually relatively quiet on council matters. Several neighbours and I would actively campaign against any member who supported this proposal. The way several councillors have conducted themselves in regards to this so far is shameful. This is an issue

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| | <p>where those of us who are usually quiet and have an ambivalent approach to City of Yarra's councillor antics, will not be so quiet. The ordinarily quiet residents will be watching how this progresses with interest.</p> |
| <i>Response 17</i> | <p>I am an East Clifton Hill resident and have lived in Fenwick Street for some 30 years and now live in O'Grady Street.</p> <p>I am very well aware of the through-traffic problem on Fenwick Street (and streets in the vicinity of Fenwick Street) and Trenerry Crescent during peak hours on work days (prior to covid-19 restrictions).</p> <p>I write to strongly object to the proposed closure of Trenerry Crescent to vehicular traffic. The only thing worse than the current situation would be the closure of this street. Such a closure would cause enormous inconvenience for the residents of both East Clifton Hill and Victoria Park. These are close communities, and I frequently use Trenerry Crescent to visit friends in Victoria Park and to get to shops in Richmond and Kew. I also frequent restaurants and businesses in the Victoria Park vicinity. It would be inconvenient to travel via Hoddle Street to access these shops, cafes and businesses and would cause Hoddle Street to cater for extra traffic. Victoria Park residents frequent the shops, cafes and businesses in Queens Parade (and I strongly believe in keeping strip shopping alive, which we need to do on Queens Parade)!</p> <p>I would also like to point out something that should be obvious: no trial makes sense during the existing work-from-home restrictions. There is currently greatly reduced traffic on Fenwick Street and Trenerry Crescent. I sincerely hope you abandon this trial, and I will most certainly vote against it.</p> <p>I do consider that there should be some restrictions on through traffic (the "rat runners") during peak hours on Fenwick Street and Trenerry Crescent and that would money better spent by the City of Yarra (perhaps boom gates or some form of car registration recognition for residents.....just a thought!).</p> |
| <i>Response 18</i> | <p>As a resident of 88 Trenerry Crescent Abbotsford - with regards to the closure of the Crescent - we are in favour of a temporary full closure between Dights Falls & Grey Street. There is sure to be complaints however a 3 month trial would not hurt anyone's ego!!!! Regards Darrell Morgan (Apt 14)</p> |
| <i>Response 19</i> | <p>I have voted at the yoursay website but was unable to fully comment as the comments field on the site was too limited. Based on what information is currently provided, I am opposed to the closure proposal, and offer the following comments:-</p> <ul style="list-style-type: none"> - Abbotsford precinct north of Johnson St would be hemmed in, with great difficulty accessing Turner St, especially during peak times, and with access to Queens Pde Clifton Hill shops, etc, made more difficult. - Do not understand the reasons the proposal, as stated reasons ring hollow and are without evidential substantiation. - Have counsellors who own property in Trenerry Cres/Grey St absented from the voting process due to potential perceptions of conflict of interest ? - Please disclose to Yarra residents how each counsellor has voted on the Trenerry-related proposals - What about vehicular-pedestrian interaction safety issues in Little Turner St, where there is no signage and no speed restrictions. - Does not solve Eastern Freeway noise issues in Abbotsford, where there is an absence of contemporary quality acoustic (noise) pollution barriers adjacent to the Yarra River crossing area. |
| <i>Response 20</i> | <p>I was heartened to receive a flyer inviting feedback on the Making Space initiative. Now is an excellent time to re-evaluate our streetscapes to make Yarra a more livable city. However, this project doesn't appear to be making much space in reality. I encourage you to go bolder!</p> <p>For inspiration, I implore you to read:</p> <ul style="list-style-type: none"> - I've Seen a Future Without Cars, and It's Amazing by Farhad Manjoo for the New York Times; and - Happy City: Transforming Our Lives Through Urban Design by Charles Montgomery <p>The proposed closure of Trenerry Crescent sounds great in theory - I do feel unsafe riding my bicycle around this corner - but other areas could better meet your goals for pop-up parklets and recreation. The underpass is dark (additional streetlights wouldn't go astray) and the overhead traffic noise hardly evokes urban oasis. I'm disappointed that none of the other areas marked for Making Space seem to do much for pedestrians.</p> <p>Granted, I'm no urban planner, but I can think of other streets that would benefit from an expanded Making Space program. For example, Park St in Abbotsford, between Johnston St and the laneway southward, is already crowded with pedestrians, cyclists and motorists moving between supermarkets, cafes and their homes. A pop-up park here would allow for physical distancing, and its proximity to several cafes would also</p> |

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| | <p>draw idle pedestrians off busy Johnston Street's sidewalk. As we've seen in projects like the park outside Seddon's Sun Theatre, where these parks are close to hospitality and community businesses, they're well utilised and promote public safety.</p> |
| <i>Response 21</i> | <p>I don't think this road should be closed however I believe there should be a speed hump installed on the northbound section of the road before the bend (please see attached).</p> <p>Cars travelling at 40km/h around the bend may encroach on the bike lane and having a speed up prior to the bend may allow for enough time for bikes to move along from the blind spot beyond the blind corner.</p> <p>Prior to Covid work from home arrangements I would ride to work every day and as an experienced cyclist I think there are far more dangerous road locations that should be focussed on. The BikeSpot 2020 program highlights these.</p> |
| <i>Response 22</i> | <p>The web address given twice on your hand-delivered "flyer" earlier today is incorrect. It should be: https://yoursayyarra.com.au/makingspace/trenerry.</p> <p>The 170 words/1,044 characters limit on the webpage proved insufficient for me.</p> <p>I favour the 2nd of the three options proposed for Trenerry Cres, that is "full road closure" (and, as well, permanent road closure), for slightly different reasons.</p> <p>In my estimation, the traffic in adjoining Roseneath St – and probably more so in Yambla St – has doubled over the past 10 to 15 years (not to mention the increase in noxious petrol fumes for local residents).</p> <p>This is primarily caused by so-called "rat runners," especially in both the morning and evening peak hours, seeking short cuts, that is, seeking to avoid negotiating the very busy Hoddle and Johnston Sts intersection.</p> <p>Unfortunately forbidding outbound traffic from turning left into Trenerry Cres in the evening peak hour has proved to be absolutely useless.</p> <p>There is the opportunity now to fix this local traffic problem.</p> <p>The "Vehicle Classifier System" boxes currently installed around Clifton Hill, e.g. in Roseneath St, will in this present climate of COVID-19 be giving a false – that is, lower – reading of vehicle traffic than was the case immediately prior to COVID.</p> |
| <i>Response 23</i> | <p>-I live in noon street. Trenerry crescent is my main way of getting out. Closing it means I have to plough in to Hoddle Street.</p> <p>-If Trenerry crescent is closed my access point is only via Hoddle Street. Trenerry gives me an access which is easier to get out.</p> <p>- The argument about making it Southbound - why don't you make it the other way?</p> <p>- I don't understand what the argument is.. to create more space. I'm not quite sure what this has to do with a road.</p> <p>- 'I'm assuming what they're saying is that they're expecting us to walk down Trenerry on the road itself'</p> <p>- (i don't understand) 'to help yarra delivery on new climate emergency' argument. This does not seem to bear any relevance.</p> <p>- If the argument is that there's the trouble with that road is that the bike riding on the mary capital trail, the bike riders impeding on the pedestrians, in order to get them off the train you need to get them onto a road, the issue is get rid of the cars. Why don't they just say that?</p> <p>- Make sense in your arguments. You're making a long bow. I would prefer they didnt shut it because I need access to get out. If i didn't have a preference I don't want it to be shut so that southbound would be shut. I would prefer northbound. '</p> |
| <i>Response 24</i> | <p>We would like to oppose the Trenerry Crescent closure for the following reasons.</p> <ul style="list-style-type: none"> • Trenerry Crescent is the only convenient access point for South East Clifton Hill residents seeking access to shops, businesses, and amenities South East of the freeway. <p>To close the crescent will push everyone onto Hoddle St which is a busy and congested road and reduce the liveability of a large pocket of the suburb.</p> <p>For example: accessing the nearest fully stocked supermarket with parking suitable for parents or those with access issues (The Hive) would require residents to have to turn onto Hoddle St. Since the bias of the lights are so heavily in favour of keeping traffic moving on Hoddle St it is common to sit at those lights for 15-20minutes before you can even turn onto Hoddle during peak periods. The trip would end up taking 30-40minutes!</p> <p>This will severely affect the liveability of the SE Clifton Hill region. Especially those living in the area working full time jobs who tend to need to visit the supermarket during peak traffic periods. It is noteworthy that this directly goes against the listed goal of 'reducing greenhouse emissions' via closing Trenerry, which to be</p> |

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| | <p>honest was a very poor argument at best as it doesn't serve to get cars off the roads, just diverts them around a longer route.</p> <p>Clifton Hill is a beautiful suburb, but access to shops for food simply isn't one of its strong points and this just makes things harder.</p> <ul style="list-style-type: none"> • As a keen cyclist I feel Trenerry crescent is one of the safer and easier cycling routes in the area with a 40kms per hour zone and adequate bike paths. Closing it to traffic is simply unnecessary. • Trenerry Crescent already has ample cycling paths and walking paths along it and this will not increase or decrease useability of the area to pedestrians or cyclists. To state the road closure will likely 'reduce the spread of COVID-19' is harebrained at best and really quite obviously trying to touch on a hot button issue. • Re making access better for schools. The nearest school is 1.3kms away from Trenerry Crescent, Spensley St Primary School. This primary school isn't zoned for anyone south of the Eastern Freeway so the point is completely redundant and again obviously, trying to touch on hot button issues. • It unfairly disadvantages anyone seeking to access Clifton Hill (businesses, parks, school or visiting residents) from the South East such as Abbotsford, Kew Hawthorn. For example someone coming from Kew will be required to drive West along Johnston St, crossing Hoddle (no right turn) performing a U turn during traffic, attempt to turn left at Hoddle St, drive North on Hoddle St, then either turn right onto whichever street is required or doing another U turn on Hoddle, driving south and then left onto the required street. Madness! This creates multiple dangerous instances and would double or triple journey times during peak traffic periods. I would imagine some people would simply take their business elsewhere rather than go through this, for those with no other choice we end up with the same amount of cars on the road, driving longer and having to take more risks and adding to congestion with a longer journey. <p>The vast majority in the local community who travel and commute for work/access to food do not support this decision. I feel like there may have been a vocal minority pushing for this (if anyone has been, because no one seems to want it?) without adequately considering the effects and inconvenience it has on people.</p> |
| <i>Response 25</i> | <p>Customer would like to give feedback regarding proposed closure of Trenerry Crescent in Clifton Hill. She doesn't want the council to close the road in any way. She thinks it's absolutely ridiculous that the council would isolate people in east Clifton Hill, as it means they have to go onto Punt Rd/Hoddle St/Heidelberg Rd and nobody wants that in peak hour.</p> |
| <i>Response 26</i> | <p>Customer wants to note their rejection of the proposal to close Trenerry Crescent. Customer is aware that they have tried to close two other streets in the City of Yarra. To use COVID-19 to reassign areas is a disgusting performance from the council. If they are going to send notifications out, this should be done under the right pretenses. It is also disgraceful and deceptive to do traffic counting in Trenerry Crescent during a lockdown period which will give false data.</p> |
| <i>Response 27</i> | <p>I hope you're all doing well in this strange time!</p> <p>This is an e-mail contesting the proposed temporary closure of Trenerry Crescent, Clifton Hill.</p> <p>What's the point of the bike trails along the Yarra? I don't think it's right to close it off from cars. I use Trenerry Crescent to access my home in Clifton Hill every day and multiple times a day to head to work and in normal times, to visit my family who live in nearby Kew.</p> <p>I walk when necessary and use the car when it's my only option and use the backroads of Trenerry to access surrounding suburbs and avoid the gridlock of Hoddle.</p> <p>If you cut off this access, imagine the build up of traffic on Hoddle Street for cars that just need to get to Johnston Street to access Richmond and beyond!</p> <p>In regards to the Grey St / Trenerry Crescent intersection, this needs fixing. People (cars and bikes) don't understand the right of way between a Stop (Trenerry into Grey) and a Give way (Noone into Trenerry) - flashing lights is necessary on the stop sign or a letter needs to be sent out to local residents in the area regarding road rules in this intersection.</p> <p>Also, while I am here, Quarries Skate Park at Ramsden St Reserve needs policing - groups of 15-20 people gather there each day to skate and every day I am picking up their rubbish left there the day before. I have attached a video and image of the litter.</p> |
| <i>Response 28</i> | <p>I wish to protest strongly to your proposed closure of Trenerry Crescent. I have lived in Clifton Hill for over 30 years.</p> <p>I can see no gain from any of the options. The section of Trenerry Crescent under the freeway is hardly a</p> |

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| | <p>delightful stroll. Full Closure:</p> <p>This will greatly inconvenience many residents of Clifton Hill and Abbotsford. It will force us to use a long detour via Hoddle Street to get from one side of the freeway to the other. The idea of it creating more room for pedestrians to “socially distance” is very creative but idiotic. If that is your goal, just close the footpath and make people use the two foot bridges over Merri Creek. Problem solved.</p> <p>If the cyclists are behind this – and how many of them are there? They can simply use the two bridges over Merri Creek or even the pedestrian/cyclist overpass over the freeway if they are not happy riding in the bike lanes on the road.</p> <p>Partial Closure:</p> <p>As above, except this will allow the rat runners to continue to use Trenerry Crescent at evening peak hour and stop locals using it to move south. Great idea.</p> <p>If you want to stop heavy traffic along Trenerry Crescent, why don't you aggressively police the No Left Turn sign on Johnston Street and also the stop signs at Grey Street which are completely ignored. I have lost count of the number of times I have been nearly hit by rat runners charging through the stop signs without slowing down. I have had the right of way, turning from Noone Street into Grey Street and they blast through without even slowing down. Waiting to turn right into Trenerry Crescent from Johnston Street in evening peak can take more than five minutes waiting for a break in all the illegal left turners. How about making Grey Street or the southern section of Yambbla Street one way the south? That will get rid of a lot of rat runners.</p> |
| <p><i>Response 29</i></p> | <p>John called to provide feedback about the proposal to close Trenerry Cres. His preferences in order are:</p> <ol style="list-style-type: none"> 1. Option 1 2. Option 3 3. Option 2 <p>Further comments: It is one of the few ways to get into this part of Clifton hill</p> |
| <p><i>Response 30</i></p> | <p>I have just filled out the form with comments on the designated website, hit SUBMIT, which did not respond. Thus this email.</p> <p>So here is what I said: firstly I chose the option: DO NOT CHANGE, DO NOT DO EITHER OF THE PROPOSALS. My second choice (although it's not a choice, I don't want it at all) was to close southbound only.</p> <p>My reasons:</p> <p>The proposals ignore the MANY Clifton Hill residents who live between Johnson Street and Heidelberg Rd, and Merri Creek and Hoddle Street. Indeed, the proposals favour the tourists who come to our area. If you want to make it safer for pedestrians and bike riders, then widen the path on the hill under the freeway. Every point listed under WHY TRENERRY CRESCENT: THE PROJECT WOULD... can be argued. None are backed up with any research, and it would be almost impossible to measure them as they now are stated. The proposals penalise local residents without addressing OUR concerns about traffic - not COVID. Indeed, I find it extraordinary that the pandemic has caused these proposals to suddenly appear. PLEASE - DO NOT DO ANYTHING. PLEASE.</p> |
| <p><i>Response 31</i></p> | <p>This possible road closure of Trenerry Crescent is absolutely unnecessary. Traveling via this road is our only viable option to access the childcare center that my son attends. The only other way to access the center is to go via hoddle street traveling the opposite direction to Collingwood town hall for the p turn before driving back to Clifton hill taking our travel time from 5 mins to over half an hour.</p> <p>Cyclists and pedestrians already have 3 other options to travel around this road - the freeway overpass bridge, the yarra trail bike path and the bike lane on this road! Why not improve the existing facilities rather than take away the only option the rest of us have and yet again make the life of residents more difficult. You say you are trying to make a safer access pass for children to get to school yet you are taking away a vital road for us to access school for those of us who do need to drive.</p> <p>The way council has gone about this process is also appalling - trying to sneak it through and then when asking for feedback allowing only 250 characters - less than a tweet!!!! - which is just a joke. We pay some of the</p> |

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| | <p>highest rates in Melbourne and you focus your time and money on unnecessary changes when vital things like street lighting in little turner street continuously ignored.</p> |
| <p><i>Response</i> 32</p> | <p>I am a local in Abbotsford at Victoria Park. The Trenerry Crescent 2 way road is the only way that us 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 on the other 2 sides: Hoddle St and the Eastern Freeway. I walk, run, ride and drive this way multiple times each week. The Crescent with speed humps is not dangerous to riders or walkers and is an essential local thoroughfare – without it, we are completely cut off except by entering Hoddle Street. Do you really want everyone to be joining the very busy queues of commuters and business traffic on Johnston St to access Hoddle Street, just to turn off a km later, to get to the recycling or our local shops? The COVID19 period of time is a deceptive “lull” and even in this time the traffic on Johnston Street backs up at the Hoddle St intersection.</p> <p>Instead of this well meaning but silly idea, the council should be committing to upgrade the very poor and out of date foot and bike paths on both sides of the Merri Creek under the freeway, and the ugly bridge that crosses the Merri Creek at Dights Falls. This area is so well used by cyclists, walkers and runners (like me). We don't need to stop the cars – instead, we need a really aesthetically pleasing, well designed, wide footpath or boardwalk, built adjacent to the Merri Creek on both sides, with a beautiful bridge crossing the creek.</p> <p>Please upgrade our local amenity, don't reduce it by closing this road in a knee-jerk and poorly thought through plan that will have very negative implications for our local quality of life and for the surrounding roads and neighbourhoods. A closure trial is NOT needed. Instead, please start consulting with the community and putting our local rates and council funds to work towards an upgrade and redesign of our essential pedestrian and cycling amenities in the area. Now, in COVID19, is the perfect time to start planning this.</p> |
| <p><i>Response</i> 33</p> | <p>Your online form could not accept all of my comments on the Trenerry Crescent closure proposal. These are below.</p> <p>I object to any closure of Trenerry Crescent and vote for no closure. 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. My family and I have lived in East Clifton Hill for over two decades and we utilise the underpass on a daily basis (sometimes several time a day). The underpass was deliberately constructed when the Eastern Freeway was built so that Clifton Hill could remain connected with Abbotsford and Richmond. It should not be for Council to now decide to close it. If we are forced to use Hoddle Street and Johnston Street, this will add significant travel time, and not the slightly longer travel time you state. Right hand turns from Johnston Street into Hoddle are now banned and “P” turns to be performed instead. Additionally, travelling the short trip from East Clifton Hill to Johnston Street via Hoddle Street in the morning peak is a nightmare and can take well over 15 minutes to travel under 1km.</p> |
| <p><i>Response</i> 34</p> | <p>I don't see how you can link Covid-19 to closing Trenerry Crescent. If it went ahead the trial would not be valid as it would not be occurring during normal traffic levels, so the true impact on the surrounding areas could not be measured.</p> <p>Instead of reducing infrastructure to rate payers, why don't you add infrastructure by funding a widening of the existing footpaths to support greater space for cyclists and pedestrians? The paths could be widened by building over the sides of the Merri creek, similar to how the Swan Street bridge was widened to add additional pedestrian and cyclist access.</p> <p>Also there is no mention on the following:</p> <ol style="list-style-type: none"> 1. What will be measured to determine if a trial is a success or failure? 2. What is the plan to manage the displaced vehicle traffic, both during a trial and post a trial when traffic returns to normal levels? 3. How will emergency service vehicle response times be affected in Clifton Hill and Abbotsford during peak hours? 4. The main contribution to the traffic volume is the "rat-runners" during peak hours. Why don't you address this issue instead. As the police don't have the resources to police the traffic rules, why don't you use council employed staff to man the no turn locations with a lollipop stick, similar to manning a pedestrian crossing. Sure they will not have any legal ability to stop a motorist performing an illegal turn, but I would think most motorists will obey their direction. <p>I do think the information included in the council flyer was quite superficial, and did not include all the information required for residents to make an informed decision on such an important matter. It read like some in council want it to happen, and only included information to support the case of closure. This does not appear to be a truly transparent process.</p> <p>My wife and I are strongly opposed to any closure of Trenerry Crescent.</p> |

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| <p><i>Response</i> 35</p> | <p>I am a local in Abbotsford at Victoria Park. The Trenerry Crescent 2 way road is the only way that us 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 on the other 2 sides: Hoddle St and the Eastern Freeway. I walk, run, ride and drive this way multiple times each week. The Crescent with speed humps is not dangerous to riders or walkers and is an essential local thoroughfare – without it, we are completely cut off except by entering Hoddle Street. Do you really want everyone to be joining the very busy queues of commuters and business traffic on Johnston St to access Hoddle Street, just to turn off a km later, to get to the recycling or our local shops? The COVID19 period of time is a deceptive “lull” and even in this time the traffic on Johnston Street backs up at the Hoddle St intersection.</p> <p>Instead of this well meaning but silly idea, the council should be committing to upgrade the very poor and out of date foot and bike paths on both sides of the Merri Creek under the freeway, and the ugly bridge that crosses the Merri Creek at Dights Falls. This area is so well used by cyclists, walkers and runners (like me). We don't need to stop the cars – instead, we need a really aesthetically pleasing, well designed, wide footpath or boardwalk, built adjacent to the Merri Creek on both sides, with a beautiful bridge crossing the creek.</p> <p>Please upgrade our local amenity, don't reduce it by closing this road in a knee-jerk and poorly thought through plan that will have very negative implications for our local quality of life and for the surrounding roads and neighbourhoods. A closure trial is NOT needed.</p> <p>Instead, please start consulting with the community and putting our local rates and council funds to work towards an upgrade and redesign of our essential pedestrian and cycling amenities in the area. Now, in COVID19, is the perfect time to start planning this.</p> |
| <p><i>Response</i> 36</p> | <p>It is with great dismay that I have learned of the recent push to close Trenerry Crescent to vehicular traffic. I purchased a home in Clifton Hill so that I could easily commute to my place of business (for which I am required to travel in a work vehicle), which approach via Trenerry Crescent at least five days per week. The closure of this road could easily add an extra hour on the road to my day, each and every day, as I would be forced to either use Hoddle Street or another more circuitous route. The result of this is not just a net loss of irreplaceable hours of my life, but an increase in the amount of time that my vehicle is running and on the road, adding to the increasingly burdensome inner-city traffic load.</p> <p>I will also note that I was extremely disappointed with the biased 'Options' present in Councils feedback form (https://yoursayyarra.com.au/makingspace/trenerry?fbclid=IwAR0B_OnFmAM0bOFrmQDGVQTaY_HLhja2zvJ0dkj3_1exWUqyS51wzZnuAg). Basically, one option provided was against the closure, and two were pro closure in some form. The limit of 250 words in the written response section was also extremely restrictive.</p> <p>Even worse, from the 'option's provided, there was no option to simply improve traffic and safety conditions, while maintaining permanent vehicular access. As I use this roadway approximately 10 times per week, I would suggest the following:</p> <ol style="list-style-type: none"> 1. Improved traffic management where Trenerry Crescent meets Gray Street: <ul style="list-style-type: none"> - vehicles and cyclists frequently disregard the STOP signs here (perhaps improved lighting / speed bumps / even a traffic light could help?) - there is a large volume of pedestrian and cyclist traffic here, often criss-crossing the junction diagonally (perhaps marked crossings at 90 degree crossings would improve pedestrian behaviour?) 2. Some vehicles (notably, in my experience, City of Yarra maintenance vehicles!) travel at excessive speeds around the bend just past Maugie Street, crossing over the white line. (Perhaps changes to the current speed humps / curves or indicative speed signs ((ie. You are travelling at 20kph = Smiley Face / You are travelling at 50kph = SLOW DOWN)) could help manage this issue?) 3. Some cyclists behave in an unsafe manner on the narrow shared footpath alongside this section of road (I'd suggest a beautiful, wide, well-lit boardwalk along here could be a great asset to the community, increasing accessibility for pedestrians, cyclists, runners etc, and linking neighbourhoods such as Clifton Hill and Abbotsford, where there is a large amount of cross-over in terms of school enrolments etc). <p>I understand that there is a small group who are advocating for this road closure, but I would like to point out that this road; does not belong to 'them', just as it does not belong to the City of Yarra. It is an integral part of the infrastructure of the city of Melbourne, and caters for ALL (whether they are local residents or not). This is not some back laneway that a select few can squabble over and make a decision about, but an integral link between communities on the North and South of the freeway, AND, dare I say it, a convenient link for people who are simply passing through the area too (as they have every right to do).</p> <p>In my opinion, closure of Trenerry Crescent, in either direction, at any time, is simply unacceptable. It is a clumsy idea, which would create heartache and inefficiency for many. Why not focus on increasing</p> |

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| | <p>accessibility through improvements to the current situation? This seems eminently more sensible and proactive than the selfish, 'shut it down' mentality which has prompted this proposal.</p> <p>In summary, I wish to express in the strongest terms possible that I do not support the proposal for either a temporary or permanent, partial or full closure of Trenerry Crescent.</p> |
| <p><i>Response 37</i></p> | <p>I am a local in East Clifton Hill.</p> <p>The Trenerry Crescent 2 way road is the only way that us Clifton Hill locals can connect with Abbotsford/Richmond/Victoria Gardens or alternatively Kew and thus patronise local businesses, community services and schools without having to enter the major roads that border us on the other 2 sides: Hoddle St and the Eastern Freeway via Chandler Hwy via Heidleberg Road.</p> <p>I walk, run, ride and drive this way multiple times each week. Trenerry, with its speed humps is not dangerous to riders or walkers and is an essential local thoroughfare – without it, we are completely cut off except by entering Hoddle Street or Heidleberg Road. It's not desirable for everyone local to be joining the very busy queues of commuters and business traffic to access Hoddle Street, just to turn off a km later, to get to our nearby shops and schools.</p> <p>Traffic may be quiet at the present due to COVID, but even in this so-called quiet time, traffic is still backing up at other exit points from Clifton Hill onto the major roads, it is far worse in normal times.</p> <p>Rather than this well meaning but short-sighted idea, the council should be committing to upgrade the very poor and out of date foot and bike paths on both sides of the Merri Creek under the freeway, and the inadequate bridge that crosses the Merri Creek at Dights Falls. This area is so well used by cyclists, walkers and runners (including myself). We don't need to stop the cars – instead, this is an opportunity to develop a really aesthetically pleasing, well designed, wide footpath or boardwalk, built adjacent to the Merri Creek on both sides, with a beautiful bridge crossing the creek.</p> <p>Please upgrade our local amenity, don't reduce it by closing this road in a knee-jerk and poorly constituted plan that will have very negative implications for our local quality of life and for the surrounding roads and neighbourhoods.</p> <p>A closure trial is NOT needed. Instead, please start consulting with the community and putting our local rates and council funds to work towards an upgrade and redesign of our essential pedestrian and cycling amenities in the area.</p> <p>Thank you for your time.</p> |
| <p><i>Response 38</i></p> | <p>I'm a constituent at 125 Turner St, Abbotsford.</p> <p>I wanted to flag a proposal by the City of Yarra to close for three months, Trenerry Cr between Dights Falls and Clifton Hill (the section under the Freeway). Council has conducted a survey and is now conducting another. I've also noticed traffic counters out on our local streets. The results of the first survey haven't been published.</p> <p>The issues with this proposal are for anyone wanting to travel north towards Clifton Hill, Brunswick and Northcote:</p> <p>In the PM peak, there is a right turn ban at the corner of Rich St and Johnston St. You cannot head west on Johnston from this street.</p> <p>In the PM peak, traffic is often queued by the pedestrian signals on Johnston at Vic Park station. This makes it impossible to turn right into Johnston, and those that do often block an eastbound lane to do so.</p> <p>By the time traffic on Johnston heading east reaches Trenerry Cr, it's moving pretty freely and during the peaks the street is busy. It's very difficult to turn right at Trenerry into Johnston.</p> <p>Those are the only three options from this neighbourhood to head north. The safest and most convenient option is to take Trenerry Cr towards Roseneath St to get to the signals at Roseneath and Hoddle.</p> <p>For anyone who is brave enough to turn right on Johnston in the PM peaks, there's a right turn ban at Hoddle meaning traffic needs to turn left and use the P-Turn. While feasible, adding extra traffic in the PM peak heading west on Johnston isn't a good outcome, as the tidal flow is referencing the eastbound traffic, and with parking in the left lane (with a Clearway operating in the opposite direction), there's in effect one traffic lane for all traffic heading towards Hoddle from this neighbourhood. This includes buses heading west,</p> |

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| | <p>because the bus lane only operates in the peak flow direction.</p> <p>The justification for the closure is flimsy at best. Council's use COVID as a cover for the change is disingenuous. There's nothing in the public material that suggests how this links to the state's COVID response.</p> <p>The objectives given are:</p> <p>Create more space for people using the Capital City Trail As a local who uses this daily, the path isn't congested. It's possible to social distance. In any case, people use the trail for its proximity to the river. It's a nice walk.... Walking on a road next to a Freeway noise wall isn't a drawcard.</p> <p>Safer road conditions for less confident cyclists To reach the closed section, cyclists will need to ride on the road in mixed traffic conditions. Same at the other end. It's not proposed to form any kind of continuous cycling link. At the same time, there's a shared path running parallel along the river (which is a much nicer ride, again, as above). I agree that separated cycleways are preferable especially for people new to cycling, and these are a positive addition to the road environment. However they need to form part of a network and in this location some widening of the road would be required. In this case there's other more attractive and safe options nearby.</p> <p>Safer routes to school / Vic Park Most people from Clifton Hill would avoid use the ped overpass over the freeway and wouldn't use the section of road that's proposed to be closed. Investment in a better path from the ped overpass to Vic Park etc would be more useful.</p> <p>Safety issues at Grey/Trenerry/Johnston As above - this funnels all local traffic via a conflicting right turn movement rather than via a signalised intersection. This opens up other safety issues on the road.</p> <p>Climate emergency This is a more indirect route for northbound traffic from this neighbourhood and would generate more distance travelled and more time idling by traffic. This would increase rather than decrease emissions. The sorts of journeys this closure would impact are not cycling journeys. They're not local access trips, they're trips to the north beyond Clifton Hill. For our neighbours in Clifton Hill wanting to head south or east along Johnston/Studley Park, this proposal would force them into congested Hoddle and Johnston in the peak flow direction, or right out to the Chandler Highway along the freeway. None of this reduces emissions.</p> <p>If the objective as I suspect it is, is to reduce traffic coming from Kew along Johnston from using Trenerry Cr to reach Hoddle to turn north (instead of using the P-Turn), then this can be achieved by banning right turns from Johnston westbound into Trenerry during the peaks, when it's an issue (time it to the same operating time as the right turn ban on Johnston into Hoddle). I ask that Councillors challenge the officers who came up with this to address how local residents will have access maintained to travel north under the closure proposal.</p> |
| <p><i>Response</i> 39</p> | <p>I have responded to the questionnaire at https://yoursayyarra.com.au/makingspace/trenerry</p> <p>I wish to add that in this election year any move to close Ternerry will be met with my active support against it.</p> <p>Normally I avoid politics however when such silly and ill-conceived ideas are presented I feel a stand must be taken.</p> |
| <p><i>Response</i> 40</p> | <p>As a resident of Clifton Hill, who needs this road to access schools and facilities in Abbotsford and Kew and have care responsibilities over this side, this is one of the worst ideas that I have heard proposed. There are currently beautiful and extensive riverside paths and bike paths that can be and are used by locals such as me and my family. This would cut of vehicular access to the many local shops in Victoria St that are already struggling and divide the communities of Abbotsford and Clifton Hill, making access to community centres such as Victoria Park laborious and adding unnecessary traffic to Punt Road. I am an avid and regular user of the paths of this area both on foot and on my bike and there absolutely no need to shut this community connection to local traffic. It would add an unnecessary burden to locals who live their lives between these</p> |

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| | <p>two suburbs, 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>I am totally against any closure of Trenerry Crescent, for any length of time and urge council to reject this idea immediately.</p> |
| <i>Response 41</i> | <p>NO!</p> <p>I've lived in Clifton for almost 24 years. This has never been an issue. Still isn't an issue due to "Covid" this has no benefits at all. I'll address some of the dots points. People can use the footpath which is why we have one. If people vulnerable with riding don't go down the hill or get off your bike & walk. Definitely not creating a safer route to schools there would be no route as it's potentially closed.</p> <p>What's the safety issues? I haven't heard of anything that has happened around Grey Street, Trenerry Crs, Johnston St?</p> <p>Yarra can deliver on the plan without the closure of the road. Don't use Covid as an easy OUT!</p> |
| <i>Response 42</i> | <p>I'm providing feedback on the proposed closure of Trenerry Cres. Clifton Hill. I live (14 Clifton St.) and work in Clifton Hill.</p> <p>I do not want it to close to cars.</p> <p>Trenerry Cres is an important car route for me in avoiding hideous traffic on Hoddle St and navigating quickly and easily to Kew and Richmond (outside peak hours). The closure of Trenerry Cres. to cars would only result in changing the direction of driving through the back roads of Clifton Hill (i.e. Roseneath St) anyway to avoid as much of Hoddle St as possible. Therefore it wouldn't reduce my road usage of that end of Clifton Hill, it would just change my route. Any closure of Trenerry needs to consider reduction of traffic on Hoddle St to make that route more accessible if you wish to reduce cars from outside the area using Clifton Hill as a shortcut.</p> <p>My children and I also ride our bikes along Trenerry Cres. We always appreciate any improvements to the safety of bike riders.</p> |
| <i>Response 43</i> | <p>I strongly support a partial closure of Trenerry Cres for a trial period to support safe cycle movements.</p> <p>I believe half the carriageway should be made in to a bidirectional full-time cycle lane, and the other half should be bi-directional one way traffic lane, controlled by timed traffic lights. This would allow traffic through, with some delay but that should help to reduce rat-running through Abbotsford, which many residents have voiced their concern about. A reduction in capacity should reduce the attractiveness of this 'short cut' but keep it open for locals.</p> |
| <i>Response 44</i> | <p>MAKING SPACE</p> <p>Proposed temporary closure of Trenerry Crescent</p> <p>Please consider the elderly local Residents and not just the able and young cyclists when making your decisions. I am totally against any closure of Trenerry Crescent, as this is an alternative to Hoddle street for the locals. Hoddle Street is congested with non-local traffic.</p> <p>There is already a bike trail along Merri Creek and the Yarra River. Ample walking space in Victoria Park!</p> |
| <i>Response 45</i> | <p>I think it is a good initiative to close the trenerry road temporarily to vehicles. However, I would like to mention that cars and vehicles are not stopping at the stop sign where trenerry crescent meets noone street. Perhaps, making the sign more obvious would help make cars more aware of their obligation to stop because it is a busy intersection with kids and residents pulling out of Alexandra Parade and therefore, an accident waiting to happen.</p> |
| <i>Response 46</i> | <p>I have completed the yoursay form and find that a 250 character limit is basically pointless as it is impossible to create a worthwhile comment with so few letters available</p> <p>I submitted that NO CLOSURE AT ALL should take place My second option was the partial closure Obviously the stupid suggestion of Trenerry is last</p> <p>I now will place my full comment on the suggestion</p> <p>Closure is stupidity. Travel times from home to Kew, Richmond, East Melbourne and areas south would be extended by about 10 plus minutes by the need to enter Hoddle St and Cross the Freeway. Cyclist safety would be enhanced if they obeyed the Traffic Laws. By and large, as a group Cyclists show a</p> |

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| | <p>complete lack of respect to the law with many not wearing helmets and not keeping within cycle lanes especially in Trenerry Crescent. On shared pathways they show complete contempt for pedestrians and pedestrian safety. Pedestrian safety is an issue because of cyclists.</p> <p>The comments regarding Climate Plan is foolish as the build up of stagnant traffic on Hoddle Street would increase the amount of trapped exhaust emissions and also negatively impact on the residents in surrounding areas.</p> <p>Perhaps if you wish to reduce traffic volumes may I suggest that consideration be given to banning north bound right hand turns from Roseneath Street and possibly Ramsden Street from 7-00am to 7-00pm and possibly left hand turns from Hoddle Street into Roseneath Street and Noone Street for the morning peak would remove a lot of the short cut traffic without punishing the Residents of Clifton Hill</p> |
| <i>Response 47</i> | <p>I am a local in Clifton Hill. The Trenerry Crescent 2 way road is the only way that us Clifton Hill locals can connect with Abbotsford and Richmond, local businesses, community, services and schools without having to enter the major roads that border us on the other 2 sides: Hoddle St and the Eastern Freeway. I drive to work this way every day. The Crescent with speed humps is not dangerous to riders or walkers and is an essential local thoroughfare – without it, we are completely cut off except by entering Hoddle Street. Do you really want everyone to be joining the very busy queues of commuters and business traffic on Johnston St to access Hoddle Street, just to turn off a km later, to get to the recycling or our local shops? The COVID19 period of time is a deceptive “lull” and even in this time the traffic on Johnston Street backs up at the Hoddle St intersection.</p> <p>Instead of this well meaning but silly idea, the council should be committing to upgrade the very poor and out of date foot and bike paths on both sides of the Merri Creek under the freeway, and the ugly bridge that crosses the Merri Creek at Dights Falls. This area is so well used by cyclists, walkers and runners. We don't need to stop the cars – instead, we need a really aesthetically pleasing, well designed, wide footpath or boardwalk, built adjacent to the Merri Creek on both sides, with a beautiful bridge crossing the creek. Please upgrade our local amenity, don't reduce it by closing this road in a knee-jerk and poorly thought through plan that will have very negative implications for our local quality of life and for the surrounding roads and neighbourhoods. A closure trial is NOT needed. Instead, please start consulting with the community and putting our local rates and council funds to work towards an upgrade and redesign of our essential pedestrian and cycling amenities in the area. Now, in COVID19, is the perfect time to start planning this.</p> |
| <i>Response 48</i> | <p>I have just attempted to submit my feed back on this proposal, but there is no indication that it has been submitted.</p> <p>I request that my wife's and my opposition to the closure is passed on to the appropriate area of Council. The Trenerry Cr connection between Abbotsford and Clifton Hill is a long standing one (preceeding the construction of the freeway) and is relied on by many people to access Clifton Hill.</p> <p>We have lived at the current address since 1976 and have watched with amazement as our options for access have been gradually reduced through street closures and one-way streets.</p> <p>It is our view that there is more than enough opportunity for bike riders through the municipality.</p> <p>It is also our view that this proposal (unreasonably using Covid19 as an excuse) is as much driven by some of our neighbours who don't want any traffic in the area.</p> <p>We do not support this selfish view, which denies other residents the capacity to move freely in and out of the suburb.</p> <p>We look forward to this proposal being knocked on the head.</p> |
| <i>Response 49</i> | <p>I like Option 2 Trenerry Crescent. Better still close it permanently .</p> |
| <i>Response 50</i> | <p>Firstly, I'd like to say that in the current times, community space is increasingly important and the value of this in future is going to increase in value. I'm up for giving something a go because without this conversation we will never explore the possibilities that could create an unthought of opportunity for future community benefit.</p> <p>I'd like to understand why closure of Trenerry to only northbound wasn't considered an option? Most rat running by non-locals and congestion occurs in the evenings from south to north. Removing northbound traffic would prevent this but allow locals access to neighbouring suburbs to the south(Abbotsford and Richmond).</p> <p>For long term effectiveness this needs to be supported by the addition of "keep clear" sections on Hoddle Street at Noone and Roseneath intersections and/or the removal of the train crossing on Ramsden. Even with</p> |

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| | <p>less traffic it is extremely difficult to access Hoddle Street to the south during peak periods. With trenerry closure locals will be bound in the suburb.</p> |
| <i>Response 51</i> | <p>I am emailing to give my opinion about the recent proposal for the closure of trenerry crescent for the making space project.</p> <p>This is a terrible idea, I use this road to get to work in the northern suburbs and it is the only route I can go on from my house to be able to get to work without going onto busy Hoddle st, adding more congestion to busy roads and adding time to my commute.</p> <p>There are currently 3 other options for bike riders and pedestrians to go from Abbotsford to Clifton Hill so this is in no way needed. Pedestrians can: option 1: walk over the foot bridge that goes above the freeway option 2: walk on the footpath next to the road that is already provided option 3: walk along the river</p> <p>I also live on Turner St and after speaking to local businesses this is going to put the final nail in the coffin for their cafes. They rely on the passing traffic for their business on their commute and with all the offices around us currently closed they need this business now more than ever.</p> |
| <i>Response 52</i> | <p>I have lived in Clifton Hill for more than 40 years. During this time, I have walked both sides of the Merri Creek and Yarra River between Heidelberg Road and Victoria Street, including Dights Falls, the Convent and both Studley and Yarra Bend Parks, often 10 to 12km at a time, usually beginning and/or ending on the path between Dights Falls and my home near Heidelberg Road. Unfortunately, due to arthritis, I can no longer walk very far. I cannot get as far as the falls and back. However, if I drive, via Trenerry Crescent to the Falls car park, I have a choice of walking further to the childrens' farm or Convent, or head back towards Yarra Bend.</p> <p>The driving alternative to Trenerry Crescent is circuitous, involving Heidelberg Road and Hoddle Street which, although quieter during the first lockdown, soon became just as busy as before when the restrictions were eased.</p> <p>I also often exchange visits with my niece who lives near Church Street in Cremorne. Again, the bus is no longer an option. Without Trenerry, I would have to use Hoddle Street, and the connections to Church street have long, busy shopping precincts and tram routes.</p> <p>If cyclists using Trenerry are continuing on the streets, there is not much advantage to closing only a short length.</p> <p>For pedestrians and cyclists wishing to keep a safe distance from each other, the short length of the trail paralleled by the closure would have little benefit.</p> <p>The trails are being heavily used these days, especially at weekends, but my observation is that distancing problems arise mostly from the thoughtlessness of some users.</p> <p>I will be disappointed if Trenerry Crescent is closed.</p> |
| <i>Response 53</i> | <p>firstly I will start out with noting that I'm a avid cyclist myself, 200k's a week spent on my bikes is a easy week but I'm strongly against this idea as it creates one major safety issue by closing one of the few entry/exit points for the residents living east of Hoddle St in Clifton Hill. If you are travelling by car from either the city or the south eastern suburbs this would allow locals only to enter the east side of Clifton from Hoddle St via Roseneath St as it's illegal to make a right hand turn at Noone St and Ramsden St which has the train line run through it, is next to the Clifton Hill station and it ain't uncommon on a Friday afternoon in winter when the footy is on to be stuck at that intersection for over ten minutes.</p> <p>So Roseneath St intersection it is and if your heading North bound along Hoddle St and turning right from Hoddle St into Roesneath St you are required to sit in the middle of Hoddle St which is one of the busiest roads in Melbourne with four lanes of traffic in total flowing past you at 60k/m per hour until the intersection is clear to travel through. So by closing Trenerry Crescent you will be increasing traffic at what I'd say is one of Melbourne's most dangerous intersection and this intersection only has room for approx. four cars to wait in the righthand turning lane before traffic starts backing up onto the free flowing lanes of Hoddle St.</p> <p>So I see two solutions to the Roseneath St issue, one if you close Trenerry Crescent something has to be done to increase the Safety of the Hoddle St, Roseneath St intersection or the other option would be that the footpath serving Trenerry Crescent under the Eastern Fwy needs to be fixed somehow, maybe by building a boardwalk that's much wider than the path that is currently there now allowing Trenerry Crescent to stay open</p> |

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| | and providing more area for the public to social distance and if this boardwalk was to be built why stop there, the council could also fix up the bike path on the opposite side of Merri Creek which has the same narrow issue as the Trenerry Crescent footpath. |
| <i>Response 54</i> | To say that there is no bike paths to the other side of the freeway on trennery cr is a joke. The road is the only way though to the north for local residents. The only alternative would be to make the right turn from Johnston onto hoddle, which is already bad. Please do research and consult with residents before looking at action rather than going ahead and saying it's a sure thing (which is what we have heard so far). |
| <i>Response 55</i> | I attempted to provide feedback on the YourSay link but after I pressed submit nothing happened. I vote for no closure of Trenerry Cres. My view is that the Council is grossly misrepresenting the reasons for closure. The proposed closure is not in any way integrated with a broader safer riding/route/COVID strategy beyond Trenerry Cres. It's a traffic issue affecting some residents. Other residents want to be able to enter/leave our area without battling with trains, the congested outer roads & the dangerous intersection of Hoddle & Roseneath Sts. |
| <i>Response 56</i> | I live at little turner st, Abbotsford. We received your letter about the possible road closure. From all of us that live here (3) we would like to vote against this. And go with option 1. 1. No closure of Trenerry Crescent |
| <i>Response 57</i> | I am a owner of property TrenerryCrescent and rely on my motor vehicle for personal tasks (shopping, chemist and regular doctor visits) plus work related tasks. I currently have four options of exit:: Trenerry Cr to Johnston st Street access to Johnston st at Caltex service station Street in between Trenerry and Caltex Fourth option is to travel north on Trenerry Cr and enter Hoddle St near the entry to Eastern Freeway I find that to use the first three options is a real issue, particularly in the morning You have to clear incoming and outgoing Johnston st traffic lanes safely. Therefor for safety reasons I use the Trenerry Cr north under the Eastern Freeway to reach Hoddle St. For me to safely use access to Johnston St I would recommend : Put new traffic lights at the intersection of Johnston St and the street adj to Caltex station running up to Victoria Park Move the current pedestrian crossing lights from under railway line to be incorporated into the above intersection. If no traffic lights are installed as proposed or at Trenerry Cr/ Johnston St intersection I officially lodge an objection on the grounds of safety to closing Trenerry Cr Nonetheless under Eastern Freeway. |
| <i>Response 58</i> | I'm a long time resident of Clifton hill and have a keen interest in planning and design of the local community. I'm writing about the proposed temporary closure of Trenerry crescent. First of all I'm in favour of widening the footpath that runs adjacent to Trenerry crescent. It's clearly too narrow and the posts that support the crash barriers are easy to snag on. Fixing this walkway is a good thing. In terms of closing the road (even temporarily) I don't think is not the best solution. A lot of people In Clifton hill (my family included) use this road to get to and from Kew, Richmond and Abbotsford. Hoddle street is arguably the most congested road in Melbourne so forcing residents from Clifton hill to take this route is simply not feasible. Secondly I'm very confused by what appears to be the main thesis of your argument. You seem to be linking closing the road to covid outbreaks and improving conditions for walkers. As per my earlier comments widen the footpath makes a lot of sense but closing the road is a massive over response. A far more appropriate response would be to widen the walkway By either moving the collision barriers inwards (and reducing the lane widths) or building a simple structure that widens towards the creek. |

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| | <p>Finally I would urge council to consider fixing up the informal walkway that links between the bridge over merri creek and the capital city trail (on the route to quarry park). The 150m (approx) path is rocky, muddy and poorly lit. By fixing up this route you would divert a lot of foot traffic away from Trenerry crescent to cross under the eastern on the side of the creek.</p> |
| <i>Response 59</i> | <p>Link does not work properly. For Trenerry Crescent, Closing this Road is not a good idea. There is nothing wrong with the current Road. vote 1: not closure, vote 2 temp close</p> |
| <i>Response 60</i> | <p>I would agree with a three month trial of a full closure of Trenerry Crescent. At the moment the two nearby bridges over Merri creek are crowded with cyclists and walkers. It would be good to relieve the traffic over these bridges in the interest of social distancing.</p> |
| <i>Response 61</i> | <p>Hi,</p> <p>I recently voted on-line for the Trenerry road closure plan, but I want to confirm that my vote still counts as I only ranked 2 options (A total closure is not even an option)?</p> <p>Also, can I confirm what measures are in place to ensure that local residents voice's are heard in this plan. It's unusual that road closures (especially when presented under these terms) are undertaken without being initiated by local residents?</p> <p>Finally, can I confirm how you are able to restrict votes to 1 per person? It's obviously possible to create multiple email aliases in most popular email clients, using this method it would be very easy to 'fix' this result if well organised (or committed).</p> |
| <i>Response 62</i> | <p>Hi City of Yarra,</p> <p>Feedback re this proposal: our family preference is for Option 1 – NO closure of Trenerry Crescent.</p> <p>This is an absurd proposal. If Trenerry Crescent is closed, road traffic will be forced to use Roseneath Street and Ramsden Street. The level crossing at Ramsden Street is already congested, especially in the A.M. peak.</p> <p>A road closure of Trenerry Crescent would reduce accessibility to this pocket of Clifton Hill, particularly for those that have no option other than to use motor vehicles. Pedestrian traffic is already segregated from road traffic in this area.</p> <p>Has the impact to emergency services access been considered?</p> <p>Have traffic cycles and vehicular movement been properly analysed as part of this proposal?</p> <p>Suggesting that potential road closures is a valid way of responding to the Coronavirus situation is obtuse and unhelpful. Please do better with the thousands of dollars in rates and permits our family pays to Council every year.</p> |
| <i>Response 63</i> | <p>Re: Proposed Temporary Closure of Trenerry Crescent, Clifton Hill</p> <p>To whom it may concern,</p> <p>In response to the City of Yarra invitation to have a say on the three proposed options for the trial, I wish to endorse Option 1 - No closure of Trenerry Crescent.</p> <p>For residents of Clifton Hill, Trenerry Crescent is an essential and appropriately used road. Closing Trenerry Crescent will push traffic onto the already crowded Hoddle Street.</p> <p>Restrictions in access to Trenerry Crescent are currently in place during peak traffic times. This means that the density of traffic on this road is currently well managed.</p> |
| <i>Response 64</i> | <p>I am writing to express my strong opposition to the proposed closure of Trenerry Crescent, Abbotsford.</p> <p>I live just at the top of Trenerry Crescent at 200-204 Noone St, Clifton Hill. I use Trenerry Crescent to drive my daughter to school at MGC as well as shop at Victoria Gardens in Richmond, Abbotsford and in Kew and would have to travel all the way up to Hoddle Street and back down to the Yarra again to get to school and supermarket. Doing more kilometres, using more fuel and emitting more</p> |

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| | <p>carbon dioxide.</p> <p>The reasons cited in the brochure I received in the mail seem to be around making things safer for cyclists and pedestrians.</p> <p>There is already a bike and pedestrian path along the Yarra a mere metres from Trenerry Crescent.</p> <p>I have been using this path for years both for bike riding and walking with my children, its absolutely fine and we don't need another one, especially at the cost of denying access to a road.</p> <p>Why on earth would you consider closing a road when there is already a very safe path?</p> <p>You could make the path safer by using this solar powered glow in the dark paint to illuminate the bike and pedestrian paths at night.</p> <p>https://moondeck.com.au</p> <p>Please look at the News tab on their website for the illuminated Coastal Path in WA, this would be perfect for our Yarra bike and pedestrian paths.</p> <p>Surely City of Yarra budget could be more economically applied this way and without punishing the ratepayers of Clifton Hill and Abbotsford.</p> <p>Please please do not close Trenerry Crescent to cars for any length of time.</p> |
| <p><i>Response</i> 65</p> | <p>I am totally against the closure, part or full, of Trenerry Crescent. I think the reasons put forward are completely inadequate. Clifton Hill is surrounded by more space and parklands extending for kilometres, more than just about any other suburb. There is already enormous provision for bikes and walkers who can easily avoid each other if necessary. I will make a few points:-</p> <ol style="list-style-type: none"> 1. Clifton Hill is already hard enough to enter/exit. There is no eastern entry point. The western entry points are limited with just Roseneath St. and Ramsden St., the latter being very limited due to the railway line and the one carspace available on western side of the railway gates. In the north, you can only enter The Esplanade going west along Heidelberg Rd. You can only enter Fenwick st. turning right from Heidelberg Rd. If you close Trenerry Crescent, there will be no Southern entry/exit point. This makes the suburb particularly ungetatable. 2. Closing Trenerry Crescent will only increase traffic on other roads. The fewer entry points will be jammed. Imagine the queues of traffic trying to get off Hoddle Street. 3. VERY IMPORTANT. It will be much harder for emergency vehicles to enter Clifton Hill. That could cost somebody or people their lives in an instance where quick access is essential from wherever. 4. As said before, walkers and cyclists are wonderfully catered for already and live in an extremely privileged area. 5. Clifton Hill is becoming extremely 'precious' about what people need. Traffic is a fact of Melbourne life and we have far less than other places. 6. Soon we'll need helicopters to enter the suburb! 7. Any temporary closure is simply the thin end of the wedge. Before we know it, Trenerry Crescent will be completely closed after a 'trial' period. 8. We had this debate years ago and it was clearly rejected. Once more it should be totally rejected. I've spoken to everyone I come across in this area and NOBODY wants it. |
| <p><i>Response</i> 66</p> | <p>WE vote NO! NO! NO! and a resounding NO!</p> <p>There are more than enough parks in the area.</p> <p>Many in other parts of Yarra will not even reply top this so are you taking a vote from all in Yarra or just those in the area?</p> <p>That is an area to investigate.</p> <p>Already plenty of bike lanes that many , many bike riders do not even use preferring the footpath!!!!</p> <p>Yarra council have already cause traffic congestion by the greedy passing of planning for too many apartments.</p> <p>Those of us who do have a car are treated shabbily by Yarra.</p> <p>We even have to pay for a parking permit whilst football patrons park leving us to walk from other streets to</p> |

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| | <p>our houses. A preposterous idea to close Trennery. NO!!!! No!!!! and resoundingly NO!!!! We are strongly against this!!!! We have more than enough park and recreation in this part of Yarra. You have already caused congestion due to the very high number of apartments that you have allowed to be built. There are more than enough bike lanes and it becoming impossible for us to negotiate the streets due to the extreme narrowing of the roads. Into the bargain a very high proportion of bike riders do not use the bike lanes and prefer to tear along the footpaths where there are bikelanes on both sides of the road. We fail to accept the excuses that you are proposing. This is just another excuse for Yarra to rid the area of cars. We already have to pay to park OUTSIDE of our own houses making sure that football patrons can park there free of charge during normal times.</p> |
| <p><i>Response</i> 67</p> | <p>I have received the notice regarding the proposed closure of Trenerry Crescent for a three month trial. I wish to raise my concern and objection to such an action. Trenerry Crescent is a very useful route for locals to transit between Clifton Hill and Collingwood / Abbotsford / Richmond, and closing it to vehicles for the reasons outlined in the notice appears both unnecessary and illogical. There is already a segregated path on that section of Trenerry Crescent that 'vulnerable road users and less confident bike riders' can utilise, with other bike riders regularly using the road, like on any other road. I do not believe that the reasons outlined in the proposal justify the removal of a useful transit link for the local community, particularly given that a segregated walk way already exists and has been used for such a purpose for decades.</p> |
| <p><i>Response</i> 68</p> | <p>Project 1 appears very sensible; the bike path parallel to Park St can get very crowded. Closure of Trenerry Crescent is more problematic as TC is a regular route for locals. Could the closure be limited to rush hour, say 8-9 and 4:30-5:30? There would have to be a barrier come down at those hours or else any closure would not work. Mere signage would require policing and council rarely polices these restrictions: see for example the NO LEFT TURN from Heidelberg Rd into FENWICK St which is habitually ignored.</p> |
| <p><i>Response</i> 69</p> | <p>Let me state firstly that I drive a car, walk most days, and also ride a bike. Yet again I feel like I'm being discriminated against as a car driver with this proposed closure.</p> <p>The reasons that you cite for potential closure don't entirely stack up:</p> <p>the Gray St/Trenerry Crescent intersection rarely has more than a couple of cars backed up to turn into Gray St and I have never felt unsafe there (as a rider, walker or driver) the speed limit is 20km per hour on that section of Trenerry Crescent with speed humps all along the way so it's hard for one to feel unsafe along there the Trenerry/Johnston street intersection is a problem but penalizing drivers shouldn't be the automatic go-to solution (see below) I'm not sure how this closure helps Council deliver on the Climate Emergency Plan and address the climate crisis?</p> <p>Re the Trenerry/Johnston intersection, why not consider slowing the light changes back at Nicholson St to allow enough time to right turn from Trennery? Or consider installing lights at that intersection? Or closing the southbound lane only as this would reduce the traffic considerably and avoid the excess traffic trying to turn right into Johnston. There are only four ways out of Clifton Hill onto Hoddle St and Johnston via Trennery is one of them so I don't know why closing it seems like a feasible solution (Trenerry/Johnston is a lot quicker than the railway crossing at Ramsden street which can be diabolical – solving that problem would be a preferred priority, but that doesn't impact bike riders or pedestrians of course so I'm sure that's not on your radar).</p> <p>Regarding your Potential Impacts comment "We also acknowledge that some people do require a car to get around" ... I think you will find that the good majority of folk do actually drive a car to the supermarket or to transport children to events etc. When will you encourage bike riders to take more responsibility for their own safety (and the safety of drivers and walkers) instead of penalizing car drivers? This reeks of Wellington St Collingwood which has become a much bigger hazard for cars since the narrowing of car lanes to accommodate more bike traffic (the Keep Right signs that continue to be hit are testament to this). Why</p> |

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| | <p>doesn't the City of Yarra Council see that INNER CITY suburbs like Collingwood and Clifton Hill have a heavier traffic flow and need sustainable solutions to these problems: instead of just moving the problem around. Closing Trennery just moves all that traffic over to Hoddle St which compounds an already existing problem (have you tried turning left onto Hoddle St from Noone St in peak hour?).</p> <p>Whilst I applaud your desire to Make Space for pedestrians, there needs to be a realistic balance. PLEASE remember that YOUR resident's needs include driving cars sometimes and that you don't need to 'seize the opportunity' in your words to further inconvenience car drivers. We're not the enemy here! Support your Working For You tag line, don't just work for some.</p> <p>By the way, all searches suggest it's Gray St and not Grey St (as spelled in your leaflet).</p> |
| <p><i>Response</i> 70</p> | <p>Time poor over here but I wanted to ensure that as a local resident/owner/investor significant changes are not pushed through but small interest groups who are always well connected and organized such that they can sometime push for changes that are of interest to the few and not the majority.</p> <p>I've enjoyed all my interactions with the city of yarra, and found the council to be quite good compared with other areas I have lived in.</p> <p>I am an IT executive, so I would like to see the council harness technology which enables all residents to provide input to major changes including a choice not to vote for example or have a say. It also ensure the council and particularly yourself is clear on the %support(impact) a outcome either way will have.</p> <p>There is a lot of chit chat online – I am not even sure where and if I can formerly vote for the trenerry staying open?I would like to get an email from the council , survey monkey style which invited me to vote for an option or to comment on my reasons – something that is frictionless and easy.</p> |
| <p><i>Response</i> 71</p> | <p>1/ which individuals actually came up with this " idea "</p> <p>2/ Covid benefits — you must be joking , seriously this is ludicrous, I challenge ANYONE to present an intelligent logical defence of this</p> <p>3/ " provide safer riding conditions for vulnerable road users / less confident bike riders " --- USE Yarra trail route ! If you are not capable , practice more before taking to roads</p> <p>4/ " create safer routes "</p> <p>USE bridge and Yarra trail</p> <p>5/ " safer routes for bike riders "</p> <p>More cars use it , bike riders use Yarra trail ...</p> <p>" they " be more careful , stop riding side by side</p> <p>6 /" help address safety issues Grey st etc"</p> <p>What safety issues ?</p> <p>7/ delivery of new climate emergency plan and Covid 19</p> <p>Both are arguments of stupidity at its best , bureaucratic crap and academics fluff</p> <p>SUMMARY- wake up to yourselves</p> |
| <p><i>Response</i> 72</p> | <p>Pref option 1 Option 2 Option 3</p> <p>-Advantages don't make sense as outlined</p> <p>-Turning right onto Johnston dangerous and impossible all the time</p> <p>-enforce the current restrictions</p> |
| <p><i>Response</i> 73</p> | <p>I completed the survey & want to submit a comment but I have more than 250 characters worth. I live in North Fitzroy, work in Abbotsford & drop a child off at daycare in Clifton hill.</p> <p>Closing Trennery crescent would push myself and I suspect a lot of local drivers onto Hoddle street which is already congested. The lack of right turn arrows for drivers on Gipps or Langridge st wanting to enter hoddle to travel north is also an issue to consider. I think a lot of local residents would agree that yes, it is busy through the backstreets but for people who live and work between these suburbs it is really not easy going any other way.</p> <p>I have a child who attends daycare on the corner of Noone & hoddle street. It is very difficult to access from Hoddle st at peak times & travelling through Trennery enables a commute between home, work & daycare. I feel mostly for people who live in Abbotsford in this proposed scenario. It is already difficult to get in or out of Abbotsford but this would make it even more difficult for residents of 3067.</p> |

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| <p>Response 74</p> | <p><u>This proposal is ridiculous.</u></p> <p><u>How would Council trucks coming from a Richmond and Abbotsford get to the Council's own bloody depot. - by diverting down Existing traffic calmed RESIDENTIAL side streets - Roseneath Street or Noone Street?</u> <u>As will all southern Yarra residents who do the right thing dropping off recyclables at the depot. If this happens no more recycle drop offs for me. All will go in the landfill bin.</u></p> <p><u>This Trenerry underpass was built specifically AND at great expense under the freeway to keep local communities connected - and our bloody council seriously considers disconnecting two local Yarra communities by closing a LOCAL COLLECTOR ROAD!!</u></p> <p><u>Since when do minority cyclists have the priority to override the rights and access of all other Yarra residents. And trying to sneak it in under the guise of COVID and a Climate action. - SERIOUSLY🙄🙄🙄🙄🙄🙄</u></p> <p><u>If there are any traffic planners in this council, who put this up they should be sacked, as they are afraid to stand up for common sense, cowed by the bike nazis and Climate Change Cranks in the Peoples Republic of Yarra.</u></p> <p><u>Get back to the real world.</u> <u>COPPIN STREET</u> <u>While on the subject, Danae halted the lunatic plan to Fully close Coppin street. Council supported an alternate to convert a traffic land into a bike lane. I don't know if any of you have been there, BUT THERE IS ALREADY A BIKE LANE AND A PROTECTED INTERSECTION BLOCK FOR CYCLISTS. Your own stats show no bike accidents from left turners coming north off Coppin St into Bridge Road.</u></p> <p><u>No more action is needed here, beyond cyclists OBEYING THE LAW.</u></p> <p><u>To take out a full lane for cyclists when they already have a lane will cause massive local congestion as a left turning carS will BLOCK all through traffic and right turning traffic on Coppin Street. It will also have UNINTENDED CONSEQUENCES as left-turners will now rush their turns and endanger pedestrians in order to clear the intersection quickly and not block all other Coppin St traffic. Can I have a traffic engineer or Councillor call me to discuss this as the early plan makes no sense?</u></p> |
| <p>Response 75</p> | <p>My family and I live in Clifton Hill but we shop and eat out mainly in Richmond. Trenerry Crescent is the shortest and quickest way to travel. If green is the thing, then no closure. Please do not make a decision resulting from the pandemic which is short term. This route is big enough and the coolest for everyone to share and enjoy. Do not also further punish motorists who have to use this road to commute due to work. Thank you.</p> |
| <p>Response 76</p> | <p>As i am having difficulties submitting my views on the proposal i have taken up your offer to submit my views in this form</p> <p>Ranking Option 1 No closure of Trenerry Crescent Option 3 Three month trial of a half road closure Option 2 Three month trial of a full road closure</p> <p>Other comments</p> <p>I have lived in Ramsden Street for nearly 40 years and regularly use Trenerry Crescent to travel Sth to Abbotsford and beyond. Denying me this access within the boundaries where i live is discriminating . Further the reasons given for the proposed change i would also challenge. Where is the documented evidence based on actual data accumulated over a period of time? This has all the hallmarks of tainted, dodgy survey. Why did i not get notification by either letterbox flyer or email? This closure was tried many years back and was a failure and the Crescent re-opened after residents complaints, and the ineffectiveness of the measures.</p> |
| <p>Response 77</p> | <p>My choice is (1) No closure of Trenerry Crescent.</p> <ul style="list-style-type: none"> - Trenerry Crescent opens up the whole of Abbotsford and Kew to Clifton Hill residents without having to use the congested Hoddle Street. - I'm concerned that all Clifton Hill residents wanting to head South will lead to increased traffic on Noone and Roseneath streets. - I'm supportive of providing safer streets, but the selection of this stretch of Trenerry Crescent seems an arbitrary choice. |

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| <p><i>Response</i> 78</p> | <p>Good afternoon,</p> <p>I am writing to you in response to the proposal to block Trenerry Crescent below the Eastern Freeway.</p> <p>As a local who lives at 80 Trenerry Crescent, Abbotsford- this is an awful proposal.</p> <p>To give you some back ground of myself- I am a cyclist, a motorcyclist, a dog walker & a runner. I drive my car around 4 times per week in various directions from home for the most part I am on 2 wheels or my feet- I try to help congestion & the environment as much as I can.</p> <p>In spite of this I can not stand the thought of having to negate Johnston st & Hoddle streets at peak traffic for when I need to head North, West or on the Eastern Freeway in my car. Turning right from Trenerry to Johnston is impossible at peak traffic. That is a fact. Extended travel times are not good for the environment. That is also a fact.</p> <p>Further to this the community consultation has been horrible. For a starters there was going to be no consultation until Stephen Jolly stepped in. Hats off to him.</p> <p>Anyone can sign into YourSayYarra to give feedback & let me tell you there is a lot of highly motivated idealists who are not local to the area throwing in their opinions on the YourSayYarra Survey. These people far outweigh the locals in numbers, organisation & awareness AND are most certainly skewing the notion of "local community support" for the closure. The consultation really needs to be between the effected people of Abbotsford & Clifton Hill And City of Yarra does it not? Why are organised lobby groups able to weigh in? The voting system on YourSayYarra forces a vote of all three options in priority preference. In no way do I support a partial or full closure yet users had to prioritise the partial closure. This is like forcing a Greens voter to put Clive Palmer ahead of Pauline Hanson- neither of the options should be gaining a preference.</p> <p>Has the City of Yarra considered widening the footpath? Most Cyclists use cross the Merri Creek before going under the Eastern Freeway. This section of path is a bottle neck, why wouldn't you fix this first? Not many people use the freeway overpass- improve signage here. Plenty of options will come if you consult the locals.</p> <p>I hope logic prevails & any decision is made with the backing of the local community.</p> <p>Please feel free to call me on the undersigned if you would like a discussion.</p> |
| <p><i>Response</i> 79</p> | <p>I am a rate payer and local Clifton Hill resident, residing on Noone Street. I also run my own Business within the city of Yarra and commute daily, to and from Noone street to Bridge Rd on my bike, via the underpass. I love the fact that we have a fantastic Yarra trail to ride along, I feel blessed to have such an abundance of space, amenities and park lands to utilize at my door step.</p> <p>I write to you today to express my anger in hearing what the city of Yarra are proposing to do with the under pass. You claim that this project is about making space!! We'll we don't need more space for bike riders like myself and pedestrians. We already have plenty of paths to ride and walk along including the overpass as well as Merri Creek and Yarra trails.</p> <p>You can't be serious, removing Vehicle Access along the underpass in either direction serves no purpose, like it or not we all need to use cars on a regular bases. Removing a local road just forces longer commute times and more emissions.</p> <p>Can we improve the space for everybody? Yes we can. Construct a wider path along the west side of the Merri creek. It would connect both Merri Creek and Yarra trail, a win for everyone. We need to find a way for all residents and commuters (Bikes, Cars and pedestrians) to work in harmony with each other not punish one group at the expense of another.</p> <p>I hope that common sense prevails,</p> |
| <p><i>Response</i> 80</p> | <p>This proposal is ridiculous.</p> <p>How would Council trucks coming from a Richmond and Abbotsford get to the Council's own bloody depot?</p> <p>By diverting their trucks and extra traffic down 'calmed' RESIDENTIAL side streets - Roseneath Street or Noone Street? Adding 10 minutes to their journey, using extra petrol, pollution and Impacting local residents safety & amenity.</p> <p>Same for all southern Yarra residents who do the right thing dropping off recyclables at the depot. If this happens no more recycle drop offs for me. All will go in the landfill bin.</p> |

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| | <p>This Trenerry underpass was built specifically AND at great expense under the freeway to keep local communities connected - and our bloody council seriously considers disconnecting two local Yarra communities by closing a LOCAL COLLECTOR ROAD!!</p> <p>Since when do minority cyclists have the priority to override the rights and access of all other Yarra residents. And trying to sneak it in under the guise of COVID and a Climate action. - SERIOUSLY🙄🙄🙄🙄🙄</p> <p>If there are any traffic planners in this council, who put this up they should be sacked, as they are afraid to stand up for common sense, cowed by the bike nazis and Climate Change Cranks in the Peoples Republic of Yarra.</p> <p>Get back to the real world.</p> |
| <p><i>Response</i> 81</p> | <p>I did try to email the yoursayyarra.com.au/trenerry however it was rejected as invalid ? As a resident of the Terraces in Clifton hill I would opt for option 1. I believe if the no left turn signs ,between 4pm and 6pm, were policed more often it might reduce the amount of vehicles using trenerry .</p> <p>Noone St Clifton hill 3068</p> |
| <p><i>Response</i> 82</p> | <p>Firstly, can you please advise everyone of the link to the vote. I have received nothing in my mailbox about it and it commences today. I found it by searching the City of Yarra website. https://yoursayyarra.com.au/makingspace/trenerry</p> <p>I have spoken to several local residents who had no idea of the proposed closure, including Rosie at the Flower of Sorrento. She was going to raise it with Albert today, as she was sure he knew nothing about it. I also posted your flyer to our Karma FB page and received several private messages asking for more information, as the comments had been closed off. Quite a lot of people liked the post and I am sure many more would have seen it. I am going to see if I change the post to include the voting link, if not see if they will accept another post on the subject.</p> <p>Unfortunately, I had trouble connecting to the meeting on both my iPhone and laptop. I did eventually connect, but background noise made it difficult to hear some views and I was unable to voice my opinion. In trying to fix the problem, I dropped out twice and had to reconnect, so just listened after that.</p> <p>It was disappointing to find so many cyclist being so one eyed. Most cyclist I come across in the area are very respectful when they use pathways shared with pedestrians and dog walkers, but I have experienced a number of very disturbing instances with male cyclists, who may not have been local and just be passing through our area. I no longer walk my dog along the creek, where for decades I have walked my dogs, initially off leash and then on after restrictions were introduced. I always moved my animals off the path to allow oncoming cyclists safe passage and kept to the right so cyclist from behind could pass easily. However, I have been called a stupid f*g bitch among other things and told it is a cycling path and I shouldn't be on it. I have also had to move onto the rain soaked grass in Quarries Park, that is like marshland at the moment, to get out of the way of cyclists, often one or two parents with children in a bunch. I have seen kids, probably in their early teens, digging up plants and bushes in Quarries Park with large spades and forks creating pathways to ride their bikes. These tracks are adding to the flooding problem, as the rain water is running down onto the flat area. I have also seen bunches or single cyclists in bike lanes on nearby roads, riding with their dog attached to the bike, which is almost being dragged along outside of the bike lane or they are riding in bunches with several outside the bike lane. I have also seen young children riding bikes without using the lanes and no parents to supervise. I mentioned these incidents, because even when considerations are introduced for bike riders and their safety, there will always be those that spoil it for everyone else, just like those driving cars.</p> <p>Apart from the reasons I quoted in my last email about being against the closure, I think Trenerry Crescent is</p> |

an essential additional route for emergency services, particularly the police, where it is the most direct route from the Collingwood Police Station.

I have many more reasons I could raise, but one thing that cyclists and others do not consider is that most of the elderly who still drive are unable to ride a bike as an option. I know Hiedelberg Road is an option, but coming down from the overpass and joining Hoddle Street can be quite difficult at times when trying to merge with the traffic coming from High Street. Also, with local traffic being diverted from the underpass, I would imagine there would be longer delays getting into Heidelberg Road and Hoddle Street than currently exist.

Sadly, with so many hi-rise buildings and density housing being allowed to surround the underpass in recent years and very little car parking allocated for the residents, no wonder they have turned to bikes. Being an environmentalist and strong advocate for everyone to consider their footprint on the Earth, including in my business where I have been pushing and selling environmentally friendly yarns since the 1980's, I would like to think that riding bikes was primarily to help the environment and to keep healthy, but have my doubts. The people moving into these areas must have been aware of the traffic situation when they purchased, but they choose to ignore that and over the years have consistently tried to reconfigure the area's traffic movement to their advantage and the disadvantage of the rest of the residents. Sadly, Clifton Hill is quickly moving away from the Village in the City mentality that I used to love.

I would normally love to join the delegation, but being 77 and having health issues that would be compromised should I become infected with covid-19, believe it is not advisable to even entertain it. However, I am more than happy to help with anything I can do in isolation and would appreciate being kept informed.

Thank you again for all you are doing for us, particularly with this issue.

On 17 Jul 2020, at 10:38 am, Jolly, Stephen Cr <Stephen.Jolly@yarracity.vic.gov.au> wrote:

Hi East Clifton Hill and Victoria Park resident,

Thanks to all of you attended the Zoom meeting and/or contacted me the Trenerry Crescent issue.

Sorry for delayed update, I've just recovered from a stomach bug and was out of action for a day or so.

A proper email list for a) all locals who have contacted me on this matter and b) a second list for the resident delegation (see below) will be set up later today.

Three comments from me and then a suggested way forward:

The Department of Transport won't close Trenerry Crescent to vehicular traffic in my opinion (based on conversations with State government). The police won't police the no turn ban at certain times into Trenerry Crescent from Johnston St as they don't have the resources because they are under pressure to deal with the ice/heroin industry in North Richmond. Introducing local traffic only signs are next to useless as they are legally unenforceable.

The feedback from the community to me is roughly 70/30 against a full closure.

However literally almost everyone wants to improve safety for cyclists and pedestrians who use the underpass and also want to discourage rat-runners.

The way forward is a delegation from residents to meet Yarra Traffic Experts next week. Those of you who volunteered to be on the delegation will be contacted by me soon. If you want to join them, email me asap.

The Council vote thing has started and I'll let you know asap as to the results.

My opinion on the matter, having lived on the intersection of Yambla and Wright St for 15 years and having listened to all of you, is we widen the footpath and turn it into a protected dedicated cycle lane/pedestrian footpath to increase safety. Officers say this is possible and affordable. On top of that the road be made one-way going north; or lights installed to ensure a contra-flow; or change the one-way direction at points during the day. This will maintain access for cars and emergency vehicles for locals while discouraging rat-running by slowing it down.

There are other ideas from residents.

Whatever happens, I will keep you fully informed and BEFORE this comes to Council for a vote, I will organise a second Zoom meeting for you all. Email or text/ring me directly if you have questions or ideas.

Regards

Stephen

Sent: Tuesday, 14 July 2020 1:12 PM

To: Jolly, Stephen Cr <Stephen.Jolly@yarracity.vic.gov.au>

Subject: Attempt to Close off Trenerry Crescent

Hi Stephen,

Here is a copy of my original email. Thank you for the invite to the Zoom meeting tonight.

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| | <p>Hi Stephen,</p> <p>Firstly, thank you for keeping your eye on the ball for us. It is much appreciated.</p> <p>I was stunned when I read your flyer. I can't even believe the Council are entertaining this closure, yet alone wasting our rate payer taxes on something so ridiculous.</p> <p>Unfortunately, I do not trust that the council will ensure each resident will receive notification of the vote via a letterbox drop, as Dwyer Street was closed without notification. I came home to find it had taken place without any consultation with those most affected. I was told I had been notified by a letterbox drop, but neither I, nor the neighbours I spoke to, had received any notification. I must admit, although it was an inconvenience at first, I am used to it now and the street, although never that busy, is a little quieter. Trennery Crescent is whole different kettle of fish.</p> <p>Many years ago I was involved with the group that tried to stop the peak time closure of Trennery Crescent at Johnson Street and then the push to re-open it, that had the full support of most people in the area. A while ago, I discovered they had closed it again at peak time and I had to drive way out of my way to get back home. Again I had not seen or received any notification of the peak time closure.</p> <p>I use Trennery Crescent whenever I am heading over to that side. I often head to Kew, Richmond, Abbotsford, Collingwood etc and further afield for shopping, doctor's appointments and visiting family and friends (not that that is an option at present). My daughter lives in Collingwood and I have found that is the best route for me.</p> <p>I am totally against any closure. I walk under that overpass with my dog and it is perfectly safe. I can't speak for bike riders, but they can walk their bikes on the footpath if they chose to and they are in the minority when using this access.</p> <p>I would be very interested in joining your Zoom meeting. Although I regard myself as pretty tech savvy, a Zoom meeting is new to me, so just hope I can connect OK.</p> <p>I look forward to hearing from you.</p> |
| <p><i>Response</i> 83</p> | <p>As an ex-employee this is my first time emailing as a resident. It feels strange knowing you in another life but wanted to register my dissatisfaction with you.</p> <p>I write regarding the planned closure of Trennery. I have completed the online survey but 250 characters is hardly sufficient to share ideas, and this is all that is allowed on the site. I'm over 300 characters here already. How do we share considered opinions in 250 characters?</p> <p>I am upset that consultation was so late coming, that there is no data or evidence made available that should be informing this proposal and that it seems to be built on flawed or untested assumptions.</p> <p>Those of you who know me know I am an avid bike rider, I ride that road all the time and feel safe. For people who don't feel safe there are plenty of off road options nearby.</p> <p>On the occasions when I do drive I always use that road. To get to the freeway to see my family, to get to the depot to drop off large recycling things, to get to the nursery to get my new vegetable plants. If this road was closed I would be forced out on to Johnston (which is already a nightmare to get out onto) and then onto punt, and we all know about punt road.</p> <p>In my experience that road is only busy in peak hour and has traffic calming infrastructure in place.</p> <p>I don't see that this proposed closure would create benefits commensurate to the costs to locals.</p> |
| <p><i>Response</i> 84</p> | <p>A full or partial closure of the Trennery Crescent would be extremely unfair to residents who use it as their main access into and out of the neighbourhood - those (including elderly and disabled people) who do not ride bicycles, and need to travel to destinations whose distance make walking an impossible option. This is a route currently used by peak hour north-south-bound traffic as an alternative to Hoddle Street. Obviously this route was a deliberate decision made by Department of Transport to alleviate the congestion caused by their choice to prioritise the north-south traffic using Hoddle Street to access Eastern Freeway over east/west</p> |

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| | <p>traffic using Johnson Street. These traffic peaks total only approximately three hours, each weekday. (about 15 hours total per week).This proposed road closure would be a completely unfair penalty to impose on the residents for all of the other 153 hours each week. I use Trenerry Crescent daily, and have noticed no unusual danger or accidents involving cyclists or pedestrians. The proposed closure or one-way system semi-closure would be too disruptive, and prevent access to the neighbourhood when needed by emergency services. A full or partial closure, even temporarily, should not proceed.</p> |
| <p><i>Response 85</i></p> | <p>Re temporary closure of trenerry crescent.I would not like to see it closed at all as I use it 6 days a week to commute to and from work</p> |
| <p><i>Response 86</i></p> | <p>Just a quick note writing as a longstanding local East Clifton Hill resident, to let council know why I support the status quo or another option not listed which better balances the diverse needs of Yarra residents and all who currently use Trenerry Crescent.</p> <p>I remain appalled that certain sections of the local population seem to again be trying on what I see as an elitist NIMBY exercise, with a small cohort of residents who enjoy some of the highest real estate values in the state looking to “calm” traffic in the area benefitting, with seemingly little consideration for the many diverse needs of others which are currently met.</p> <p>It also seems we could be surrendering general amenity to the local bike riders and the broader metropolitan bicycle and open space lobbies. While in principle I support the expansion of bike and pedestrian safe use, and understand the need for associated “safe” infrastructure, Options B goes too far while C seems unworkable. There needs to be a balance.</p> <p>The section in the information sheet on “Potential Impacts” is a joke. Anyone who lives locally knows how difficult access to and from south of the freeway is in peak period via Hoddle St or Chandler Highway. If the road is closed, any locals who need to car commute south for work, school, sport, health, regular care for relatives, etc, will find their trip significantly extended if they need to travel in peak hours. And not just locals. All those in a similar position who live in the areas south of the freeway or north of Heidelberg Rd will also add to congestion of the other 2 corridors. Access to and from the council depot is another important consideration. No mention is made about climate and pollution impact related to increased traffic stoppages, or of the reduction of access opportunity for emergency vehicles.</p> <p>Option 3 is a puzzle? A very strange compromise if that is the intention, it actually ends up penalising any local resident needing to travel south while encouraging continued use by those travelling north, many from Boroondara and further afield . This makes no sense to residents as East Clifton Hill residents will be forced onto major arterials to cross the freeway.</p> <p>The attempt to impose a “trial” during the COVID emergency can only be described as a macabre piece of opportunism. We all know that reduced traffic has temporarily improved flow on the other arteries South. But, if we consider recent significant traffic level increases after restrictions were lifted, this will soon worsen if and when, as we all fervently hope, the epidemic eases. At that time any moves to restore current traffic conditions could unleash an extremely acrimonious communitydebate.</p> <p>This brings into focus the issue of communication to residents, particularly now that local papers no longer around to report on council affairs. Relatedly can you inform me as to the areas in Yarra in which this sheet has been distributed?</p> <p>As an urgent matter the present laughable Consultation period of 15 days (already in Day 5) needs to be considerably extended. Council needs to seriously reconsider its position in relation to the presentation of this issue to its citizens, beginning with the development of a serious Consultation process.</p> <p>Please find below my preference and comment for Local Area Placemaking/Trenerry</p> <p>My Preference Option A Option C Option B</p> <p>Other Comments :</p> |

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| | <p>Just a quick note writing as a local East Clifton Hill resident, to let council know why I support the status quo or another option which better balances the diverse needs of Yarra residents and all who currently use Trenerry Crescent.</p> <p>I remain appalled that certain sections of the local population are again trying on what I see as an elitist NIMBY exercise, with a small cohort of residents who enjoy some of the highest real estate values in the state looking to “calm” traffic in the area benefitting, with seemingly little consideration for the many diverse needs of others which are currently met.</p> <p>It seems we could be surrendering general amenity to the local bike riders and the broader metropolitan bicycle and open space lobbies. While in principle I support the expansion of bike and pedestrian safe use, and understand the need for associated “safe” infrastructure, Options B goes too far while C seems unworkable. There needs to be a balance.</p> <p>The section in the information sheet on “Potential Impacts” is a joke.</p> <p>Anyone who lives locally knows how difficult access to and from south of the freeway is in peak period via Hoddle St or Chandler Highway.</p> <p>If the road is closed, any locals who need to car commute south for work, school, regular care for relatives, etc will find their trip significantly extended if they need to travel in peak hours. And not just locals. All those in a similar position who live in the areas south of the freeway or north of Heidelberg Rd will also add to congestion of the other 2 corridors.</p> <p>No mention is made about climate and pollution impact related to increased traffic stoppages, or of the reduction of access opportunity for emergency vehicles.</p> <p>The attempt to impose a “trial” during the COVID emergency can only be described as a macabre piece of opportunism. We all know that reduced traffic has temporarily improved flow on the other arteries South. But, if we consider recent significant traffic level increases after restrictions were lifted, this will soon worsen if and when, as we all fervently hope, the epidemic eases. At that time any moves to restore current traffic conditions could unleash an extremely acrimonious community debate.</p> <p>This brings into focus the issue of communication to residents, particularly now that local papers no longer around to report on council affairs. Relatedly can you inform me as to the areas in Yarra in which this sheet has been distributed?</p> <p>As an urgent matter the present laughable Consultation period of 15 days (already in Day 2) needs to be considerably extended. Council needs to seriously reconsider its position in relation to the presentation of this issue to its citizens, beginning with the development of a serious Consultation process.</p> |
| <p><i>Response 87</i></p> | <p>I am a local resident to Noone St, Clifton Hill, and I have strong concerns with both the proposed Trenerry Crescent closure and the consultation process.</p> <p>The street is an essential local thoroughfare for residents - it provides those who live in Clifton Hill access to Abbotsford, local businesses, community, services and schools, and those who live in Abbotsford with access in the other direction. Cutting off Trenerry Crescent cuts off access to the south for Clifton Hill residents and to the north for Abbotsford residents, instead forcing those of us who need to drive onto Hoddle Street.</p> <p>The consultation process for this is open to anyone - any data collected as part of this survey would not be representative of the people that are affected by the closure or use this route.</p> <ol style="list-style-type: none"> 1. Anyone with an internet connection can vote, regardless where they live or what roads or paths they frequent. 2. The fields are free text, anyone can submit a vote over and over and over again (there is no unique identifier). 3. You have asked for community consultation, but restricted any feedback to 250 characters (50-60 or so words). <p>I fully support upgrading infrastructure (e.g. upgrading bike trails!), but not at the cost of residents' amenity who rely on this street to remain connected. Any closure of Trenerry Crescent would have a clear detrimental effect on residents in Clifton Hill and Abbotsford.</p> |

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| Response 88 | I am opposed to this proposal it's absolutely a waste of tax payers money and it effects my commute to work. |
| Response 89 | <p>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 continuous rat running in the morning and evening would be significant. Half closure southbound will funnel even more rat runners through Yambla street in the evenings. Northbound closure would be more acceptable as most rat runners would be using the much wider Roseneath street in the morning to access Trenerry Crescent. Any half closure would defeat most of the anticipated benefits from closing Trenerry Crescent and would I feel create a number of dangerous scenarios involving the mix of cars, pedestrians and cyclists. Improved traffic flow strategies will need to be employed in Johnson Street between Trenerry Crescent and Hoddle Street to compensate for the increase in vehicular traffic that no longer will be able to use Trenerry Crescent. I personally would be prepared to accept a slighter longer travel time if the benefit was less or no rat running in Yambla Street in particular. Most of these rat runners do not adhere to the 40 kph speed limit and rarely if ever indicate or obey the stop sign at Grey Street thereby creating significant issues for both pedestrians and cyclists. In brief , if there is to be a closure, I would favor a full closure. If there were to be a part closure my preference would be for the northbound lane to be closed. That said I can see the problems that would create so really I can't accept any form of part closure unless the northbound lane was converted to southbound use only. Full closure therefore remains our over-riding preference.</p> |
| Response 90 | <p>Feedback on the proposed closure of Trenerry crescent:</p> <p>I am against the closure:</p> <ul style="list-style-type: none"> -there is considerably less car and bike traffic at the moment and therefore I do not see the need nor benefit to the safety of bike users -we are also currently and for the foreseeable future wearing face masks adding another layer of protection for times when we are required to walk passed someone -there is a wider path on the other side which is a 1 minute detour(if that!) for bike riders, as well as being a nicer ride for them. Perhaps we could just use signage to redirect bikes across the path at Dights falls instead? A much simpler and cost effective option? -I use that route at least twice daily in a car and have never experienced any issues with sharing the road with bikes -I also use the pathway for my walks and very rarely have a problem when encountering others -This will add even more congestion to Hoddle Street. In normal times it can take me 10 minutes to get onto Hoddle Street from my home and then a further 10 minutes to get across the traffic lights at the freeway. This same journey takes me 4 minutes through Trenerry crescent. On the journey home with no right turn from Johnston Street into Hoddle, it will add at least 20 minutes whilst lining up to turn from Gippsland or Langridge streets. This doesn't sound like a locals proposal at all! |
| Response 91 | <p>I have completed an on-line response to this proposal however I'm not sure that it was submitted as I didn't get a receipt nor did the page change.</p> <p>The on-line feedback showed a map of the area but only Options 2 & 3 were displayed, which suggests there's not an Option 1. All Options should be referred to and described at all opportunities.</p> <p>Please find my feedback comments attached:</p> <p>Comments on project:</p> <ol style="list-style-type: none"> 1. I am appalled that Council had to vote on seeking community feedback: STAKEHOLDER CONSULTATION SHOULD BE THE FIRST ITEM ON ANY PROJECT. 2. there are already 3 ways for pedestrians (2 x footpaths, 1 x overpass), and 4 ways for cyclists (footpaths, overpass & road), to move from East Clifton Hill (ECH) to Abbotsford within less than 300 m of each other. 3. residents of ECH can be gridlocked, by 3 major roads and a waterway, at any time of the day, and Trenerry Crescent is the only way we can link with our extended local community safely. 4. This has been proposed previously and is not wanted by the majority of residents. 5. there are existing measures (eg.left-hand turn bans) to attempt to control rat-running from Johnston St to Heidelberg Road: THE ADDITION OF TRAFFIC CAMERAS AND THE ISSUING OF FINES WILL ASSIST WITH THIS PROBLEM. 6. Current traffic-flow data may show that the main traffic flowing through the area is of local residents: FROM 2011-2016 (City of Yarra/Social Atlas/.id.com.au) THE PREVIOUSLY-INDUSTRIAL AREA BOUNDED BY ROSENEATH, GRAY, EASTERN FWY & RUTLAND STS GREW BY 340 RESIDENTS (while all other pockets of ECH grew by an average of 23 only), AND HAS MOST LIKELY GROWN BY EVEN MORE IN THE LAST 5 YEARS. 7. I have lived in ECH for almost 40 years, in O'Grady Street, and continue to be frustrated by peak-hour "rat-runners" as they SPEED through the area, ESPECIALLY ON FENWICK ST AS THEY TRAVEL TOWARDS HEIDELBERG RD. THIS IS UNACCEPTABLE. 8. Local residents must be able to move south from, and north to, ECH in a pleasant and safe manner, not as part of the frantic, stressful and aggressive major road commuter traffic. |

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| <p><i>Response</i> 92</p> | <p>My complaint is that it should be open to everyone using a vehicle not just bike riders. Personally I need to use this road to get to the supermarket and other essentials. I live Yambla street and have no problem sharing a road with other drivers. I see no reason to close the road when there is a bike track/lane by the river. Closing the road would be a huge inconvenience to myself and I'm sure other residents.</p> |
| <p><i>Response</i> 93</p> | <p>I am just replying to the proposed temporary closure of trenerry crescent.</p> <p>Although I think the idea in theory is great, practically closing both lanes would cause increased stress and have a negative impact on our quality of life.</p> <p>We do, however, acknowledge that there is a significant issue with traffic passing through here. We live on Maugie st and every morning cars race through this area well over the speed limit - this leads to significant safety concerns as we have 3 young children.</p> <p>If it was possible - an ideal solution would be to close the street to all but local traffic. Closing southbound lane would also be ok</p> <p>Our community is very much joined between the Abbotsford and Cliftonhill side. Although we walk as much as possible between the two, sometimes this is not practical with 3 children (one a baby). Closing both lanes would significantly increase travel times - particularly going north (although it would still increase inconvenience we could cope with closing the southbound side). We also share pickup and drops offs to ELC and school between both groups which again would be limited if the road was closed.</p> <p>Overall closing both lanes would cause much increased stress for us: We live on the Vic park side and we have children at Clifton hill primary school. We are two working parents (myself a doctor so need car to drive to all the hospitals). It is already a huge stress getting kids to school and it would add significantly to our time to get to school if we could not use the north bound trenerry crescent - either to take kids to school on way to work or to drop kids off at friends places who live on the Clifton hill side. South bound is not so important as its much easier to get around from Hoddle st back onto Johnston st this way. In addition, we have to often access freeway quickly to get children to grandparents' house etc and again not being able to access this by getting around then onto Hoddle and then onto freeway. Closing Trenerry would add a significant time to our travels (not a short amount of time like mentioned in the newsletter)</p> <p>The reason we live in abbotsford on a small block with 3 children is that travel times are quick. By adding this time, it would significantly impact on our quality of life.</p> <p>Our ideal would be to shut off this area to everyone except locals - not sure if there is a way to do this through number plate monitoring?</p> <p>Our second preference would be to either keep it open (with more speed humps - particularly along lulie and maugie - or eve make these one way or close off?) or do option 3 - partial closure of southbound lane. Although this would add some inconvenience, we acknowledge the great benefit to reducing traffic passing through so this may be the best option.</p> <p>Our third preference would be option 2 which would make things much more difficult for us.</p> |
| <p><i>Response</i> 94</p> | <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> |

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| | 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. |
| <i>Response 95</i> | I would like to register my objection to closing Trenerry Crescent either temporarily or permanently. As a long term resident in Clifton Hill for over thirteen years, this road is crucial for me to be able to attend doctors and physiotherapy appointments in the eastern suburbs in a timely manner. It is also the only road locals in Abbotsford and Clifton Hill have to move between the two suburbs, while cyclists and pedestrians already have many options within a few hundred metres. This is going to impact Abbotsford residents even more so than me, how are they to get onto the freeway in peak hour traffic, access the recycling centre, Childcare centres, sports grounds, Scout Hall, Clifton Hill Primary School, Spensely Street Primary School etc. You could almost close any other road in Yarra and have less impact on residents than this crucial road. I feel it is very unethical to even consider closing this road, the only road directly connecting Abbotsford and Clifton Hill. |
| <i>Response 96</i> | With regard to the closure of Trenerry crescent I would go for option '3' and should you be looking for some urgently needed maintenance work the path that follows the Merri creek down to the foot bridge along side footy oval Clifton hill just near fabulous recycling depot is desperate for a gravel topping it's much used by walkers/cyclists and is a bit of a safety hazard at the moment especially on the hill section see photo with exceptionally good looking small dog !! Thanks for the great work by council and employees Abbott grove Clifton Hill |
| <i>Response 97</i> | This is regarding the proposed changes to Trenerry crescent, Clifton hill. I think that cars should still be allowed to drive up and down the road, if you take away vehicle use it will create terrible traffic elsewhere in the area. I think bollards should be set up for bikes and bikes should strictly not be allowed on the path. There are plenty of bike paths around the area and they are allowed to ride anywhere without restrictions, however for us dog walkers there are plenty of restrictions and barely any bins and poo bag dispensers, we pay \$70 to register our dogs per year and cyclists pay nothing. Yes there are more people riding bikes as a result of covid but there are also a lot more dog walkers and new dog owners, when will we stop being the lowest on the totem pole? There's not even lights throughout Yarra Bend Park. A lot of cyclists around here are too fast and do not consider that there are dogs and people walking around. It is hard to try to get your dog out of cyclists way when they're flying around the park and the paths scaring our dogs. I would like to see less of a focus ways to make the area better for cyclists and more of a focus on people walking and dogs. |
| <i>Response 98</i> | As someone who is a walker of the very paths in question and I have been for several years, I have noticed a growing problem for people seeking to use the paths for recreation by jogging or walking with their families and families cycling together, long before COVID. All are being put at risk by a large number of cyclists travelling these shared pathways at extreme speed coming too close to people walking, or screaming at them to get out of the way. This group are making the use of our parks a more and more unpleasant experience for the majority through their selfish behaviour. Our parks and recreation areas are a lot more than a velodrome for cyclists (the majority of problematic riders appear to be men in the 20s, 30s and 40s) The problem is not inexperienced or family cyclists as your flyer implies, in the main parents are doing a great job teaching their children about the shared nature of the paths and the need to be polite and considerate of others and any plan should look to making the area user friendly and relaxing for all of us . To call your flyer Making Space is a misnomer. You are in fact reducing the ability of those on foot and families from enjoying our beautiful parks, for the convenience of those who want to use the pathways as some sort of velodrome to speed along making them unsafe for the rest of us. More space to encourage more cyclists to speed through our suburb will just make more of the space unusable to walkers and joggers and families who are more likely to be local residents, for the convenience of a group who have the option to use the bike lanes on all our roads. During Covid times, you cannot drive to the parks and then cycle through them (you cant get a park in the Esplanade at the weekend and people are constantly pulling up and unloading their bikes) Rather than further cut Clifton Hill off from the rest of Yarra, consider other measures such as : Some Strong Clear Signage Around the rules of usage shared pathways: 1: Cyclists cannot travel at speeds faster than brisk walking pace on shared pathways, 2: pedestrians and cyclists must stay to the left side of any path, 3: cyclists must stay on designated paths and not use gravel walking paths, 4: Where roads have bike lanes cyclists must use these. Next, the rules need to be enforced. You need to have rangers out and about reminding everyone of what is and is not acceptable behaviour in a shared public space and fining those who do not follow those rules. Behaviours won't be modified whilst there are no consequences. As it stands it can be quite dangerous for |

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| | <p>pedestrians, the elderly or children given the speed at which cyclists are travelling on shared pathways and as we know, cyclists are not registered and don't have to show any form of ID so if they injure someone they cannot be pursued for compensation. The cyclists careless, cowboy behaviour can cause considerable hardship and cost for others who are equally entitled to use the paths. Their bad behaviour will continue if it is not called out by authorities.</p> <p>The new thugs of the parklands and paths around Clifton Hill are cyclists who think it is their divine right to use the paths as a velodrome and travel at speed regardless of the needs of the local community and seem to see their needs as above those of other users of the paths. Their tactics of speeding right up behind walkers and joggers including families with young children, then either shouting or dinging their bells is a form of intimidation that is growing and making the use of the paths an unpleasant experience for the rest of us. It also makes the rest of us feel unsafe in our parks. The narrow walkway of the bridge on Heidelberg road is a case in point for this kind of behaviour on a daily basis and it is a problem along the entire path from Dights Falls to Heidelberg road.</p> <p>This proposal only has benefits for cyclists not the rest of the community and I think needs to be better explained.</p> <p>Who proposed this change? Do they have any vested interest in seeking higher rights for cyclists?</p> <p>What independent management of shared pathways has been undertaken to suggest that this is the best course of action?</p> <p>Has consideration been given to other alternatives such as slowing the speed of the cyclists around Trenerry Crescent and under the freeway</p> <p>What consideration has been given to the residents of Clifton Hill who use this road to get to and from Johnston Street and towards Kew and Hawthorn?</p> <p>What alternatives or consideration of their needs have been taken into consideration?</p> <p>As I look at this proposal I think it is self serving for a special interest group and does not consider the wider community. The language is designed to pretend your are making things better when in fact it has no benefit for regular park users who walk or motorists in Clifton Hill. It is just another impost on us for the sake of cyclists.</p> <p>There should be NO closure of Trenerry crescent at all. If Council moves to the closure and encourages more speeding cyclists through the area are they also going to take on the liability of injury compensation to those walkers who run a higher risk as a result of the increased bike traffic it encourages.</p> |
| <p><i>Response 99</i></p> | <p>My name is and I would like to register my support regarding the closure of Trenerry Crescent for Option 1, to keep Trenerry crescent open to vehicle access. As a 15 year Clifton Hill resident and an Abbotsford business owner, this link road is absolutely vital to maintain our accessibility between our neighborhoods, homes, and businesses. Hoddle street is NOT an option for many residents at certain hours of the day, and the closure of our alternative route would be unacceptable.</p> |
| <p><i>Response 100</i></p> | <p>I'm lodging my seriously concern for closing of Trenerry Crescent. I live on Noone Street and use this access to go shopping (especially now during COVID) and to get to the parks such as around the Studdly Boat House for dog walks. Not to mention visiting friends in the area. Walking around that area is not safe at night so you would be asking me to walk unsafe or force me to drive on Hoddle street unnecessarily.</p> <p>Forcing local traffic onto Hoddle at all hours for the 10 or so problem hours a week is not the right answer to a minor but real problem.</p> <p>As a resident of Clifton Hill I strongly request you consider alternatives than closing this necessary access between Abbotsford and Clifton Hill.</p> <p>No closure of Trenerry Crescent.</p> |
| <p><i>Response 101</i></p> | <p>Great work- the narrow strip along Trenerly Cres is impossible to pass people at the moment with a 1.5m distance.</p> <p>This is the best way to transition our city to a more active and sustainable transport mode.</p> <p>Great work- the narrow strip along Trenerly Cres is impossible to pass people at the moment with a 1.5m</p> |

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| | <p>distance.</p> <p>This is the best way to transition our city to a more active and sustainable transport mode. Great work- the narrow strip along Trenerry Cres is impossible to pass people at the moment with a 1.5m distance. This is the best way to transition our city to a more active and sustainable transport mode.</p> |
| <i>Response 102</i> | <p>I am a resident of Spensley Street Clifton Hill. I support a trial of one lane closure provided the trial closure finishes in three months and the cres is totally reopened. The evaluation should be done at that time ... not waiting to dec. Also a question: what is the rationale for closing sth bound not northbound ... as the worst rat run is 4 to 6pm up Fenwick st, not am traffic going south in the morning. Also a question: what is the rationale for closing sth bound not northbound ... as the worst rat run is 4 to 6pm up Fenwick st, not am traffic going south in the morning.</p> |
| <i>Response 103</i> | <p>Customer wants to get update on the road closure of Trenerry Crescent and when the resident would be notified about the closure.</p> |
| <i>Response 104</i> | <p>I write as an interested party having been the community chair of the East Clifton Hill Resident Traffic Group that first met in 1993 and as result of that group the current traffic measures such as turn bans off Heidelberg Rd up to 8.45 am, came into place as did a left turn ban off Johnston street into Trenerry Cres in the evening. Council hopefully still has the minutes of those meetings. I live at 167 Spensley St Clifton Hill 3068.</p> <p>I also feel obliged to say that the use of the Covid-19 pandemic as some sort of reason for this proposal is frankly disingenuous and an insult to the intelligence of residents of East Clifton Hill.</p> <p>I am aware from a conversation I had with one of Council's traffic engineers in May to again discuss options to reduce through traffic coming off Heidelberg Rd in the morning that the idea of closing Trenerry Cres has been around for some time, I suspect well before Covid-19 became a significant or known issue.</p> <p>If the idea has merit it should be able to be proposed and promoted on its own merits. I cannot see a rationale link to Covid-19 and if one thinks about it the best social distancing measure is to say in the bubble on one's own car while moving around, rather than passing by someone who might cough, sneeze or blow hot exhaled air over you from the exertion of exercise or vaping.</p> <p>I am not in favour of any proposal.</p> <p>As with speed humps and other measures the amenity of easy movement around and into and out of our own community is affected because of others, who not reside or work in the area. As someone who travel to Kew to work, just in Studley Park Rd and also East Hawthorn it makes no sense to force me around a much longer way. I am sure I am not the only resident here who does this or similar.</p> <p>I will respond to Council's arguments in turn.</p> <ul style="list-style-type: none"> • create more space for people to keep a safe distance from each other on the adjacent Capital City Trail and Merri Creek Trail <p>The walking bike trails are adequate in terms of social distancing and 50 to 100 metres away in general from Trenerry Cres.</p> <p>I cannot see someone riding the trail moving to the road because of social distancing issues.</p> <p>In any case the evidence that people passing each other is an infection risk at ordinary walking or riding pace is negligible. In the end one still has to use common sense and pass another person with attention to distance. Making more 'room' will not guarantee that.</p> <p>Is council proposing to separate pedestrians from riders or have them go one way, some on the road others on the trail?</p> <ul style="list-style-type: none"> • provide safer riding conditions for vulnerable road users and less confident bike riders <p>What or who is a vulnerable road user, a poor driver, a careless cyclist? This makes no sense and is some sort of feel good notion.</p> <p>I would say the less confident bike rider has the trails to use. There are adequate bike lanes on the road, until the corner where the ETU building is. This could be dealt with by a shared pedestrian/bike path on the river side of Trenerry Cres going downhill to the where the creek enters the Yarra, then join the bike path there. Perhaps the council could purchase the corner of the ETU building to accommodate this.</p> <ul style="list-style-type: none"> • create safer routes to local schools and community facilities, such as Victoria Park <p>There is one school and kindergarten in East Clifton Hill. Would council want people who live outside of the area that attend these centres to stay in Johnston or Hoddle street to access these or approach via East Kew along Heidelberg Rd for access? See also below in comment on the environment, this will only increase congestion in those roads, increase travel times and pollution and make traffic for cyclists on those roads even more dangerous.</p> <ul style="list-style-type: none"> • help address safety and amenity issues for bike riders who share this part of the street with cars |

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| | <p>Bikes and cars have to learn how to interact with each other with my observation is that is occurring. As a sometimes rider to work my greater risk is from other cyclists even in dedicated lanes. A lot of riders do not see the need for applying the same caution to operating their bike as they would in a car. For some reason there is a disconnect around the application of road rules to use of the road even when a bike path exists, e.g. safe passing, indicating when deviating out of lane. Stopping at signals/trams and pedestrian crossings etc. More bikes on the road more risks here too!</p> <ul style="list-style-type: none"> • 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 <p>This can be done by better signage. Closing only the southbound lane will not address this and it is the northbound traffic that ignores the stop sign.</p> <ul style="list-style-type: none"> • help Yarra deliver on our new Climate Emergency Plan and address the climate crisis while responding to and recovering from COVID-19. <p>Making it harder to get around by forcing cars onto Hoddle/Johnstone or making cars go around via the Chandler Highway and Heidelberg Rd won't make anyone's economics better in terms of fuel use, vehicle wear and tear and their time.</p> <p>The same applies for climate change. Cars at speeds 40-80 kph per hour depending of course on speed limits, use less fuel than when idling or moving in stop start traffic for distance covered.</p> <p>The closure argument really makes no sense here at all for this point.</p> <p>As has been requested in the past the solution is to enforce the turn bans off Heidelberg Rd in the am peak by enforcement. As the Police cannot be there every day install cameras and issue fines. Once they hit people's letter boxes behaviour will change.</p> <p>As for the evening peak, as previously proposed install traffic lights at Trenerry and Johnston St with appropriate turn arrows or signals denying a left turn in the evening peak. It was considered in the past reasonable to allow right turns into Trenerry Cres off Johnston St to allow residents working in the Eastern suburbs to be able to return home.</p> <p>Lights have been installed at the river side developments in Johnston St, for exiting traffic from those centres. Another set of lights synchronised to the others would be effective and control traffic. Traffic lights tend not to be ignored or missed compared to signs on poles.</p> <p>I trust this nonsensical proposal is abandoned.</p> |
| <p><i>Response 105</i></p> | <p>I am strongly opposed to the proposal to close Trenerry Crescent (TC) and I am also appalled by the council's lack of engagement regarding this proposal. TC provides an important access route for me and other Clifton Hill residents to the entire inner east and all its services. Its closure would also mean emergency services would have to access Clifton Hill via busy Hoddle/Johnston Streets to attend an emergency which is of concern to me given my age and health issue.</p> |
| <p><i>Response 106</i></p> | <p>I write to express my deep concern regarding council's proposal to close Trenerry Crescent and to seek some further information regarding this proposal. I would be grateful if you could please provide a response to the following: I have been informed by other residents that council initially had no intention of consulting with Clifton Hill residents regarding this proposal. Is that correct? If yes, why did council form the view that it was not necessary to consult with local residents that would be directly affected by this road closure?</p> <p>I note council's information sheets states that this proposal is designed to address safety issues for cyclists and pedestrians. Could you please advise what data was relied upon in forming the view that Trenerry Crescent required closure due to safety issues for cyclists and pedestrians? For example, how many vehicle collisions have there been involving bicycles and/or pedestrians on Trenerry Crescent. Closing Trenerry Crescent would cut off a key access road into Clifton Hill. Please provide me with information regarding any consultation that council has undertaken with the Metropolitan Fire Department and Ambulance Victoria regarding the impact upon the delivery of emergency services in Clifton Hill and the additional time that will be required for emergency services vehicles to access Clifton Hill via Hoddle Street. If council has not undertaken such consultation, please advise why council deemed that the safety of local Clifton Hill residents was of insufficient importance to warrant consultation.</p> <p>Closing Trenerry Crescent would cut off a key access road into Clifton Hill. Please provide me with information regarding any consultation that council has undertaken with the Metropolitan Fire Department and Ambulance Victoria regarding the impact upon the delivery of emergency services in Clifton Hill and the additional time that will be required for emergency services vehicles to access Clifton Hill via Hoddle Street. If council has not undertaken such consultation, please advise why council deemed that the safety of local Clifton Hill residents was of insufficient importance to warrant consultation. In relation to point 3, I note that the Metropolitan Fire Department has identified our property as being at risk in the event of bush fires in nearby bushland along the river. Having been caught up in the catastrophic bush fires on the NSW south coast</p> |

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| | <p>over summer, I have a very keen appreciation of the fact that bush fires are a very risk and evacuation routes and access routes for emergency services are critical. Further, some years ago I was the victim of a terrifying aggravated burglary and thankfully the police arrived within minutes of my call. Again, this makes me very aware of the critical importance of maintaining proper road access into and out of suburbs. Finally, I would like to make the point that this proposal has taken many member of my local community by complete surprise and it appears to be driven by outside interests. I strongly urge that council put safeguards in place to ensure that consultations such as these take into account only the interests of local residents affected by such a proposal. I would be grateful to receive your response by close of business Thursday 30 July, noting that council's deadline for responding is 2 August.</p> |
| <i>Response 107</i> | <p>For us Trenerry Crescent is not a principally a “rat run”. It is a second point of access to our suburb from the eastern suburbs. We use Trenerry Crescent to access family, friends and health care facilities which are not easily accessible locally or by public transport. Even with good public transport we would not be choosing to use it in COVID19 times. We are in a vulnerable age group and have chronic health conditions. This makes it unwise to use public transport that unfortunately is a high-risk environment for everyone at the moment. We don't see the advantage of having Hoddle St as the one access point to our home, regardless of whether we travel into Clifton Hill, out of it, or go north, south, east or west. Trenerry Crescent does carry more traffic into our street and some streets close by but only for short periods of the day. Some of the increased traffic comes with medium density housing (which we support). Having one access point only to a large section of a suburb is poor urban planning and a potential health and safety issue. People need to be able to get out of Clifton Hill as well as in. Adding to the congestion on Hoddle St is not be helpful and does nothing to reduce pollution from traffic. It adds to the time more cars are on the road. Traffic along Trenerry Crescent and connecting streets is highly managed by speed limits, roundabouts and speed humps which effectively control safety issues. It should be possible to improve bike tracks on Trenerry Crescent between the entrance to Dight Falls and Johnston St. Local pedestrian access to Victoria Park and riverside parklands could be enhanced by introduction of pedestrian crossings, with or without lights. Pedestrian crossings on Gold St and the treatment of the roundabout at the corner of Hodginson St and Gold Street are effective. Safe access to Vic Park from the streets north and west of Vic Park is via the walk bridge over the freeway. For these reasons we support Option 1 of the proposed options for the trial closure. That is: No closure of Trenerry Crescent.</p> |
| <i>Response 108</i> | <p>I have lived in Clifton Hill for 7 years and I am very concerned with the news of the potential road closure under the freeway. Below I will explain my main concerns. An increase to the local population with a number of apartment buildings being built/to be built which has increased local traffic and thus we need this road to accommodate this. The next available entrance options for locals into Clifton Hill (when heading outbound) will be via only 3 points (one of which is just a service laneway) and both are inadequate to absorb the increased flow and will build up onto Hoddle street. (1) R. turn into Parslow St (a.k.a Schots Laneway!) – > there is no dedicated slip lane off Hoddle, and traffic will be forced to 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 and near misses occurring, including one fatality in 2019 (http://victoria.snarl.com.au/incidents/suburb/vic/clifton+hill). 3) R. Turn over the train line into Ramsden street. This already causes much delays and build up onto Hoddle in peak times due to the two train lines passing this point. You can get stuck here for over 10 min trying to enter Clifton Hill.</p> <p>Leaving Clifton Hill. This would mean we have very limited ways to leave the area, and one being the train line at Ramsden street. This is not a viable option during normal work hours as you can be sitting here for more than 15min waiting to get across (due to the two train lines) and that's now while the underpass is open. Can you imagine what would happen if that was closed. Emergencies service times would go through the roof and first responders would not be able to get in or out of Clifton Hill which would endanger lives.</p> <p>The amenities that residents use that would be shut off or made to long to go to- the closest large supermarket complex in Abbotsford's where many residents do their shopping, the toy library, the children farms, friends/families, my daughters day-care (we couldn't get in a Clifton Hill for example as they have yearlong waiting periods). These are all things we need to be able to access on a day to day basis. I love biking/walking in the area (it is beautiful) and do not see a need to close the road at all- there are so many other ways to go, including the overpass just down the street.</p> <p>These are just some of the points I would like you to consider when making this decision.</p> |
| <i>Response 109</i> | <p>Q. Can you vote for just one option and it be counted as a valid vote, or must all three options be voted in preferential order to be counted as valid?</p> |
| <i>Response 110</i> | <p>I am a resident of Clifton Hill (Eastern side), and would like to respond to the 'Making Space – Proposed temporary closure of Trenerry Crescent, Clifton Hill' flyer from Council.. Firstly, I would point out that if the trial is carried out during the current Covid19 restriction period it will be totally pointless and misleading. The main problem caused by the trial will be traffic congestion on the alternative ingress and egress points of</p> |

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| | <p>Clifton Hill. At the moment the traffic on Hoddle Street, and the traffic currently using Trenerry Crescent are both hugely decreased by the restrictions so any attempt to measure the delays caused by a trial would be totally unrealistic. My notes below set out reasons for supporting no closure of Trenerry Crescent: 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. For those going in the Heidelberg road direction via Fenwick Street and then north or north east, it will perhaps make little difference to their choice of route. However, at the moment those people living on the eastern side of Hoddle Street heading for the south eastern suburbs – Collingwood, Abbotsford, Richmond, and then further Kew, Camberwell, Hawthorn, Burwood, Surrey Hills etc and towards the Monash Freeway and to the outer suburbs – mostly exit Clifton Hill via Trenerry Crescent. With this plan they would all have to exit on to Hoddle Street (see notes below) and then turn left on to the Eastern Freeway, or to work their way along already congested roads to those suburbs. This would create huge problems at the exit points. Also at the moment, those people wanting to use the Eastern Freeway or Hoddle Street itself – to a huge range of suburbs – mostly exit from one of the three exits on to Hoddle Street. However, the exit over the railway line at Ramsden Street is impossibly slow – especially at rush hour with more trains and Hoddle Street often at capacity, so blocked with no room for cars from Clifton Hill. The exit at Roseneath Street is a little better, but there is the same problem at rush hour that only a few cars can turn left into the traffic, and each change of lights causes a 3-4 minute delay and only about 1 minute exit time at the most (an estimation – council no doubt has the exact figures). So waiting for say three changes of lights to get out 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 on 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 now 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. Exiting Clifton Hill via Fenwick Street is not really a viable alternative – it is already a congested exit, with left hand turners often caught up with the right hand turners and again the time given to those exiting Clifton Hill at that exit is very small compared to the Heidelberg road traffic. Suggesting that those wanting to access the Eastern Freeway use Fenwick Street, Heidelberg Road and the Chandler Highway to get to the Eastern Freeway is unrealistic – it would add many minutes to the trip during rush hour, as well as delaying those who actually need to exit via Fenwick Street. ALTERNATIVE ACTIONS - • It is true that the portion of Trenerry Crescent from Dights Falls car park to Noone Street is narrow. However, there is currently a narrow road plus two marked bike tracks (one each side) on part of the road, 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 greatly alleviate the problem. There is also room to widen the total road/path area. It could be done easily in some parts and with a little more difficulty in others. • Trenerry Crescent/Johnston Rd intersection: A second traffic light set has been put in recently on Johnston Street at the bottom of the Johnston Street bridge. It seems to serve little purpose other than saving some people leaving their office (Computershare) a short walk to the next lights (only 150 metres away). If either of the two sets lights were at the junction of Trenerry Crescent instead (a further 100m), then it would become a very safe traffic manoeuvre to get into Trenerry Crescent for both cyclists and cars! Also, the cars coming out of Computershare would be able to get out when the lights changed for Trenerry Crescent. Thank you for considering the points I have raised. Sh</p> |
| <p><i>Response 111</i></p> | <p>I am a rate-paying cyclist living in Clifton hill. However my elderly mother lives in Abbotsford and I shop regularly on Victoria street. I also cycle to the Dights Falls and the Children’s Farm with my four sons. Trenerry crescent is an important arterial for my family and I for use with both a car and and a bike. I do NOT support the closure of Trenerry Crescent in any direction. It will not take a room of Nobel laureates to work out how to improve pedestrian and cyler safety whilst maintaining access for local traffic. It is extremely disingenuous of the council to suggest that shutting the road will help reduce the spread of COVID. It is profoundly dishonest, lacks evidence, does not pass the test of basic droplet aerodynamics and is a cynical attempt to capitalise on a global crisis to achieve an ideological outcome. I hug trees, ride my bike and donate large amounts of money to environmental causes. I support a reduction in our societies reliance on car use. However this is an extreme measure which reeks of external interference in a local issue, an ambush by a political interest group without regard to the opinions of local residents. Please seek alternative and innovative solutions to this proposition to improve safety and convenience for everyone. You will not win hearts and minds for the cause of environmentalism by upsetting communities where the cause is already so well supported.</p> |

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| <i>Response 112</i> | Your dedicated address for this subject does not seem to work. A closure will have a huge impact in our area - Clifton Hill - East of Hoddle St. Our only access and exit would then be Hoddle St which In normal times is congested all day. If forced to choose between your options then the 1 Lane closure is to be preferred. |
| <i>Response 113</i> | <p>I live in Noone Street Clifton Hill and regularly use Trenerry Crescent to avoid the traffic on Hoddle street. I disagree with the planned temporary closure for any reason of Trenerry Crescent north or south. I have already chosen option one no closure with limited space to express my views on the yoursayyarra website. I would like to understand the reasoning behind this proposal other than an expansion of bike tracks. As both a bike and car user I do not see a need for any change in current facilities. I strongly disagree with the assumption that at this time it gives us an opportunity, due to less traffic to have a temporary closure. It is in fact an artificial time to have a traffic study as it will not reflect the true traffic conditions on Hoddle street. There is more traffic on our street during peak hours, but that balances the convenience of access of Trenerry Crescent especially during peak hours to avoid Hoddle street. We are blessed to live in the inner city we need to expect that as the suburb grows there will be more traffic, and prepare accordingly. I do not see how my well being safety and health will be enhanced by being forced to sit in traffic congestion increased by this proposal.</p> <p>To expect more people to use bikes rather than cars is not realistic or practical. I use my bike for recreation. I also use my car for grocery shopping, transport for younger and elderly members of my family. Council needs to accommodate both reasonably. Bikes are already catered for in the exciting yarra trail.</p> <p>I do feel for my neighbours in Trenerry crescent Abbottford as they will be forced to turn right into Johnston street. This is impossible during peak times, and peak times are getting longer!. They will then need to turn right on Hoddle street to access Clifton Hill. Trenerry crescent was designed for the purpose of allowing access for locals between Abbotsford and Clifton Hill and this is still even more applicable now. Lastly at this time we are all feeling anxious and alarmed at the current pandemic, this proposal adds to yet another change that at this time is unwarranted.</p> <p>Thank you for your time and consideration. Noone Street Clifton Hill.</p> |
| <i>Response 114</i> | As a resident and rate payer in Clifton Hill I want to strongly object to any change to traffic flow through Trenerry Crescent. The proposal to close or alter traffic flow through Trenerry Crescent would be a complete waste of Council Resources and Rate Payers Money. |
| <i>Response 115</i> | I strongly oppose the closure of Trenerry cres |
| <i>Response 116</i> | <p>I'm just looking at the survey regarding the temporary closure of Trenerry Crescent and wondering if responses are confidential? It doesn't appear to be anonymous, it doesn't appear to be anonymous, given the amount of personal data collected alongside it.</p> <p>Thanks for your attention to this issue (my question, and the issue of traffic management in Clifton Hill more broadly!).</p> |
| <i>Response 117</i> | I wish to strongly oppose the proposed closure of Trenerry crescent due to these reasons: I work in multiple hospitals in Melbourne and often have to leave home at pace. Having to go via Hoddle st or Chandler highway shall take me significantly longer to achieve best care for patients. My return home shall also be much longer causing increased exhaustion. police and paramedics will also be delayed in attending to matters if they have to navigate Hoddle/ Chandler - closure will cut off Clifton hill population from Kew and Johnston st Abbotsford shops having a detrimental effect to business and our communities the current peak traffic levels are light and would not give any trial now a true indication of the long term effect of closing Trenerry. Traffic will return to pre COVID levels and be hugely exacerbated by the reluctance of people to use public transport. Leaving the eastern pocket of Clifton hill will be greatly impacted and travel times will be enormous. Please do not close Trenerry crescent. The locals need to be consulted and listened to. |
| <i>Response 118</i> | I am writing to oppose any proposed closure of Trenerry Crescent in Clifton Hill/Abbotsford. I own and live in an apartment near the underpass in Abbotsford and think this is a terrible idea. Cyclists and walkers have the safe options of the trails across the river or taking the footbridge from Trenerry Cres across the freeway (both of which I regularly use when walking/cycling). Closing Trenerry Cres to cars is going to force everyone in my area into a traffic jam on Johnston St, which will make it even more difficult for us to turn out of Trenerry Cres if Johnston St has more traffic on it. I feel like most walkers and cyclists already use the alternative routes anyway and I have been shocked and saddened to learn that it is mostly non-locals with an extreme anti-car agenda trying to push this through. Do they not realise that there will be a worse environmental impact if we are forced into traffic jams on Johnston and Hoddle St for half an hour instead of driving two mins down Trenerry Cres? It is ableist and to assume that everyone can just jump on a bike and we can all forget about car use. What about the elderly, those with young kids or those with disabilities? Bike travel is great, but it's not for everyone. If Abbotsford cannot access the freeway via Clifton Hill anymore, it will push car traffic onto the Yarra Blvd cycling route as this will be the best way for us to get onto the Eastern, considering there is no |

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| | <p>right turn from Johnston St onto Hoddle during peak hours. You'd think that leaving cars on Trenerry Crescent, a much less-used bike route given the alternative trail and overpass options 100m from it, would be a better option for cyclists. I also find it disappointing and deceptive that COVID-19 was used as an excuse to close this road without proper consultation - nobody's buying that this is being done for COVID as the argument doesn't even make sense. We should close all roads everywhere near trails if this is to be believed. The survey you put out is also ridiculous as it allows people from anywhere to submit answers multiple times. How do we know a bot hasn't been set up to take advantage of this, or someone hasn't sat at their desk all day re-submitting their answer? It is also stacked in favour of a closure (full or partial), meaning it is biased.</p> <p>I also find it disappointing and deceptive that COVID-19 was used as an excuse to close this road without proper consultation - nobody's buying that this is being done for COVID as the argument doesn't even make sense. We should close all roads everywhere near trails if this is to be believed. The survey you put out is also ridiculous as it allows people from anywhere to submit answers multiple times. How do we know a bot hasn't been set up to take advantage of this, or someone hasn't sat at their desk all day re-submitting their answer? It is also stacked in favour of a closure (full or partial), meaning it is biased. Why not invest the council's money in something that benefits everybody - widening the existing Merri Creek Trail under the freeway perhaps? I'm sure a lot of us locals opposing this closure are walkers and cyclists ourselves and would love improvements to cycling infrastructure - just not at the expense of our best (and only alternative) access road. As a Victoria Park resident, I feel more a part of the Clifton Hill community than I do with the other side of Abbotsford. I frequently visit shops and facilities in Clifton Hill and I love how it's so accessible to us. Please don't destroy our community - these areas are already boxed in enough by the freeway, river and train line.</p> |
| <p><i>Response</i> 119</p> | <p>I recently completed the survey that was sent out to residents of Clifton Hill and Abbotsford regarding the closure of Trenerry Crescent. My response to the survey is below. Please take the time to read my response which details my personal reasons for opposing the closure, plus those regarding access for emergency vehicles such as fire, ambulance and police. Also please note my grave concerns regarding the process of community consultation regarding this issue. I further note that a closure of Trenerry Crescent will cause increased traffic flow in the streets of East Clifton Hill where I live, as all cars will need to use Fenwick, Roseneath or Noone streets to access Hoddle Street. This is a overwhelmingly a local issue and I would have expected that the elected councillors representing Langridge Ward would have realised that many of the residents would have major issues with this closure. I credit Stephen Jolly with heeding and acting on resident's concerns from an early stage of this process and also Danae Bosler once she became aware of the ground swell of opposition to the closure. The other ward councillor Amanda Stone has not made any public statements regarding this issue. I realise that all councillors vote on this issue, hence I draw this to your attention and ask you to carefully consider the feedback you receive from residents, before making a decision on this most contentious issue. Further to this, having read from the minutes of Council meeting of 22 June 2020 I am aghast that Council (and by extension Council officers) can seek to implement a scheme to be funded by ratepayers, with no intention of listening to the obvious community outcry. In fact this reaction is anticipated and brushed off as inconsequential (Don't worry they'll get over it, Just a minor hiccup!) This is not what an elected body should be doing. Also the use of the "vulnerable members of our community" as a bargaining point in this is deceptive and deceitful What have we come to in Yarra, when in the midst of a global Pandemic with long lasting consequences, implementing these changes are thought to contribute anything to dealing with any of the issues that we have to overcome as a community.</p> |
| <p><i>Response</i> 120</p> | <p>My name is and I am a resident of Abbotsford. I live on the corner of Lulie Street and Maguie Street. I am a homeowner in the pocket of this suburb that will be directly affected by your proposed plans to close Trenerry Crescent. I grew up in Ivanhoe and purchased my first home here with my husband to be close to our families who have moved to Clifton Hill and Fairfield. I bike ride, I walk, and I drive. I shop in Clifton Hill. My local doctor for my family (including my 20 month old son) is in Spensley Street Clifton Hill. I use the recycle centre in Clifton Hill. I pick up my weekly fruit/veg box from Uncle Drew. I go to the gym in Clifton Hill. My husband and I share a commute to work in the city and drop our son off at daycare in East Melbourne - since the changes to Hoddle Street intersection in the last 12 months I have found getting on to Johnston Street from Lulie Street incredibly dangerous, so much so I raised my concerns and sent an email only to be told there was nothing that could be done (not even a clearway). Recently I found out about your proposal to close Trenerry Crescent from a letterbox drop from Stephen Jolly - prior to that my council did not let me know that you were proposing to close this road. This is such a stressful time already and then to be told that you are going to close a road that I use everyday - on foot for exercise AND in the car was really shocking. Since then there has been a letter box drop, and signs erected. I am sure there have been others who have emailed about the survey (can vote as many times as you want, text box changing size, people out of the area able to vote, not clear on vote 1 or need to complete all boxes etc) - essentially I am confused as how you could see this as a credible survey. I have had no issues riding my bike OR walking (with pram) along Trenerry Crescent - I have had no problem social distancing - and am completely perplexed and to why you would close off a road that connects the two communities. I am not a political person, and I'm sure you've received many more thought out letters than this one, but after reading the minutes from the June 22 council meeting it made me</p> |

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| | <p>question who is looking after the residents here within the council that these people have been elected to look after. I couldn't sit back any longer. I am disgusted, and this has brought on so much unnecessary stress for my family and I in a time when this is not needed. It mentions in the minutes that Council Officers have considered all community ideas provided so far - you didn't even let anyone know about this? By shutting off this road, you are forcing me to make a dangerous right hand turn EVERY single time I get in the car with my son. What was a quick 5 min trip to my family is now doing a right hand turn on Johnston street, veer left across 3 lanes to do a left hand turn, then doing a P turn to head back towards Clifton Hill and then make a right hand turn on an amber light on Roseneath St. Our family also rides bikes, when we can - and the only person who has had a bike accident was my mother - she was hit by a car on Johnson street - the very street you are going to increase traffic on. The data shows there have been no bike accidents on Trenerry crescent. Have all these things really been considered? Our family also rides bikes, when we can - and the only person who has had a bike accident was my mother - she was hit by a car on Johnson street - the very street you are going to increase traffic on. The data shows there have been no bike accidents on Trenerry crescent. Have all these things really been considered? Our family also rides bikes, when we can - and the only person who has had a bike accident was my mother - she was hit by a car on Johnson street - the very street you are going to increase traffic on. The data shows there have been no bike accidents on Trenerry crescent. Have all these things really been considered? The way the survey has been conducted is completely inappropriate for Yarra City Council I would like to know:1) What level of local resident consultation does our Mayor expect of the team? 2) What standard of evidence is required when passing proposals that impact people's daily lives?</p> |
| Response 121 | <p>I am writing to you about City of Yarra's "YourSayYarra" website seeking input for a suggested modification to Trenerry Crescent in Abbotsford and Clifton Hill</p> <p>I am a rate paying resident of Clifton Hill, residing in Noone St, Clifton Hill.</p> <p>There are several critical issues with your survey that require urgent rectification:</p> <p>Misrepresentation of responses</p> <ol style="list-style-type: none"> 1. There is no unique identifier that prevents people from submitting a response more than once, simply by using alternative text in the free text fields. Any results cannot be verified of their legitimacy because of this. 2. Your survey is open to anyone with an internet connection. It is not limited to people who use this road, or isolated to the people that will be most impacted by a modification. <p>Inability to provide feedback, despite Yarra asking for it.</p> <ol style="list-style-type: none"> 1. Your survey site is limited to 250 characters for feedback (about 60 words) This is inadequate and restrictive in what feedback you can provide to such a significant change. The point of this activity is community consultation, and you have not achieved this. <p>I would appreciate Yarra's urgent review of the sampling and data collection practices for the proposal to close Trenerry Crescent.</p> |
| Response 122 | <p>your email contact doesn't work. yoursayYarra/trenerry doesn't work- doesn't allow submit with less than 250 words. if you cannot allow feedback responses you should not be making important decisions such as road closures</p> |
| Response 123 | <p>As a northbound resident of Johnston street I am extremely concerned that I will be forced to turn right onto Johnston street to access the northern suburbs. It is extremely dangerous with many cars, having to cross multiple lanes, bikes and busses. Visibility is poor to oncoming traffic from the right due to cars parked on the side of the road. If anything traffic lights need to be installed at Johnston st and Trenerry crescent as it is an accident waiting to happen Closing Trenerry crescent will also cause large traffic build up probably past the roundabout at turner street which will just create more congestion in the area. Having Trenerry crescent open allows traffic to divert from Johnston and hoddle streets.</p> |
| Response 124 | <p>Request not to close trenerry cre. Leave it open. No other Choice.</p> |
| Response 125 | <p>Option 1</p> <p>Sent from my iPhone Option 1</p> <p>Sent from my iPhone Option 1</p> <p>Sent from my iPhone Option 1</p> |
| Response 126 | <p>I am strongly against this proposal for a number of reasons Our suburb is already difficult to access due to the number of traffic calming measures and the busy roads and creek/river surrounding it. Closing this small</p> |

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| | <p>section of Trenerry Crescent would make Clifton Hill Village almost inaccessible from the south Except for Hoddle St, this is the only access. Turning right into Hoddle St is not practical, especially during rush hour. It would also slow down Hoddle St, which as we know is already extremely congeded I am a bike rider and am familiar with all of the bike routes around my area. It is quite easy to avoid the proposed section of Trenerry Crescent by using the smaller bridge across the Merri Creek. Another option would be fund widening of the bike path on this road to make it accessible to both walkers and bikers. I think that this would be a good use of tax dollars I would also like to comment that I did not appreciate this issue coming to council for voting before consultation from the residents. Thank you to those who demanded due process.</p> |
| <i>Response 127</i> | <p>My name is and I am a resident of Clifton Hill of 8+ years. Never before have I felt compelled to write to my local council. I am writing to express my opposition to the proposal to close Trenerry Crescent to motor vehicle traffic. As a cyclist, I can confidently say that this road is safe enough as it is. I fear that the closure of Trenerry Crescent will impact local travel in the area and local access to emergency vehicles. Personally, I use this road to travel between Clifton Hill and Richmond, and I worry that closure would add unnecessary traffic to Hoddle Street. I also am disappointed by the lack of adequate consultation. Please abandon this plan to close Trenerry Crescent.</p> |
| <i>Response 128</i> | <p>I'm getting the impression that Yarra Council isn't all that interested in the health and safety of its older residents. First, you cut our access to the Collingwood indoor pool by 3 hours a day – despite having spent millions on extending the lanes to better accommodate swimming lessons while keeping lap lanes open – and now you're proposing to significantly reduce access to our homes by closing Trenerry Crescent, at the very time when older residents have been forced back into their cars to get around because of the risks of exposure to COVID-19 on public transport. What really grates is that the virus crisis is used as a reason TO CLOSE Trenerry Crescent, when in fact it's a very good reason for KEEPING IT OPEN. I have lived in Clifton Hill since 1976. When the freeway was built, Collingwood Council insisted that the Trenerry Crescent link road be built so that the communities of Clifton Hill and Abbotsford could stay connected. Apparently keeping communities connected (I have a daughter and a sister-in-law in Abbotsford) is no longer a Council priority. The alternative you propose is also environmentally unsound. Instead of being able to readily access our homes via Trenerry Crescent, we would be forced to battle our way up and down Hoddle Street – meaning an extra 10 or 15 minutes in our cars, with the obvious emissions impact. This will be compounded by the inevitable long queues of cars that would be trying to get into Hoddle Street, and longer queues trying to turn right (northbound) at Roseneath and Ramsden Street (which in turn will create a traffic mess in Hoddle Street – further disrupting the 246 bus). There's no doubt that rat running through our neighbourhood in morning and evening peak is a problem, but it is only a 10 hour a week problem, not justifying closing a road. I have for years tried to convince the Council to ask the government to allow tolling of local roads where there is a traffic problem like this. A simple gantry under the freeway, using current technology and toll companies, charging a fee to any vehicle not registered to a 3067 or 3068 address, would do the trick. It would be much cheaper and more effective than the ineffective policing of No Left Turn signs in Johnston Street. You won't know if you don't ask the government for that capability. I reiterate, many of us (me immunocompromised by chemotherapy) have been forced off public transport and must use our cars, for our own personal safety. A responsible Council would recognise that, and would certainly not move to make it harder for us to get to and from our homes when we do venture out for work, shopping or medical appointments. I trust there will be full transparency on the 'poll' that you have initiated – that is, that the results will be publicly available and published. I would like to have your commitment to that. In any event, the closure of Trenerry Crescent, on my reading of the neighbourhood, will certainly be a big issue in the forthcoming Council elections.</p> |
| <i>Response 129</i> | <p>I am in receipt of your notice re ternerry st closure .I live at 12/1 abbot st abbotsford and are totally opposed to the closure of ternerry crescent.The basis for my opposition is 1 a health and safety reason ,ternerry crescent is ,in the case of an emergency our only north from abbotsford victoria park area ,e.g. a fire at the service station cnr johnson st and lully st or a high rise or building fire on johnson st or vic park or an emergent at a vic park event where 1000s of people could be gathered ternary crescent is our only way to escape escape toxic fumes or fire north .2Trennary crescent is the only way north or south to or from clifton hill fitzroy brunswick heidelberg and ivanhoe and the easter freeway all of which i use regularly to close the street would add congestion to hoddle st which is already busy 3 the emotive use of calling the users rat runners is ridiculous most of the traffic is local and only for 1 hour each working day 3bike riders have the use of the path on the side of the road ,if they road responsibility there is plenty of room 4 if more space is required vic bike association should pay 5 closing the street would NOT create a safer route for access to vic park and community facilities in fact the opposite would be the case I AM STRONGLY OPPOSED TO TO CLOSURE.</p> |
| <i>Response 130</i> | <p>As a homeowner and resident of Lulie Street Abbotsford for more than 12 years I am writing to express my concerns and strong objections regarding the recent proposal to close Trenerry Crescent whether permanently or temporarily. I live, work and my two children all go to school in the area – the school in which they are zoned to go to. The closure of this major gateway for both Clifton Hill and Abbotsford residents alike would be disastrous for both suburbs. 1. The reasoning to do close the street due to coronavirus is preposterous. If this in fact is the reasoning then I expect most / all streets not just in City of Yarra should be</p> |

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| | <p>shut / widened. Not a valid reason. At least be honest as to why the council wants the street closed. 1. There already viable, safe alternatives for pedestrians and cyclists that don't interrupt the flow of cars. 1. Closing the street will not reduce the amount of cars, it will in fact divert these drivers to already overused roads such as Johnston Street and Hoddle Street thus adding a lot of time to what should be a short commute to school / work. And no it is not always an option to walk or ride for everyone in either direction. 1. There are very few records of bike / pedestrian incidents in this area. Apparently 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. I am sure there are other areas that should be of more concern at this time if this in fact is a reason (as feeble as it is) to close the street. 1. There are very few records of bike / pedestrian incidents in this area. Apparently 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. I am sure there are other areas that should be of more concern at this time if this in fact is a reason (as feeble as it is) to close the street. 1. You can't just block off one street and expect no consequences. There will be massive knock on effects from this closure and definitely other road safety measures that would actually make a difference without such disastrous effects to residents. For example slowing down traffic on Lulie Street and Maugie Street with speed humps – now this is something that I see is worthy. 1. Emergency services use the underpass to avoid busy roads such as Johnston Street and Hoddle Street. If this was to be blocked off and not possible for them, then minutes would be added to their services therefore endangering lives. 1. This would effect not only the residents, but local businesses, sporting groups and community centres and groups. I work very closely with many local sports, community groups and businesses with the Clifton Hill / North Fitzroy Community Bank. In a time that all these groups and are already struggling with closures and lack of money and resources, this would be a detrimental time to close access to them. Off the top of my head, the following groups would also suffer from this closure:</p> |
| <p><i>Response 131</i></p> | <p>I note with interest a proposal to either close or partially close Trenerry Crescent. I am opposed to either a partial or total closure of this street as it will force - • My elderly mother who lives in O'Grady ST while her children live south of the freeway in Richmond and Malvern respectively. Trenerry Crescent is an important road for her to enter and leave Clifton Hill. Reducing or removing access to Clifton Hill via Trenerry Crescent will force her onto Hoddle Street. When it's busy, which is often, Hoddle Street is intimidating and dangerous when your almost 85. Right turns into CH when heading north will become even more difficult if the volume of cars doing it increases. Let's keep traffic flowing both ways on Trenerry Crescent, the cyclists have plenty of bicycle paths. • Make it difficult to take recyclables to the recycle depot in Roseneath st if you live south of the freeway. • my view is the proposal is a divider of the community not a unifier. I think what might be considered by the Council is widening the existing footpath under the freeway to improve the flow of pedestrians and cyclists if you make it wide enough. There is a bridge over the freeway that is poorly sign posted that would probably be used more frequently if that wasn't the case. Cyclists and pedestrians can use it and there are no cars. Be in no doubt at the next election I will not vote for any councillor who supports closure or partial closure of Trenerry Crescent and I will be sure to preference away.</p> |
| <p><i>Response 132</i></p> | <p>Resident strongly opposes to the closure and has submitted a lengthy email. Please see the full details her letter via oracle 200729-000265.</p> |
| <p><i>Response 133</i></p> | <p>I have become aware of the possible closure of Trenerry Cres. I am resident and secretary of the Owners Corporation at Riviere on Trenerry Cres. Whilst I will make my views on the project on the website, I have been trying to get information on why it was not thought appropriate to advise residents directly of such a project that will materially affect them. I note that when the recent modification of speed humps in Trenerry Cres took place, we all received at least 3 notices about it as an affected resident. That project only involved the closure of Trenerry Cres for a few hours on a couple of days. Yet on a project that may close the road completely for 3 months, and possibly permanently, residents receive NOT A SINGLE NOTICE. This seems extremely curious to me. Further the placement of the few public notices (I have counted four) about the project only will be seen by walkers or cyclists (some of whom might be car users). So again it appears that the very people most likely to be affected, ie local motorists, have largely been excluded. Should this closure go ahead, it means that every time a resident in the Victoria Park / Trenerry Cres precinct wants to leave the area they will HAVE TO turn into Johnson Street, most likely a right hand turn, which is a bit like playing car Russian Roulette (except in the current lockdown). I am a very experienced driver, and am always jittery about turning right into Johnson St. I strongly advise my 21yo daughter to avoid that turn at all costs. It is dangerous. Also I have reservations about the claims of more open space for that area arising out of this closure. The amount of extra space that the closure would bring would be miniscule compared to the open space available now just 50mtrs further on. There is also a possibility that with the absence of cars going under that bridge and constantly observing and illuminating the area, it could become a hangout for the "ill at ease", graffitists and other undesirables etc. I also note that I have tried to speak to someone at Yarra City Council (as the signs direct residents to do). I have even logged a call, and was assured of a call back. No such call came.</p> |

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| <p><i>Response</i> 134</p> | <p>I am very concerned by council's attempt to sneak through closure of trenery crescent without consulting the community and now using council channels to advertise to communities to vote for closure. It is unconscionable. So many residents and owners have lost complete faith in council. My family and I have lived in Clifton hill for 6 years and we are incredibly concerned by any potential closure of trenery crescent. Like so many other local residents, we both use the underpass daily, to go to childcare in Abbotsford and work in Kew. Not only would a closure mean we are on the road for an extra 40 minutes + a day, I think it is going to create safety and traffic issues elsewhere and probably reduce the value of property in Clifton hill. During the morning, if you want to head south of Clifton hill, you have 4 options: underpass, rosenearth, ramsden on noone. Ramsden is not an option because the Train gates can be down for 10 minutes at a time during peak hour and then only 3-4 cars get through at a time. So everyone is going to have to use rosenearth and noone. Noone is a disaster waiting to happen with the childcare there. So many cars trying to get onto hoddle/freeway and toddlers getting out of cars and crossing to the childcare centre. By closing trenery, more people will go via noone and get more impatient/ be on phones which will be a disaster waiting to happen. It will also take 30 mins to exit Clifton hill. Has council even done a sidra / traffic impact assessment on this and the resulting wait times? It will turn Clifton hill into a car park. You've lost my vote and every other owner in Clifton hill and Abbotsford</p> |
| <p><i>Response</i> 135</p> | <p>I email formally to reject the proposal to close a section of road to vehicles in Trenerry Crescent thereby cutting off access for residents In East Clifton Hill and Victoria Park and the use of our local roads to the south to Studley Park Road and north to Heidelberg Road/Queens Parade. As an owner/occupier in Rosenearth Street who lives, works, walks, rides and drives in the area I object to the manner in which the City of Yarra tried to progress the closure under the guise of Covid-19 and without consultation. The survey appears to have been hastily drafted and is unclear of how the results will be produced and whether writing a single number against an option is informal if 1, 2 & 3 are not marked. It comes across to be heavily biased in nature for closure. If any consideration is to be given to the closure, I ask that Council come up with options for all users of the road and tracks in the area, conduct a more formal and organise vote and consultation with those affected and not be swayed by lobbyist groups with their own self-interest – including those who don't not reside in the suburbs of Yarra Council. I have done my own survey count of cars, bike riders, joggers and walkers at peak time (over 2 nights) and my stats don't show heavy car use so I would be interested in the statistic Council has during Covid. The proposal seems to have arisen because they have to now share the bike trails with extra people due to lockdown. We are supposed to be in this together and Council are coming across as deceitful because of the way they were trying to use this as an excuse for the closure but thankfully due to some diligent Councillors and observant residents that we have been made aware.</p> |
| <p><i>Response</i> 136</p> | <p>I am writing to express my opposition to any road closure of Trenerry Crescent.</p> <p>I have voted online, but am concerned about the proposal itself, the lack of strategic justification that accompanies it, and the consultation procedure.</p> <p>How the proposal affects me</p> <p>I live in Ramsden Street in Clifton Hill with my partner, toddler and baby.</p> <p>I use Trenerry Crescent by car, by bike and on foot. We also walk and cycle along the Merri Creek Trail and Main Yarra Trail.</p> <p>Road access along Trenerry Crescent is important for my family to access:</p> <ul style="list-style-type: none"> • the Collingwood Toy Library at Victoria Park, where we often borrow large items that cannot fit beneath a pram or be carried for a distance; and • the Abbotsford Convent, where (in non-Covid times) we attend family music classes (The Rhythm Tree). <p>We consider these locations (together with the Collingwood Children's Farm, which we more commonly walk or cycle to) to be significant assets in our local community. Trenerry Crescent provides a safe, low-speed, reliable and scenic driving option. If we had to drive via Hoddle Street, it would no longer be a neighbourhood trip.</p> <p>I am a cautious cyclist and I frequently walk with a pram and my toddler on his balance bike. I already feel perfectly safe using Trenerry Crescent and the river trails in its vicinity.</p> <p>On Trenerry Crescent itself, the bike lane is narrow, but cars are travelling slowly near the Grey Street intersection and under the freeway. The pedestrian path is also narrow, but (while unattractive) feels particularly safe due to the barrier separating it from the road and bike ban.</p> <p>I have rarely seen many bikes and pedestrians using this stretch at the one time. Even with more people on</p> |

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| | <p>the paths during the Covid lockdowns, I have never seen anything approaching heavy usage. Most cyclists and walkers choose the Main Yarra Trail, which is far more scenic. That trail is heavily used, but not to the extent I have ever had difficulty maintaining social distancing.</p> <p>There are already three options for pedestrians and cyclists to move between Abbotsford and Clifton Hill without resorting to Hoddle Street: the Main Yarra Trail, Trenerry Crescent and the Alexandra Parade East foot bridge. This is adequate. Trenerry Crescent is the only option for cars. It should remain open.</p> <p>I support measures to encourage modal shift away from reliance on private vehicles. Personally, in the case of Trenerry Crescent, the closure would simply force me to drive via Hoddle Street. If time and logistics permit, I would walk or cycle along the beautiful riverside trail in any case. But there are times (e.g. extreme weather, tired toddler, baby needing a feed, heavy or bulky goods to transport) when a car is still required.</p> <p>Procedural concerns</p> <p>The community consultation on this issue has not been accompanied by anything that resembles proper strategic justification. The bullet points on the consultation page are either issues that I have not observed to exist, or would not (in my opinion) be resolved by this proposal. I am particularly perplexed by the purported connection to Covid-19. I do not see how that situation calls for the closing of Trenerry Crescent to traffic in any way.</p> <p>Yarra City Council has a Bike Strategy that was 'refreshed' in 2016. It identifies numerous initiatives for 'providing attractive alternatives to car use'. Closing Trenerry Crescent is not one of them. Where has this proposal emanated from? Have Council's transport planning officers analysed it? Where is the strategic justification identifying the proposal's objectives and the evidence it will achieve them?</p> <p>Finally, the consultation process leaves a lot to be desired. When I voted online, the comments section had an extremely short character limit, effectively allowing one or two sentences. I understand it has since been increased. Does that mean I should vote again to include the comments I wanted to the first time? What is to stop me voting numerous times, to skew the results? (For the record, I have only voted once.) What is to stop any person doing this, even if they are not residents of Clifton Hill or Abbotsford?</p> <p>I can easily imagine cyclists who do not reside in Clifton Hill or Abbotsford but who generally cycle along the Yarra corridor advocating for the closure of Trenerry Crescent to cars, not appreciating its significance for local residents. I too am generally in favour of measures to improve the cycling and pedestrian experience and encourage modal shift. But each proposal must be considered on a case by case basis, including (especially) how it will impact on local residents.</p> <p>Yes, closing Trenerry Crescent might smooth a slight bottleneck for cyclists who need to slow down and occasionally wait for others crossing the Merri Creek bridges near Dights Falls. This may cost them a few seconds and a momentary loss of momentum. But at what impact to local residents?</p> <p>This proposal would benefit from a community and social planning analysis to ensure it does not have unintended and unacceptable impacts on local residents.</p> <p>I implore Council to vote against any closure of Trenerry Crescent, at least before a proper evidentiary basis has been established, informed by transport planning, community and social planning, and more discerning and targeted community consultation.</p> <p>Thank you for your time.</p> |
| <p><i>Response</i> <i>137</i></p> | <p>My name is. I reside at 11 Groom Street, Clifton Hill. I wish to voice my opposition to the closure of Trenerry Crescent. I regularly use the businesses in Johnson Street. Having to go onto Hoddle Street would be a significant issue for me. Could you please advise as to what side of this debate you support?</p> |
| <p><i>Response</i> <i>138</i></p> | <p>Dear Yarra Councillors,</p> <p>I've never been that engaged in Council matters. Until this.</p> <p>So, I have read all I can on this and engaged online, trying to understand more.</p> <p>I must say I am incredibly disappointed with the quality of leadership and governance of Council on this matter. This proposal would not make a shortlist if presented in any well run modern organisation, and any best practice business would have looked at objective evidence and explored better alternatives.</p> |

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| | <p>This appears to myself (and to many other locals in my area) as Council using a global pandemic to push personal agendas not reflective of community needs. It's the kind of thing that prompts people to lose all faith in elected officials.</p> <p>Trust is earned in drips, and lost in buckets.</p> <p>How do you feel you have performed as Councillors on this matter? I am firmly against any kind of closure, and have provided my observations and questions below:</p> <ol style="list-style-type: none"> 1. No evidence has been presented 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. The desired outcomes stated for this proposal are vague, and easily discounted with rational arguments, with no recognition of potential benefits and problems (or any solutions!) for a significant (likely majority) user of this road – motorists. 3. Consultation has been incredibly sub-standard. Even when Council decided to (forced to?) consult after a last minute amendment put forward by Cr Jolly, the online survey mechanism is completely flawed - anyone in the world can vote in this survey, as many times as they like. You're also asked to rank 3 alternatives - two stacked towards a closure. Are you convinced and will you be able to prove the results 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 and Hoddle St – increasing volumes and endangering motorists, cyclists and pedestrians in this area (this is where the accidents happen – not at the underpass) particularly with new apt blocks and shops near Lulie and Johnston St. Have you considered where you push this problem to, and what the impacts could be? 5. Three viable alternative routes (very close, safer and more socially distanced) exist for both pedestrians and cyclists 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 could you just improve signage for peds and cyclists to avoid it? It will be cheaper and goes some way to solving your stated problem (which you haven't yet proven is a problem). 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 for people who have children or need a vehicle to transport goods/shopping to and from work and home. How will you overcome the additional expense and inconvenience for these groups, as well as others who choose to use a car in the area? <p>I have also provided feedback via the survey.</p> |
| <p><i>Response 139</i></p> | <p>As a resident of Noone Street Clifton Hill, I write to strongly oppose any kind of closure of Trenerry Crescent, between Clifton Hill and North Abbotsford. This would have a significant impact on my daily travel, and that of many others in the area, and heavily restrict both reasonable access to both suburbs, and safety access of emergency services, amongst many other reasons.</p> <p>There are a number of points to list:</p> <ol style="list-style-type: none"> 1. An attempt to make this closure was made in 2011/12, by this council. At the time, the vote was strongly against it as it was recognised it would have a significant impact on residents in East Clifton Hill and Abbotsford. Council's own report highlighted that it would "significantly reduce the general level of accessibility for local residents in Clifton Hill and North Abbotsford. 2. The population in these suburbs has increased a lot in the last few years: approval and construction (and future construction) of many larger apartments and townhouses in both suburbs accentuates the need for cross suburb travel 3. Access to local shops: There are no shopping centres in Clifton Hill, and the closest northward is Northcote Plaza, a significantly more difficult trip than our easy trip to The Hive at Abbotsford. There is significant traffic |

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| | <p>to that shopping centre no matter which route is taken, and would be many times longer both ways than visiting The Hive</p> <p>4. Emergency services, especially fire, are located in Richmond, and would no longer have direct back-route access to East Clifton Hill, increasing trip times through Hoddle and adding a substantial level of danger to any possible fire outbreaks here.</p> <p>5. I work in South East Melbourne, and travel to and from via Trenerry. Of an afternoon, this would force me to pay tolls and come all the way up Hoddle street, or if I continued along Johnston Street, there is no right turn of an afternoon in peak hour and I would be forced to turn left(south) onto Hoddle and do a u-turn (along with many others if this happened), or continue into Collingwood and try to turn around. This would add substantial time to my trip, and seems an unreasonable solution.</p> <p>6. There is already significant bike and pedestrian access right beside Trenerry at the point of closure. I understand that an appraisal by engineers or similar has said that upgrading the path under the Eastern Freeway bridge, on the Western Side between Trenerry and Merri Creek, is not difficult and could easily provide safe access to both bicycles and pedestrians - as well as the duplicated access on the other side of Merri Creek. When this road runs right beside an enormous reserve with many additional paths, it seems strange to cut two suburbs access.</p> <p>7. The survey should be for residents of these areas only, and has no validation to ensure it is only those people voting. This should mean any results of this survey as it currently stands are invalid, as it could even have been attached by a hacking service. Without some kind of electoral roll validation this survey is not effective and should not be used as a basis for fair representation of residents as it was promised to be.</p> <p>8. While I understand that the north-directional bicycle route under the bridge can be daunting for some, fixing access on the other side of Trenerry as mentioned in 6, would fix this - rather than put thousands of residents into a difficult travel situation.</p> <p>9. According to VicRoads data, there have only been 6 incidents on all of Trenerry in 14 years, none of them on this particular stretch under the bridge, and none involving cyclists or pedestrians.</p> <p>10. This proposal should not have been even considered without substantial consultation, and it's a negative towards any councillor who was prepared to put this through without it. Kudos to Stephen Jolly.</p> <p>I'm sure many people have many points than this, but it's a good start.</p> <p>I strongly object, especially as a resident living close to the end of Noone Street, who will be strongly affected.</p> |
| <p><i>Response 140</i></p> | <p>As a resident of Clifton Hill for the last 24 years I want to strongly object to any change to traffic flow through Trenerry Crescent. This proposal would only effect local people the most. The proposal to close or alter traffic flow through Trenerry Crescent would be a <u>complete waste of Council Rate Payers Money. I am disgusted with the consultation process, the survey seems to be open to anyone including none residents. If this is an example of how council works , it needs a serious overall.Using the COVID crisis to push through this closure in the name of social distancing is absolutely absurd. Thanks Stephen for letting the community know what was happening</u></p> |
| <p><i>Response 141</i></p> | <p>I am forwarding this email to register my condemnation of the council's attempt to force the closure of Trenerry Crescent without any consultation with local residents ahead of bowing to the wishes of a cycling lobby groups.</p> <p>There has been no information provided to substantiate claims of danger to pedestrians and cyclists. In fact, the research information provided by Vic Roads indicates no recorded accidents or injuries to either cyclists or pedestrians in the past fourteen years in the section in question. To present your plan as a response to concerns about Covid is both spurious and opportunistic.</p> <p>As a local resident, I rely on access along Trenerry Crescent to move through the neighbourhood to shop, attend work, access medical appointments and visit family members (in the Victoria Park precinct and Richmond) without the delays and hassles associated with being forced to negotiate Hoddle Street, not to mention the environment impact caused by congested roads. Any closure or restricted access along the Crescent would impact the movement of essential service vehicles if required. Did the Council even consider this aspect?</p> <p>I strongly reject any closure of Trenerry Crescent, not even on a temporary basis.</p> <p>I reiterate my dissatisfaction at the manner in which this process was instigated without any consultation and the obviously quickly and poorly drafted survey with a biased nature that is weighted toward gaining the</p> |

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| | <p>objectives of Council and the lobbyists. I await more transparent information about Councils proposals and any alternate options that local residents can consider and have truly relevant input. I am forwarding this email to register my condemnation of the council's attempt to force the closure of Trenerry Crescent without any consultation with local residents ahead of bowing to the wishes of a cycling lobby groups. There has been no information provided to substantiate claims of danger to pedestrians and cyclists. In fact, the research information provided by Vic Roads indicates no recorded accidents or injuries to either cyclists or pedestrians in the past fourteen years in the section in question. To present your plan as a response to concerns about Covid is both spurious and opportunistic. As a local resident, I rely on access along Trenerry Crescent to move through the neighbourhood to shop, attend work, access medical appointments and visit family members (in the Victoria Park precinct and Richmond) without the delays and hassles associated with being forced to negotiate Hoddle Street, not to mention the environment impact caused by congested roads. Any closure or restricted access along the Crescent would impact the movement of essential service vehicles if required. Did the Council even consider this aspect? I strongly reject any closure of Trenerry Crescent, not even on a temporary basis. I reiterate my dissatisfaction at the manner in which this process was instigated without any consultation and the obviously quickly and poorly drafted survey with a biased nature that is weighted toward gaining the objectives of Council and the lobbyists. I await more transparent information about Councils proposals and any alternate options that local residents can consider and have truly relevant input.</p> |
| <p><i>Response</i> 142</p> | <p>I'm a home owner of Trenerry Crescent and I'm fully behind closing this dangerous rat race underpass. I'm aware there are a few noisy residents of Trenerry Crescent who want to keep it open, so I just wanted to make you aware there are also residents who would love for it to be closed for safety reasons</p> |
| <p><i>Response</i> 143</p> | <p>Attached is my objection to the proposed closure (full or partial) of Trenerry Crescent Clifton Hill.</p> |
| <p><i>Response</i> 144</p> | <p>I write this in frustration and a good deal of anger at the lack of consultation on the proposed plan to close Trenerry Crescent, Clifton Hill and in speaking with just a few of the neighbours in the area, they share my feelings on this matter and have asked to be added as signatories on this email.</p> <p>As a full time resident and Rate Payer of some 18 years, this behaviour is concerning and it is not the first time that this lack of consultation has occurred where the council appears to pay "lip service" to its most important target audience – the rate payers... but ultimately we, the Rate Payers are ignored in the decision-making process.</p> <p>I object to having Trenerry Crescent closed either partially or fully to cars - this simply does not make sense to me. Car owners pay for the right to use the roads and Trenerry Crescent specifically was built during construction of the freeway to ensure a convenient link between Clifton Hill and Abbotsford, rather than diverting people to Hoddle street.</p> <p>In regards to the safety of Pedestrians and Cyclists, there are already in place, a number of options available:</p> <ol style="list-style-type: none"> 1. The pedestrian/cycle overpass across the freeway 2. Footpaths that are fenced in, not just along Trenerry Crescent but within the parklands 3. Clearly marked cycle paths on Trenerry Crescent as well as within the parklands <p>As a long term resident, who makes use of the above mentioned options, it is actually rare to see cyclists using the cycle path on Trenerry Crescent. In my experience they favour the more scenic parklands cycleways and the only time you do see them is when they come up, out of the parklands, to the corner of Trenerry Crescent and Grey Street.</p> <p>As far as saying that this is not just a safety factor for cyclists and pedestrians but also to allow for social distancing during COVID 19 is just not correct.</p> <p>There are never that many people using the paths or the cycleways that you need to actually make additional room for social distancing and it is reprehensible to use this as an excuse. Additionally, and specifically in regards to our personal health safety and that of our neighbours during COVID 19, surely, if not within walking distance, using the car to get to the supermarket, medical appointments, offices etc is a better, safer option than using public transport and we shouldn't be driven to using Hoddle Street as the alternative to go about our daily requirements.</p> <p>Further to this, there are traffic controlling speed humps all the way along Trenerry Crescent, starting at</p> |

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| | <p>Johnston Street all the way to Noone and Grey and then of course, all of the 40k speed limits, speed humps and corner controlling bollards that have been put in place throughout the whole of Clifton Hill and Abbotsford to slow down the traffic – it couldn't possibly be made any safer for anyone regardless of whether they are pedestrians, cyclists or drivers!</p> <p>Councillors, over the years we have put up with the Gridlock happening on a daily basis on Hoddle Street, having to add extra time for each and every appointment or meeting that has required us to use this route. When finally the state government implements a number of changes resulting in a smoother flow of traffic, more reasonable times being able to be factored into any trips, along comes Yarra Council proposing plans that will divert this traffic back on to Hoddle Street and BAM...welcome back gridlock and welcome back traffic nightmares!!! This is the only sure thing that will come out of these proposed changes.</p> <p>If the council has funds to spare, instead of spending these dollars on such outrageous and nonsensical ideas, perhaps a better way of allocating these funds would be to support the housing and feeding of those in need in the area...remediating some of the local footpaths which are in a woeful state of disrepair...etc.</p> <p>Finally has any thought at all been given to access for emergency vehicles, be they fire trucks, ambulances or police – I urge you to please re-consider this decision.</p> <p>Please also involve us, your Rate Payers at a much earlier point in any future decision making processes than what has historically been the case. In this instance, to add insult to injury, we find out via the media that if it wasn't for Councillor Stephen Jolly speaking up at the council meeting and insisting that this proposal be put to the rate payers we would not have known about it at all. This demonstrates a shocking breach of council governance in terms of your obligations to rate payers within the Yarra Council and we deserve to be treated with better respect than is currently being shown.</p> |
| <p><i>Response 145</i></p> | <p>We welcome this opportunity to participate in community consultation. We understand however that Council was initially going to proceed with the closure of Trenerry Crescent without any consultation with residents, which would have been totally unacceptable.</p> <p>In the City of Yarra's online consultation we 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, in our response to Council's online consultation we voted for Option 1 only, as we did not want to give any form of legitimation to the closure options which we believe to be both unreasonable and unwarranted.</p> <p>We note that the main proponent for the closure of Trenerry Crescent is the Streets Alive Yarra organisation. Under the guise of adapting to COVID-19 changes, it has 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.</p> <p>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, and Victoria Park and Abbotsford, south of the Freeway. This is why we are fundamentally opposed to total road closures on principle, and against partial closures that are not fair and equitable, or are not sensible or practical.</p> <p>Council proposes two types of trial: full road closure or half-road closure with traffic in one direction only. We reject both of these options, for the following reasons:</p> <p>Option 2. Full road Closure</p> <p>We are 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.</p> <p>Option 3. Half-road closure</p> |

We 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.

Conclusion

Council's Options 2 and 3 are 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). As stated, we are philosophically opposed to road closure on principle, but to address the rat-running problem, instead of full or uni-directional half-road closures, we would support the trialling of technological initiatives to control traffic flow. This would allow traffic to move in both directions, and would provide sufficient disincentive to rat-runners because of the delay involved. Here are two such proposals:

1. Installation of a 'smart' red arrow light and surveillance camera on the northwestern corner of Johnston Street and Trenerry Crescent.

This would fix the lack of enforcement of the left turn ban from Johnston St. into Trenerry Crescent. By 'smart' we mean a light with a red arrow disallowing left hand turns at peak traffic times. When the red arrow is on, it would automatically activate a surveillance camera, which should then lead to the issuing of fines to offenders. (By 'smart traffic light' we're not referring here to yet another set of intersection traffic lights, as there are several in close proximity.)

Because people illegally turning left into Trenerry from Johnston obstruct people doing a legal right turn into Trenerry, VicRoads should hopefully support this proposal because it will improve traffic flow on Johnston St in both directions. For the morning rat-run, it may also be possible to install something similar at the corner of The Esplanade and Heidelberg Rd.

2. Installation of a traffic stop/go device on Trenerry Crescent to act at peak traffic times as a disincentive to rat-runners without closing roads.

When there is a 'road works in progress' sign, we are all familiar with having to queue at a temporary traffic light, while traffic flows in the opposite direction to us. Then, when the red light for us changes to green, we can head in the direction we want to go. This is similar to what we are proposing. Traffic flow time in either direction can be calibrated to match the number of vehicles involved. It is the same principle as city-bound traffic having longer on green lights in the morning, and ditto homeward-bound traffic in the afternoon.

Such a device could be placed in Trenerry Crescent where it passes under the freeway (see the X in the attached for suggested location of the device), and the road is narrow enough with the addition of a few bollards to funnel traffic into a single lane, on which the direction of traffic can be reversed. Warning signs would be placed ahead of the device to warn drivers of the possible need to stop. There is also enough distance for waiting traffic to form a queue at either end. Other possibilities include installation of a surveillance camera and a rapidly opening and closing boom gate.

A proposal such as this would also slow traffic and enhance cyclist and pedestrian safety in Trenerry Crescent, a main concern of Streets Alive Yarra. However we should point out that if cyclists and pedestrians wish to avoid Trenerry Crescent, they have the option of using the Main City Trail path on the other side of Merri Creek, something that is denied to vehicular traffic.

In its proposal to Council, under other options, the Streets Alive Yarra organisation endorsed the use of devices like this in the Netherlands. Curiously, however, the organisation's preferred option appears to be for Council to close roads instead of trialling technology of this sort. This stands in stark contrast to the statement in its proposal to Council that it is " happy to consider other suggestions or options that could enhance safety without completely blocking vehicles." (Quote from Streets Alive Yarra Our View.)

Finally, we are concerned that the way this consultation is being conducted is flawed and may give the impression of there being a greater level of support for the closure options than is warranted. It is not clear whether it is first-past-the-post or preferential voting. The consultation website implies preferential, but when we rang we were told that selection of only one option was valid. We are convinced that if it had been written that it was permitted to nominate just one option, many anti-closure advocates would not have given Options 2 & 3 any form of endorsement, even preferentially.

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| | <p>But of even more concern is Council’s decision to open the consultation to groups and individuals who live outside of the directly affected areas. Though no doubt this would be defended by pro-closure lobbyists, this decision grants the views of groups and individuals who are external to the municipality equal value to the views of City of Yarra residents who must live with the consequences of the decision-making process. When Council last asked City of Yarra residents about potential closure of Trenerry Crescent, the result was about 70:30 in favour of keeping it open. We believe that a similar level of support for Option 1 exists in the Clifton Hill community east of Hoddle Street, but we are concerned that this may not be reflected in this consultation because of the way it is being conducted.</p> |
| <p><i>Response 146</i></p> | <p>As a representative on the council for the community, please support us in stopping the closure of Trenerry Crescent. There has been no consultation with the community about this and I am voicing our opposition to it. There is no statistical evidence that accidents have occurred to warrant this closure. Neither with cars, bicycles or pedestrians. Access is needed also to the recycling waste station in Clifton Hill. I am writing to voice my opposition to the closure of Trenerry Crescent. And to complain as to the means being taken to achieve this without consultation with the community. There is no statistical evidence of accidents to substantiate this closure. Either with cars, bicycles or pedestrians. Access is also needed to the recycle waste station of Clifton Hill. The alternative of using Hoddle St is ridiculous.</p> <p>In anticipation of your support in council for this matter to oppose the closure of Trenerry Crescent.</p> |
| <p><i>Response 147</i></p> | <p>Firstly thanks for all the great work you do with, and for our community. I feel very fortunate to have lived in Yarra for the last 25 years or so.</p> <p>I am writing to raise concerns about the proposal to close Trenerry Crescent, either partially or completely, and also to air my concerns about the way in which this proposal has been communicated to residents. The feedback survey only allowed for a small number of characters/words and was completely insufficient. I ask that Councillors consider the following when looking into the closure of Trenerry Crescent:</p> <ul style="list-style-type: none"> • The ‘Making Space’ letter that went to residents (we live in Turner St, Abbotsford) made tenuous links between the COVID-19 crisis and a road closure that has been mooted by Council for many years. This is a cynical exercise to conflate two disparate items. If in fact the Council wished to genuinely ‘trial’ these proposed closures then surely that should happen at a time when traffic flows reflect normal circumstances? What can we possibly learn about the impacts of these closures if they happen at such an atypical time due to the COVID-19 lockdowns? • Immediately adjacent to Trenerry Crescent are many kilometres of walking and riding trails, all clearly distanced from the roadway. The only section of footpath that will benefit from this proposed closure is the section of a few hundred metres that runs adjacent to Trenerry Crescent under the freeway. As a resident who rides, runs or walks the Yarra Trails every day I can assert that this section sees very little foot traffic at all and cyclists have the option to use the off-road Merri Creek or Yarra Trails if need be. • The network of existing Yarra Trails features wide, well-made paths that are easily accessible. There’s pedestrian crossings already on Trenerry Crescent near Victoria Park and footbridges across both Merri Creek and The Yarra at Dights Falls, Studley Park, Johnston St, Gipps St and at the Fairfield Boathouse. Recently additional crossings with traffic lights have been installed on Johnston St near the Abbotsford Convent. Specifically how will closing Trenerry Crescent improve accessibility to the trails? • The letter sent to residents cites safety as one of the motivations for this closure. For any resident of the Victoria Park precinct this is a fallacy. Closing Trenerry Crescent would make things significantly more dangerous for residents. To take children to any of the three schools just north of the proposed closure (Gold St Primary, Spensley St Primary or Fitzroy High School) parents in the Victoria Park precinct will need to make challenging right hand turns onto Johnston St from crowded Trenerry Crescent, Rich St, or Lulie St. These turns into congested Johnston St at peak times are extremely difficult and dangerous but your proposed closure will force parents and children into this traffic. • Recent changes to the Hoddle St/Johnston St intersection would then require parents to get across all 5 lanes of Johnston St to turn left (south) into Hoddle St, across another 5 lanes of traffic to then do a U turn to finally head north towards the schools precinct. Seriously – how can Council claim that “we expect these effects to be minimal” or that it will “create safer routes to local schools...”. Safer for who? <p>Some comments also on the communication sent to residents.</p> <ul style="list-style-type: none"> • If in fact Council genuinely wishes to conduct an impartial trial, and to hear the objective views of residents, then why is one of the headings on the document “Let’s give it a go”? This is clearly intended to lead responses and has no place in the methodology of any genuinely independent survey or call-out for feedback. • For such a significant proposal why has Council chosen to seek feedback via an online portal that only allows for such minimal content? <p>I’m always delighted that our Council looks for ways to improve the amenity of our area for residents.</p> |

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| | <p>However this proposal doesn't offer any tangible benefits whatsoever and the method used to seek feedback from residents is neither impartial nor adequate.</p> <p>I look forward to hearing a response to my concerns and trust that due process will ensue when the Council considers this proposal.</p> <p>Firstly thanks for all the great work you do with, and for our community. I feel very fortunate to have lived in Yarra for the last 25 years or so.</p> <p>I am writing to raise concerns about the proposal to close Trenerry Crescent, either partially or completely, and also to air my concerns about the way in which this proposal has been communicated to residents. The feedback survey only allowed for a small number of characters/words and was completely insufficient. I ask that Councillors consider the following when looking into the closure of Trenerry Crescent:</p> <ul style="list-style-type: none"> • The 'Making Space' letter that went to residents (we live in Turner St, Abbotsford) made tenuous links between the COVID-19 crisis and a road closure that has been mooted by Council for many years. This is a cynical exercise to conflate two disparate items. If in fact the Council wished to genuinely 'trial' these proposed closures then surely that should happen at a time when traffic flows reflect normal circumstances? What can we possibly learn about the impacts of these closures if they happen at such an atypical time due to the COVID-19 lockdowns? • Immediately adjacent to Trenerry Crescent are many kilometres of walking and riding trails, all clearly distanced from the roadway. The only section of footpath that will benefit from this proposed closure is the section of a few hundred metres that runs adjacent to Trenerry Crescent under the freeway. As a resident who rides, runs or walks the Yarra Trails every day I can assert that this section sees very little foot traffic at all and cyclists have the option to use the off-road Merri Creek or Yarra Trails if need be. • The network of existing Yarra Trails features wide, well-made paths that are easily accessible. There's pedestrian crossings already on Trenerry Crescent near Victoria Park and footbridges across both Merri Creek and The Yarra at Dights Falls, Studley Park, Johnston St, Gipps St and at the Fairfield Boathouse. Recently additional crossings with traffic lights have been installed on Johnston St near the Abbotsford Convent. Specifically how will closing Trenerry Crescent improve accessibility to the trails? • The letter sent to residents cites safety as one of the motivations for this closure. For any resident of the Victoria Park precinct this is a fallacy. Closing Trenerry Crescent would make things significantly more dangerous for residents. To take children to any of the three schools just north of the proposed closure (Gold St Primary, Spensley St Primary or Fitzroy High School) parents in the Victoria Park precinct will need to make challenging right hand turns onto Johnston St from crowded Trenerry Crescent, Rich St, or Lulie St. These turns into congested Johnston St at peak times are extremely difficult and dangerous but your proposed closure will force parents and children into this traffic. • Recent changes to the Hoddle St/Johnston St intersection would then require parents to get across all 5 lanes of Johnston St to turn left (south) into Hoddle St, across another 5 lanes of traffic to then do a U turn to finally head north towards the schools precinct. Seriously – how can Council claim that “we expect these effects to be minimal” or that it will “create safer routes to local schools...”. Safer for who? <p>Some comments also on the communication sent to residents.</p> <ul style="list-style-type: none"> • If in fact Council genuinely wishes to conduct an impartial trial, and to hear the objective views of residents, then why is one of the headings on the document “Let's give it a go”? This is clearly intended to lead responses and has no place in the methodology of any genuinely independent survey or call-out for feedback. • For such a significant proposal why has Council chosen to seek feedback via an online portal that only allows for such minimal content? <p>I'm always delighted that our Council looks for ways to improve the amenity of our area for residents. However this proposal doesn't offer any tangible benefits whatsoever and the method used to seek feedback from residents is neither impartial nor adequate.</p> <p>I look forward to hearing a response to my concerns and trust that due process will ensue when the Council considers this proposal.</p> |
| <p><i>Response 148</i></p> | <p>Please do not close Trenerry Crescent, it is an important link to and from Clifton Hills and it is vital that it remains open in both directions.</p> |
| <p><i>Response 149</i></p> | <p>I have been a resident of the city of Yarra for over 30 years, living in Maugie Street Abbotsford. On various occasions Council has proposed street works, tree plantings footpath work etc. On each occasion residents have been informed and their opinion sought as to the nature of this work.</p> <p>So I am appalled at the cynical and secretive process used to push through this disastrous proposal to close Trenerry Crescent. As residents we have received little information regarding the plans, evidence of an</p> |

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| | <p>overall planning proposal to support the plan with research conducted to validate the plan. In fact as a resident I have no idea where this proposal came from and what is the rationale for proposing it.</p> <p>There has been no analysis of the affect of this closure on the rate payers of Clifton Hill and the Victoria Park Precinct, and little concern expressed on the impact of this proposal. To attempt to push this through while the community is suffering severe stress because of the Covid lockdown situation is truly disgraceful. It is also ridiculous to suggest a trial when the community is in lockdown and there is little movement, thus making an assessment of the effect meaningless.</p> <p>For those of us in the Vic Park precinct the closure would be disastrous. With the underpass gone our only means of exiting the area would be via Johnson Street. Right Hand turns on Johnson Street are a challenge at the best of times and quite dangerous. With the developments along Trenerry Crescent, all approved by Council, the area is highly populated and we need all the infrastructure available, not a road closure. I believe that closure of the underpass would create a potentially dangerous situation for residents in severely limiting their ability to exit the area.</p> <p>For those in Clifton Hill their only exit is via to side roads to Hoddle Street or North to Heidelberg Road, again pushing traffic on to already crowded roads. Has Council considered the impact of closure on the traffic flow in Johnson Street and Hoddle Street and sought the advice of the Ministry of Transport and Vic Roads? When the Freeway was built the underpass was included to provide some means of connecting the community which had been split apart be the Freeway. Likewise the pedestrian overpass was built to allow for some communication between the two precincts. Closing the underpass would further split and isolate our Community.</p> <p>As mentioned previously I fail to understand the rationale for the closure. There is a perfectly good bike path on the Capital City Trail which is directly adjacent to the Trenerry Crescent underpass, and there is a pedestrian overpass, again adjacent to Trenerry Crescent, which caters for all the pedestrian traffic. I cannot believe that there is a need for more open space in this area as, again, the underpass is adjacent to Dights Falls with access to both Studley Park and Yarra Bend Park. I would have thought that there are other areas of the City of Yarra with a greater need for open space.</p> <p>A detailed study of the traffic flow in the area is needed. This should include all movements in the area, an analysis of how best to safely navigate in and out of the area and an investigation of means to slow down traffic, possibly with speed humps or other traffic management mechanisms. Such a study should be open with input from traffic engineers and experts on traffic management. All stakeholders should be invited to provide input and kept informed at all times.</p> <p>As elected councillors it is your role to represent the needs of the rate payers of the City of Yarra and to listen carefully to their concerns. I trust that you will take these concerns on board.</p> |
| <p><i>Response 150</i></p> | <p>Hi</p> <p>I would like to submit another response to the recently council proposal to close Trenerry crescent to motor vehicles, largely because I've had a bit of a think, and the first one was a bit of a rant and doesn't suggest alternatives to assist.</p> <p>Having received your letter there are a number of points I would wish to raise. Ok let's give it a go..</p> <p><u>What is the issue you are trying to address?</u></p> <p>'Create more space for people to keep safe distance from each other on the adjacent capital city trail and merri creek trail'</p> <p><u>Firstly, solve the end of merri creek trail</u></p> <p>I would agree that the narrowness of Trenerry crescent and it's accompanying footpath underneath the freeway makes cycling difficult.</p> <p>This is clearly recognised by the council's banning of cycling on the footpath. Further I would strongly argue that the truncation of the merri creek trail at Trenerry crescent is totally inappropriate.</p> <p>And that the pathway, south of the council's depot. Is also too narrow and dangerous for pedestrian and cyclists use.</p> |

My first suggestion

I would suggest that the merri creek trail connect with the capital city trail on the east side of the Yarra council depot. ie the corner of Roseneath and Field street.

The merri creek trail should not end in a dead end at Trenerry crescent, it is silly.

It should not continue the 200 metres along a narrow pathway on the south side of the Yarra council depot and finish by intersecting at Trenerry crescent. Forcing cyclists onto Trenerry crescent. And wondering how to the main Yarra trail.

Especially, as there is a perfectly good cyclist path that goes across the merrri creek footbridge. And cyclists should be directed that way. And this would result in the trails being continuous.

Cancelling cycling on the narrow footpath on the south side of the depot, would reduce significantly the number of cyclists entering Trenerry crescent.

How do you stop cyclist going along that pathway. Easy ..

Block cyclist entering the south depot pathway and redirect them to cross the merri creek at the foot bridge.

Use signage. And maybe temporarily use those water filled traffic blocks.

Redirect cyclists across the merri creek.

So the merri creek trail now starts at the eastern end of the depot, ie corner of Roseneath and Field street.

And it becomes one continuous trail adjoining the mail Yarra trail.

(Note: I'm sure it would be quite easy to move the rock with the plaque to the connection point of the two trails at the corner of Roseneath and Field street)

Another problem

The issue of crowding and dangerous practices, re pedestrian vs cyclist, cyclist vs vehicle. In particular on merri creek, capital city trail and trenerry crescent.

I would suggest this is sadly, largely is a issue of lack of politeness, consideration of others on the road and trail.

What about trying some more signage on the trails

There is currently a sad lack of any signage on the trails or crescent to encourage good behaviour practices. It's the Wild West out there. In particularly with cyclists and pedestrians on the trails.

What signs are needed..

ie

- Pedestrians should keep left, not spread out over the path.
- Cyclists should warn pedestrians by bell or call when approaching from behind.
- Cyclists should travel only at a reasonable pace.
- In busy areas, be patient and give others space.

What about changing the speed limit on Trenerry crescent Under the freeway, to 30 kms not 40 kms as it currently is?

What about putting signage on Trenerry crescent such as

- Motorist should slow down and drive with care when sharing the road with cyclists.

What about additional lighting under the freeway in Trenerry crescent?

What about trying putting temporary traffic lights at the both ends of Trenerry crescent? Similar to the ones that are placed on roads under repair.

This would only allow only one stream of traffic through Trenerry crescent at a time. And to alternate. And so allow the traffic in both direction.

What about considering one way walking trails?

On Your

'Only slightly longer travel times'

I live in Noone street, I shop for food and essentials at Aldi and Woolworth's on Nicholson street / Victoria street. I usually get there by travelling down trenerry crescent, and through two sets of traffic lights on Nicholson street.

Closing or restricting trenerry crescent, will force me to enter Huddle street to leave noone street..

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| | <p>Difficult at the best of times. Hoddle street is one of the busiest road in Melbourne. Very busy during rush hours or as is noone street, at the times drop off/ pickup of children at the child care centre recently opened on noone/hoddle street corner. And of of course the redirected vehicles down noone street as a consequence of the closure of the trenerry crescent exit.</p> <p>So to go to get some food and essentials, you require me to travel via Hoddle street, then either via Johnson or Gipps street then Nicholson street to reach the shops. Requiring to go through six sets of traffic lights!</p> <p>And you say, 'these changes will result in slightly longer travel times for some journeys'. Slightly longer - Ha</p> <p>And my shopping travel, only, gets worse when I'm returning home. As I am unable to enter noone street from hoddle street. So I have to go further, up to roseneath street. And through another set of lights. Of course with Trenerry crescent closed more people trying to enter from the south, south eastern Clifton hill will back up further vehicles along Hoddle street awaiting to turn right into Roseneath street. So make that seven sets of traffic lights and further travel on my return.. Slightly longer - indeed.</p> <p>Not to speak of the issue of not being able to turn right from Johnson street to hoddle street at certain times adding further difficulties.</p> <p>I estimate it will add likely, an additional 10 minutes. Say 20 minutes both ways. A couple of times shopping for food a week, say additional 40 to 60 minutes at least! To go shopping for food and essentials.</p> <p>Although my suggestions regarding the merri creek trail and Trenerry crescent may be discounted.</p> <p>I do strongly suggest at the very least additional signage on the trails would encourage correct attitude, politeness, and consideration for cyclist and pedestrians on the merri creek and capital city trail. And for motorists and cyclists on Trenerry crescent.</p> <p>The idea of politeness and consideration for others maybe old fashioned in this world. But I still like it.</p> |
| <p><i>Response</i> 151</p> | <p>This proposal appears ill conceived, for the benefit of a few, and the process of consultation poor at best. The justification to create open spaces is embarrassing and the agenda therefore arouses suspicion and makes one wonder whether you are capable of representing the broad interests of Yarra citizens at all given there are so many more important issues we should be considering and acting on.</p> |
| <p><i>Response</i> 152</p> | <p>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 (or even Lulie St) 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</p> |
| <p><i>Response</i> 153</p> | <p>I am a resident of Trenerry Crescent Abbotsford. (Look up my business details below) I find your proposal to close off the crescent the most ridiculous decision. Do you expect us to add 30mins onto our journey to work by going out onto Johnstone st? It is extremely difficult, and dangerous, with no traffic lights to get out of there as it is. I am assuming this decision has been made by someone who a) doesnt live in trenerry crescent, or b) doesn't drive a car. I'm right arent I? Noone who lives in this street would make this decision. Please</p> |

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| | feel free to call me on details below to discuss further. I couldnt be more dissapointed that this proposal has even made it this far. And even more disappointed in the people who represent me at the council. |
| <i>Response 154</i> | I live on Trenerry Crescent (and I cycle to Clifton Hill and walk to Victoria Park station). Why are you doing this to us? Closing our street will not help us cycle - but it will completely cut us off from most of the places we go. It's a lovely idea that we never need to drive - but not all my family is physically able to walk or cycle. This seems like a council crusade that has been going on for years. Meanwhile my family and my neighbours just want to live a normal life and not be imprisoned on a sealed-off street. |
| <i>Response 155</i> | I would like to express my absolute opposition to any closure of Trenerry Crescent, and my disappointment with the attempt by council to push it through without community consultation. I am a Clifton Hill resident and an active cyclist. Pre-COVID I commuted daily by bike to St Kilda Rd via the Capital City Trail, and these days I cycle the area for exercise. I would estimate that around 90% of my trips through the area are by bike, so I am also one of those who would benefit most from any improved cycling infrastructure in the area. And yet, here I am, vehemently opposed to the proposed closure. Firstly, from a cyclist's perspective, I am far from convinced that there would be any tangible benefit to be gained from closing the road. When cycling I occasionally use the bike path on Trenerry, but far more often use either the overpass or cross the footbridge at Dights Falls and cycle along the other side (depending on whether I approach from Nicholson st or the Capital City Trail). These are both perfectly viable routes that take about the same amount of time and are far more appropriate for riders of all abilities. Even with the current increased bike/pedestrian traffic they have never been difficult to traverse. I have never had an incident with pedestrians on either route. The advocacy group Streets Alive Yarra has produced a publication of which you are no doubt aware that suggests that this change is necessary to minimise the risk of COVID-19 transmission. It is quite obvious that this line of argument is a cynical attempt to capitalise on a global pandemic to bypass due process, but let's leave that aside for a moment. Rather than close the only southern exit/entrance to the whole neighbourhood it would be far easier and cheaper to require cyclists and joggers to dismount, mask up, and walk the ~50m where the path narrows. I certainly would not object to this. Long term it would make more sense to widen the bottlenecks on the existing, superior path on the Eastern side of Merri Creek. From a driver's perspective, closing Trenerry would be disastrous for my family. During peak hour (outside of lockdown) it can take 20-25 minutes to get to Studley Park Rd via Hoddle. That potentially means almost an extra HOUR daily commute for my partner, who works in Hawthorn. During lockdown the extra time isn't so bad, but as we all know the traffic will return. When the only available exits to Hoddle are Roseneath or Noone (using Ramsden is already unmanageable at peak due to the rail crossing timings), that 20-25 extra minutes will become commonplace, and likely even increase. My work hours do not generally allow me to get back in time to pick up the kids (and three don't fit on a bike very well). She needs a car for carrying stock and child seats, so cannot ride. The closure would adversely impact our family life and the time we can spend with our children. And it's not just us. This is a sentiment that has been echoed by literally every neighbour I have spoken with about this. Finally there is the far from trivial issue that closing Trenerry will endanger the communities on both northern and southern sides of the freeway by forcing emergency services to use Hoddle st. This cannot be. I am immensely disappointed by the attempts by council to push this through without any community consultation. The first I heard about it was a letter drop from Stephen Jolly (thank you, Stephen). The council should have consulted all affected residents directly; we should not be reliant upon individual councillors to take it upon themselves to notify those most affected. The hastily put up yoursayyarra survey is absolutely flawed and open to gaming, and does not appear to be designed to garner a true impression of community sentiment. The proposal is ill considered and poorly researched, and appears to ignore or downplay the impact of even a partial closure on residents. The attempt by council to push it through make a mockery of community representation and consultation. |
| <i>Response 156</i> | Just forwarding my opinion regarding this matter. We are definitely opposed to this closure. Given the constant congestion in Hoddle Street, the Trenerry cut through is our only efficient way to connect with services, work, friends and family in the neighbouring and SE suburbs. The few hours of congestion is surely worth it for the remainder of the day and weekend travel. Rutland Street Clifton Hill |
| <i>Response 157</i> | is not in favour of closure of Trenerry Crescent. it is important to have the access via these streets |
| <i>Response 158</i> | As part of the current community consultation on improving pedestrian and cycling access around Trenerry Cres please refer to my email to Council below. I ask that, irrespective of any closure to Trenerry Crescent, Council 1. Improve the footpath on the sharp corner outside the AEU building by having the fence line set in considerably - it is currently dangerous.2. Negotiate a return of pedestrian access across the car park of the former Austral Mills site (112 Trenerry Cres) between Trenerry Cres and the riverbank. |

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| <p><i>Response 159</i></p> | <p>I am writing this email in vehement objection to any proposed closure of Trennery Crescent. This thoroughfare provides vital access for the local residents to shop and attend medical services, children's extra curricular activities, getting to and from work.. not to mention delivery drivers, emergency services etc.. Should this road close, the extra pressure on the exit points from Clifton Hill during busy times would be horrendous.</p> <p>I have heard some frankly ridiculous reasons driving this proposal.</p> <p>As a resident I feel like we've been kept in the dark in any consultation process. What I have seen instead are biased lobby group social media pages and surveys that seem designed to skew the numbers statistically. Thus I ask...What is your council's specific policy regarding road closures of this magnitude?</p> <p>I think the majority of residents and rate payers are all for the improvement of infrastructure but not decisions that are discriminatory towards any particular demographic.</p> <p>Not everyone can ride a bike Not everyone can walk. Nobody can be reasonably expected to do a week's worth of shopping for a family given the choice of: a) getting it home on a bicycle or b) add an extra 45 minutes in travel time to drive less than 5km (I've timed it in peak times).</p> <p>There are many different ways to approach this that consider everybody.</p> |
| <p><i>Response 160</i></p> | <p>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.I look forward to hearing your views on the above.</p> |
| <p><i>Response 161</i></p> | <p>I write to express my opposition to the proposal to close Trennery Crescent. I am a local resident. I do not support any closure in full, or any part of Trennery Crescent. I am also a bicycle rider. I do not believe this proposal adds to bicycle safety. If you are serious about increasing bicycle safety, a dedicated lane could easily be set up. I also run daily on the adjacent river Trail. It is completely false to say this proposal would create more space for people to keep a safe distance from each other. There is a dedicated pedestrian lane already next to the road. This also applies to safety issues. As to creating amenity issues, one can only assume you refer to noise. At the moment the sound blocking infrastructure along the freeway there is inadequate, and this should be addressed urgently to increase amenity, not block the road. This proposal to close the road is consistently proposed by a small group of special interest residents. It does not have the support of the wider community. The council should rest assured it would have widespread support in opposing this special interest group. Finally, the closure of the road would have serious negative consequences for local residents who rely on that thoroughway for road access, which is already inhibited by changes to Hoddle st.</p> |
| <p><i>Response 162</i></p> | <p>To whom it may concern,</p> <p>I would like to express my absolute opposition to any closure of Trenerry Crescent, and my disappointment with the attempt by council to push it through without community consultation.</p> <p>I am a Clifton Hill resident and an active cyclist. Pre-COVID I commuted daily by bike to St Kilda Rd via the Capital City Trail, and these days I cycle the area for exercise. I would estimate that around 90% of my trips through the area are by bike, so I am also one of those who would benefit most from any improved cycling infrastructure in the area. And yet, here I am, vehemently opposed to the proposed closure.</p> <p>Firstly, from a cyclist's perspective, I am far from convinced that there would be any tangible benefit to be gained from closing the road. When cycling I occasionally use the bike path on Trenerry, but far more often use either the overpass or cross the footbridge at Dights Falls and cycle along the other side (depending on whether I approach from Nicholson st or the Capital City Trail). These are both perfectly viable routes that take about the same amount of time and are far more appropriate for riders of all abilities. Even with the</p> |

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| | <p>current increased bike/pedestrian traffic they have never been difficult to traverse. I have <i>never</i> had an incident with pedestrians on either route.</p> <p>The advocacy group Streets Alive Yarra has produced a publication of which you are no doubt aware that suggests that this change is necessary to minimise the risk of COVID-19 transmission. It is quite obvious that this line of argument is a cynical attempt to capitalise on a global pandemic to bypass due process, but let's leave that aside for a moment. Rather than close the only southern exit/entrance to the whole neighbourhood it would be far easier and cheaper to require cyclists and joggers to dismount, mask up, and walk the ~50m where the path narrows. I certainly would not object to this. Long term it would make more sense to widen the bottlenecks on the existing, superior path on the Eastern side of Merri Creek.</p> <p>From a driver's perspective, closing Trenerry would be disastrous for my family. During peak hour (outside of lockdown) it can take 20-25 minutes to get to Studley Park Rd via Hoddle. That potentially means almost an extra HOUR daily commute for my partner, who works in Hawthorn. During lockdown the extra time isn't so bad, but as we all know the traffic will return. When the only available exits to Hoddle are Roseneath or Noone (using Ramsden is already unmanageable at peak due to the rail crossing timings), that 20-25 extra minutes will become commonplace, and likely even increase. My work hours do not generally allow me to get back in time to pick up the kids (and three don't fit on a bike very well). She needs a car for carrying stock and child seats, so cannot ride. The closure would adversely impact our family life and the time we can spend with our children. And it's not just us. This is a sentiment that has been echoed by literally every neighbour I have spoken with about this.</p> <p>Finally there is the far from trivial issue that closing Trenerry will endanger the communities on both northern and southern sides of the freeway by forcing emergency services to use Hoddle st. This cannot be.</p> <p>I am immensely disappointed by the attempts by council to push this through without any community consultation. The first I heard about it was a letter drop from Stephen Jolly (thank you, Stephen). The council should have consulted all affected residents directly; we should not be reliant upon individual councillors to take it upon themselves to notify those most affected. The hastily put up yoursayyarra survey is absolutely flawed and open to gaming, and does not appear to be designed to garner a true impression of community sentiment.</p> <p>The proposal is ill considered and poorly researched, and appears to ignore or downplay the impact of even a partial closure on residents. The attempt by council to push it through make a mockery of community representation and consultation.</p> |
| <p><i>Response</i> 163</p> | <p>I am a ratepayer in the City of Yarra, owning an apartment on Trenerry Crescent. I write to object to the closure or any changes to Trenerry Crescent. I have voted on the survey but I'm emailing to express my concerns on how this has come about. As a resident and ratepayer in the Yarra Council, I object to the way in which the survey was drafted and the lack of information on how to vote. The survey looks to support that a decision has already been made by Council with the options heavily weighted to closure or partial closure (example is the poster and flyer which shows drawings of proposals 2 & 3 without showing existing bike and walking paths). There was information put out amongst the community that just putting a number against only 1 option may render the vote ineligible. It has been poorly explained, perhaps deliberately? I also question whether a physical study of the area has been carried out as I don't believe the traffic during Covid-19 has been heavy along Trenerry and nor is the pedestrian and bike traffic. The road is safe for all users and doesn't seem to support the proposal by Council to close Trenerry to vehicles. The bike traffic during Covid-19 has reduced with people working from home so to use the pandemic and appeal to people's sensitivity at this time is unseemly. I also feel the underhanded way in which Council has tried to implement means that this would not be 'temporary' as advertised. If this was to happen I feel that the congestion on Johnston Street and Hoddle Street would also have a negative impact on other issues, such as the environment. I made the decision to purchase in the Victoria Park area because of the access to the north side of the freeway where my parents live in Clifton Hill, who will need my care and support. Both areas share resources such as schools, child care, medical, shops and open spaces. Closing will be detrimental to the residents. Perhaps funds collected by Council for the application and construction of the apartment complexes (which have approval for many car parks) be used to build the infrastructure and upgrade the existing walking tracks and bike paths rather than taking over roads paid for by Victorian drivers. By closing Trenerry the traffic congestion (car emissions) and safety in doing a right turn onto Johnston Street and again into Hoddle to get to Clifton Hill goes against all the environmental issues. People who use and have cars will continue to do so. I hope that the vote taken almost 10 years ago (2011/12) along the same guidelines will again be upheld and any future proposals to interfere with the road use of Trenerry Crescent be defeated – even though Council engaged in the construction of a biased and minority-based survey. It is road users that fund roads not cyclists and pedestrians and they should not be used as 'easy pickings' at the expense of locals.</p> |

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| <p><i>Response 164</i></p> | <p>As a resident of Clifton Hill I am opposed to the proposed closure of Trenerry Crescent and have voted on the Yoursay Yarra website to reflect this. Further to this, I wish to express my thoughts as to why I believe this proposal will not achieve its proposed aims. Please see my attached submission regarding the proposed closure of Trenerry Crescent</p> |
| <p><i>Response 165</i></p> | <p>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. 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.</p> |
| <p><i>Response 166</i></p> | <p>I am a Clifton Hill home owner and an avid cyclist. I am writing to express my:</p> <p>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.</p> <p>Below is a brief summary of my objection.</p> <p><u>Objections</u></p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>5. Residents have expressed to the Council alternative options to widen the existing track which, I understand, have not been explored.</p> <p><u>Concerns</u></p> <p>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.</p> |

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| | <p>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.</p> <p>Thank you for considering my email. I hope that Council pursues the sensible option here.</p> |
| <p><i>Response 167</i></p> | <p>I would like to begin by highlighting that the proposed 'temporary' closure of Trenerry Crescent without any consultation with local residents is totally unacceptable. From what I understand, consultation with the community has only occurred because a few diligent Yarra Councillors have acted in the best interests of the community and have subsequently blocked this from being able to proceed without consultation. I sincerely thank them. I am appalled that Trenerry Crescent was going to be closed by Council without community consultation. This shows complete disregard for those in the community who live in the immediate area being affected, and for whom it will have the most adverse consequences.</p> <p>I completed the online survey implemented by Yarra Council in regard to this matter and was under the impression that I had no choice but to put in a response with preference 1-3 (no closure, partial closure, full closure). I would like to point out that I am extremely opposed to both full and partial closure of Trenerry Crescent but felt that I still had to put the preferences in. I was advised by my parents who ended up ringing Council and who were told that selection of only one option was valid. If I was made aware of this when I completed the survey, I would have only put in the only option I am in support of, and that is - no closure whatsoever of Trenerry Crescent. I am concerned that the way this consultation is being conducted is flawed and may give the impression of there being a greater level of support for the closure options than is warranted. I believe that if it had been written that it was permitted to nominate just one option, many anti-closure advocates would not have given Options 2 & 3 any form of endorsement, even preferentially.</p> <p>In the City of Yarra's online consultation, 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). I believe any other option besides Option 1 is unreasonable and unwarranted.</p> <p>Trenerry Crescent is a main thoroughfare for Clifton Hill residents. 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, and Victoria Park and Abbotsford, south of the Freeway. I am fundamentally opposed to total road closures on principle, and against partial closures that are not fair and equitable or are not sensible, nor practical.</p> <p>Council proposes two types of trial: full road closure or half-road closure with traffic in one direction only. I reject both these options for the following reasons:</p> <p>Option 2. Full road Closure</p> <p>I am opposed to full road closure on principle. In terms of fairness and equity, total closure does not discriminate between rat-runners 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.</p> <p>Option 3. Half-road closure</p> <p>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.</p> <p>I am extremely concerned by Council's decision to open the consultation to groups and individuals who live outside of the directly affected areas. Though no doubt this would be defended by pro-closure lobbyists, this decision grants the views of groups and individuals who are external to the municipality equal value to the views of City of Yarra residents who must live with the consequences of the decision-making process. When Council last asked City of Yarra residents about potential closure of Trenerry Crescent, the result was about 70:30 in favour of keeping it open and the concept was shut down. I believe that a similar level of support for Option 1 exists in the Clifton Hill community east of Hoddle Street, but I am concerned that this may not be reflected in this consultation because of the way it is being conducted.</p> |

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| | <p>From what I gather, this push to close streets within the City of Yarra is largely being orchestrated by cycling lobbyists with vested interests and strong ties to some Yarra Councillors. I believe this conduct is a huge conflict of interest and contravenes the Local Government Act 2020. These street closures are being imposed under the guise of COVID-19, and as a temporary trial, however it is clear from published Council advisory group meeting minutes (e.g. Yarra Bicycle Advisory Committee) that the intent is permanent closure of streets (e.g. Trenerry Crescent) to vehicles using it as a thoroughfare.</p> <p>I am a long-term resident of Clifton Hill - I have lived in the area for most of my life. I have a full-time job in the Eastern suburbs of Melbourne and use Trenerry Crescent to commute in my vehicle to work from my place of residence in Clifton Hill and back. I also travel on Trenerry Crescent frequently throughout the week to commute to Richmond to visit my partner. Public transport or transport on a bicycle is generally not an option for me in terms of practicality and due to my chronic health conditions, especially during a deadly pandemic where I am in a higher-risk category. The closure of Trenerry Crescent will add a huge amount of time onto my daily commute to and from work and to my partner's house. As a result, this will have a significant negative impact on my quality of life and subsequently, to my health.</p> <p>Closing Trenerry Crescent essentially cuts Clifton Hill residents off and means that if travelling by motor vehicle they must use Hoddle Street or Yarra Boulevard/Chandler Hwy. This increases road traffic on already congested arterials and will add considerable time to local resident's commutes. There are already bike lanes and bike paths along Trenerry Crescent. Cyclists do not need exclusive access to Trenerry Crescent, and certainly not to the detriment of the local community. This closure will also mean emergency services will not have quick access to Clifton Hill east which is very concerning.</p> <p>I understand there is a need for safer shared roads and to reduce rat-running from non-local residents. However, many of us in the local community feel that this road closure is not the way to go about it, and the intended lack of community consultation with such major potential impacts to local residents is deplorable.</p> |
| <p><i>Response</i> 168</p> | <p>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 councillors, 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.</p> |
| <p><i>Response</i> 169</p> | <p>We are against the closure of Trenerry Crescent as it would divide access from Abbotsford to Clifton Hill. Living in Abbotsford for 23 years, I have observed when temporary closure or directions are made, they become permanent.</p> <p>Living in Abbotsford, I drive along Trenerry Crescent to get to the Yarra Council recycling Depot on a regular basis and having to travel along Hoddle Street to get there would be so much harder. Also, families who attend the child care, Spensley Street primary school or Scouts would be greatly affected. There are times that we travel over to shop at the supermarket and eat at the cafe in Spensley Street as well as to eat at the Dirty Apron café to support their businesses. We were one of those families who attended Spensley Street primary school and were so glad that we had the opportunity to travel along Trenerry Crescent to get to the school. My daughter had medical issues that was very stressful and due to this, I had to drive her to school for the whole of her primary school experience. Hoddle Street is already a very congested road and having to traveling along Hoddle Street to get to Clifton Hill makes going over there all that much harder and adds extra</p> |

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| | <p>cars to that road.</p> <p>Yes, with the COVID-19, there are more people out walking and riding bicycles out along the Yarra river path however closing this part of Trenerry Crescent is not the answer. Lots of people are crossing the small bridge to walk or ride either along the river or the crossing over the other side. Everyone needs to be mindful of each other and keeping this road open allows Abbotsford and Clifton Hill to remain connected by this road.</p> <p>So we are voting for Number 1, no closure to Trenerry Crescent.</p> |
| <i>Response 170</i> | <p>I herewith formally raise my objection to the plan to close Trenerry Crescent. I live locally and use Trenerry Crescent and want this access to Abbotsford and Richmond to remain as it is. I do not want to have to use Hoddle Street. It will make my trip in the car longer and it will only add to air pollution and increased traffic. The proposal by the Council will not advantage anyone. Pedestrians and bike riders already have an adequate path and this proposal will particularly impact on the older residents.</p> <p>As a local resident and rate-payer, my voice like that of many other residents and rate-payers, needs to be heard.</p> |
| <i>Response 171</i> | <p>I am utterly opposed to the closure of Trenerry Crescent in both directions.</p> <p>I am a resident in the Victoria Park precinct and (whilst agreeing that people using Trenerry Crescent as a rat run to access the freeway or Heidelberg is annoying) am very concerned that the closure of Trenerry Crescent will unfairly impact residents of the Victoria Park precinct.</p> <p>Many of us consider ourselves as much part of the Clifton Hill community as part of the Abbotsford community. We have children at school at Gold or Spensley Street Schools. We are members of the Collingwood leisure centre. We support the Queens Parade shops. We go to the doctor at one of our local GP clinics. Etc.</p> <p>Expecting us to maintain these connections via the Johnson Street and Hoddle Street route is unrealistic (as is the idea that we should all be walking or riding our bikes the whole time - yes I do walk and ride but can't take a sick child or an elderly aunt to the doctor or do the weeks fruit and veggie shop on my bike). Exiting the Victoria Park precinct to travel west along Johnson Street is frequently intimidating and often downright dangerous. In the evening "peak" (as Riche Street is "no right turn" at that time) the only options for turning west into Johnson St are at Lulie St and Trenerry Crescent without traffic lights- this is a turn right across 3 lanes of traffic into what is often a banked up lane of west bound traffic. This can be very stressful and time consuming (and dangerous).</p> <p>Closing Trenerry Crescent to traffic is not an adequate alternative to constructing a safe and separated bicycle path/link. It is disingenuous of the Council to claim the object is to increase open space as a response to COVID as it is clearly nothing of the sort. It is an opportunistic attempt to calm traffic for the benefit of east Clifton Hill residents at the expense of the convenience, connectedness and safety of residents in the Victoria Park precinct. This is very disappointing.</p> <p>The option of retaining northbound vehicular traffic would be slightly less objectionable as it would deal with the Johnson Street safety issue.</p> |
| <i>Response 172</i> | <p>I fully support the Trenerry Crescent closure trial for all the reasons outlined in the Making Space project brief. As a resident that will be directly affected by this proposal I support any initiative in the local area that has the aim of reducing the reliance on cars, increases use of bikes, provides safer spaces for pedestrians and recreation, increases/enhances open space and reduces pollution etc. My preference would be the full closure. If a half road closure was implemented I would prefer the southbound lane to remain open and the northbound one closed as this would result in less cars banked up from Hoddle St along Roseneath St throughout the evening peak hour - reducing all the associated problems that this causes local residents (pollution, congestion, safety issues etc). I assume many/most of these cars do not live in the local area but use this 'rat run' as a short cut to other neighbourhoods. I also currently use Trenerry Crescent as a short cut to my daughters school, to visit family, go shopping etc. But its just that - a short cut i.e. a convenience. There are other ways to get to the places I need to get to that have less of an effect on local, residential back streets and access to open space. The proposed change will ensure that I, and everyone else, leave the smaller residential streets freer of car traffic thus creating a healthy, safer, more connected place to live, play, recreate and enjoy now and for the future. Good urban design changes people's behaviour with positive outcomes for everyone (the local neighbourhood and the broader community). I fully support giving this proposal a go!</p> |
| <i>Response 173</i> | <p>Responding to the notice of possible closure of Trenerry Crescent I wish to state my preference is option 1. No closure of Trenerry Crescent.</p> <p>Closing Trenerry Crescent would mean access to Abbotsford, Collingwood and other areas south of the Freeway would have to be via Hoddle St or Chandler Hwy and KEW. This would be totally inconvenient by increasing both travel time and distance significantly as well as adding further congestion to both those routes.</p> |

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| | <p>I am a resident of O'Grady St in Clifton Hill and use Trenerry Crescent in both directions very frequently. I could see no logic in the arguments put forward for the proposal to close Trenerry Crescent as there is extensive open space with bike paths etc in the area which I both use and enjoy under the current conditions. Do not close Trenerry Crescent!!</p> |
| Response 174 | <p>To who it may concern, Jusy providing feedback Re the Closing of trenerry Cres, It's a very unpractical idea due to the Johnston St / Lily street exit which will be one of only 2 exists out of trenerry cres , this is already very dangerous due to not having lights or Not even a keep clear on the road way , this also applies to the trenerry cres Johnston street exit. If they both had lights so it made it safer I can see that we could work.</p> |
| Response 175 | <p>I am writing to express my opposition to the proposed temporary closure of Trennery Crescent, Clifton Hill. Please note that the website address (yoursayyarra.com.au/trennery) listed in your direct mail out does not link to a page. Therefore, I am writing via this medium to state that I select option 1 listed in the flyer - "No closure of Trennery Crescent". There are myriad reasons for this. Firstly, it is the primary connector for Clifton Hill residents to travel north / south with no convenient alternative. It enables shopping at one of the closest major supermarkets (Woolworths Kew); it enables access to schools for those with children who are educated at institutions south of the Eastern Freeway; there is no discernible value from closing it for the justifications stated in the flyer given bikes can utilise the path on the other side of Merri Creek (seek to upgrade it); there are more residents of Clifton Hill and the City of Yarra who utilise the road as a car user than as a cyclist - why again are we delivering an inconvenience for the majority; the alternative is Hoddle St - one of the city's major thoroughfares; and finally the Council's claim that it is closing Trennery Crescent as an enabler for it to react to the 'climate emergency' is a weak and lazy argument (I am an ardent proponent for the need to transition the energy and transport mix where sensible but to draw the conclusion in this instance is extremely poor by Council). I, like many residents across the municipality, ask you to re-consider the proposal asap</p> |
| Response 176 | <p>I tried a couple of times to respond to the survey via your link but am unsure as to whether it sent as I got no response after clicking on the Submit link. So, to ensure my response is received, here it is via email: My preferences in order: 1. Full closure. 2. Half closure. 3. No closure. Comments:</p> <p>I support measures to remove rat-running commuter vehicles from local, residential streets, and giving more space to low-impact cyclists and pedestrians.</p> <p>In pre-lockdown times, my street (Fenwick St) would see cars idling all the way along past Walker Street, as they waited for the traffic lights at Heidelberg Rd to change.</p> |
| Response 177 | <p>Thank you for giving me and my family the opportunity to respond to your proposal.</p> <p>To clearly state all 4 of us are totally opposed to your present proposal for the following reasons</p> <ol style="list-style-type: none"> 1. It does nothing to address the rabbit run of cars that inconvenience and pollute are immediate area every morning and evening. Importantly this issue is still a problem today even when the current stage 3 restrictions are in place to control Covid 19. 2. There is presently a number of ways in which cyclists can safely and conveniently travel back and forth between Abbotsford and Clifton Hill without the need of using the Trenerry Crescent Road. 3. There is no scientific evidence that the "new Climate Emergency Plan " will benefit from your proposal. Indeed my wife ,son and myself use Trenerry Crescent each morning to travel to our Law Office in Kew. Both Option 2 and 3 will require us to combat morning peak hour traffic on Hoddle and Johnson Streets and suffer the delays of 9 sets of traffic lights. Please explain how this helps address the Climate Emergency? <p>Over the past 10 days myself and the family have observed traffic patterns leaving Trenerry Crescent where it joins Noone St and the subsequent direction that cars take. The results</p> |

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| | <p>are astonishing and confirm that the rabbit run of cars that pollute our immediate neighbourhood are 90% made up of users who DO NOT live in Clifton Hill and more than likely not in Yarra.</p> <p>Morning Traffic { 8-9 am)</p> <p>90% of the traffic use Roseneath St between 8-9 am. This rabbit run does not use Trenerry Crescent to access Abbotsford and is NOT addressed by your current proposal.</p> <p>Evening Traffic {4.30-6 pm)</p> <p>10% of the traffic use Roseneath St as a rabbit run to Hoddle St</p> <p>80% of the traffic go directly from Gray St to Yambbla St then either go left or right onto Wright St to exit via Fenwick St to finally complete the rabbit run onto Heidelberg Rd.</p> <p>Option 2 solves the problem of the rabbit run but completely eliminates the opportunity of local residents to access Abbotsford during the day while still maintaining the worst rabbit run which occurs in the evening even while Covid Stage 3 restrictions are in place.</p> <p>We respectfully request that you consider an OPTION 4 which will achieve your goal as well as addressing the evening rabbit run that pollutes Clifton Hill every evening by implementing a PARTIAL CLOSURE OF THE NORTHBOUND LANE ONLY.</p> <p>In the event that you can not consider Option 4 all three of us are forced to select Option 1 as disadvantaged residents.</p> |
| <p><i>Response 178</i></p> | <p>I have relied formally but there was little opportunity - limited/ characters - my biggest concern is the nightmare, stress, danger of trying to turn right into Johnston the bulk of the times I use the car. There must be light installed if the trial is to proceed!</p> <p>Surely the underpass was put there to stop the freeway dividing communities! I was there when these debates were incurring as the freeway was set to destroy communities. For example Clifton hill is my nearest pharmacy .. Many of my friends live in Clifton Hill or North Fitzroy. I look forward to hearing from you.</p> |
| <p><i>Response 179</i></p> | <p>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 wish to express that I do not support closing this road.</p> <p>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. This closure would affect residents the most and to block in a huge number of residents in both Clifton Hill and Abbotsford seems absurd.</p> <p>I'm also a cyclist and I agree this stretch of road is not the most pleasant for cyclists but I have plenty of cycle options in and out of this area such as the overpass bridge and yarra trail so do not see the justification around creating safer riding conditions.</p> |
| <p><i>Response 180</i></p> | <p>I have recently been made aware of the council's actions taken to close Trenerry Crescent to vehicular traffic. I believe this is being done under the guise of emergency powers intended to protect the community from COVID 19 in order to circumvent the required planning and consultation procedure for a major change to infrastructure. As a nearby resident I am definitely against this closure and am extremely disappointed at the way it has been done.</p> <p>This is a very underhanded course of action that as disappointing as it is, unfortunately does not come as a surprise.</p> <p>I will be making a complaint to the Local Government Ombudsman about this subversion of process.</p> |
| <p><i>Response 181</i></p> | <p>I'm very supportive of changes to improve cycling and pedestrian infrastructure - i.e. new or expanded bike lanes, road closures / one-way vehicles, traffic calming measures (such as high speed ramps), etc</p> |

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| <p><i>Response 182</i></p> | <p>I support proposal number 1. No closure of Trenerry Crescent. I cannot see any benefits of closing Trenerry Crescent. Residents of Clifton Hill would have to access suburbs like Kew via Hoddle Street or Chandler Highway. This area already has hectares of open space with walking and bike riding lanes and I can't see the necessity of creating inconvenience for local residents.</p> |
| <p><i>Response 183</i></p> | <p>Trenerry Crescent under the Eastern Freeway is an important linking road for Yarra Residents generally and particularly people living in Clifton Hill and Abbotsford. It is most likely an important linking road for City of Yarra trucks and vehicles going to and from the Clifton Hill depot. Yarra will cause a lot of displeasure to its residents adversely affected by not being able to drive their own vehicles on the Trenerry Crescent link road especially if City of Yarra is still able to use this important link road. If bike traffic is increasing, work out some way to channel some of the bike traffic onto the hardly used Alexandra Pde East pedestrian bridge over the Freeway</p> |
| <p><i>Response 184</i></p> | <p>I am writing to you to ask you to please reconsider your positions on any closure of Trenerry Crescent. Please don't lock east Clifton Hill in and turn it into a gridlock every morning and take our time with our families away from us.</p> <p>Trenerry Cresnet is an incredibly important piece of infrastructure for the residents of Clifton Hill and Abbotsford. Emergency services as well.</p> <p>My family use Trenerry Crescent every week day to get to and from Childcare in Abbotsford and work in Kew. Closing Trenerry Crescent will steal 30-60 minutes of our family time each day as we wait in the single lane down Johnston Street to do the P-Turn onto Hoddle and then wait in the new giant ques to turn right into Clifton Hill. We cannot ride our bikes or take Public Transport every day to work and childcare. Even if we could, what about all the other residents who can't ride bikes or take public transport?</p> <p>I do sometimes try to ride my daughter to Childcare and I have absolutely no crossing the freeway via the underpass, overpass or track on the East side of Merri Creek. The real problem is the stairs at the end of the Yarra trail which are almost 45 degrees with a child in a bike seat.</p> <p>Have you considered the impact on emergency services getting into Clifton Hill in peak hour? It will drastically change how quickly they can get into Clifton Hill which has been raised by actual fireys and other emergency works. I've provided a photo below of an ambulance using the underpass last week. The minutes from the most recent Council meeting state unequivocally that Council is using (abusing) Covid-19 to avoid the lengthy approval process of closing a road and consulting with DOT and other authorities. How is this reasonable? To forego all due process? This is an absolute shame on Council and not something that any of the 400 voting Clifton Hill and Abbotsford residents in the Keep Trenerry Crescent Open Facebook group will forget. Not when voting comes around later this year.</p> <p>Why are many of you siding with a militant bicycle lobby group to close Trenerry Crescent? There are so many ways to overcome any possible bicycle issues on Trenerry Crescent than closing it. Let's not pretend for a second that it has anything to do with social distancing, especially now that everyone is wearing a mask and there are 4 ways to cross the freeway in proximity to Trenerry Crescent. If you want to make the path wider, why don't you widen it like Boroondara did in the example below at Columba Street in Balwyn North? I would suggest the treatment would be cheaper and easier in our example.</p> <p>The bicycle network has been advertising to all of it's members to vote to close Trenerry Crescent. Why does a cyclist in Frankston who doesn't even know where Trenerry Crescent get a say in our everyday lives. Council wrote to us and said they have overcome dodgy voting by asking people to enter their postcode in the survey. Genius [insert eye roll emoji]. Council has erected signs directed to pedestrian and bicycle paths asking them to vote. Why no signs facing the cars on Trenerry Crescent. All this means is that Council is obtaining the most biased survey possible. How is this reasonable and fair? Every single resident knows this survey is completely botched.</p> <p>Have you considered:</p> <ul style="list-style-type: none"> • In the AM Peak, all traffic heading south and east will be required to exit Clifton Hill onto Hoddle Street. There are three access points. Ramsden no one will use because of the boom gates with the train line are closed for up to 7 minutes at a time and only 3-5 cars get through at a time. That leaves Roseneath and Noone for some 2200+ households to exit. Noone has a childcare on it and all the parents park on the north side of Noone to drop their kids off. The increased amount of cars trying to exit from Noone will become a disaster with all the families trying to cross the road. You are increasing the chances of an accident and turning Clifton Hill into gridlock in the AM peak. • In the PM peak, many of those 2200+ households will have to return into Clifton Hill from Hoddle Street but |

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| | <p>the right term lanes only fit 3 cars. The Ramsden Street right turn is badly affected by the boom gates over the train line so not many cars will be able to enter. As a result the majority of those 2200+ households returning home at night will enter via Roseneath Street...which has a right turn lane space for 3 cars. So cars are going to back up the whole way down Hoddle street. Please tell me how you don't see this as a disaster accident waiting to happen. As well as the incredibly blockage to through traffic on Hoddle street.</p> <p>Please don't close Trenery Crescent. At least not without going through the correct and legal process or relying on a botched survey. Represent your voters, not lobby groups!!</p> |
| <p><i>Response 185</i></p> | <p>My name is , I live with my Partner in Turner St Abbotsford near Victoria Park and have done so for over 5 years.</p> <p>I heard about the sneaky plan to close Trenerry crescent, how many of you live in these two areas that would be directly affected by this ?</p> <p>You always hear about local councils being corrupt and all the backhanded deals that go on. I can only imagine what is driving this because it most certainly isnt COVID19, i lost my great uncle to coronavirus so it disgusts me to hear that you are trying to blame a global pandemic on the reason for closing the life line between these two communities.</p> <p>There is a strong community voice building behind this issue, you know the little people who vote you in .. next council election is fast approaching. Dont be swayed by lobby groups who don't live in the area and who are not the people the vote, so you know, you can keep your jobs. Because if you are voted out you will see what the real impacts of COVID19 are. The only councilor who has actively supported community engagement has been Stephen Jolly, to who i and many others are grateful for.</p> <p>In Jan 2019, sadly their was a house fire at our home and my partner suffered severe burns to 47% of her body and was in The Alfred burns ward for several months but we nearly lost her except for the fast attendance of all of the emergency services.</p> <p>The ambulance that attended that day was from Northcote, then entered through trenerry crescent. You want me to vote to close the only way in other than the constantly busy Johnston st, (largely due to all of the large apartments that you keep giving building permits too but that's another story), come on, lets have some sense about this.</p> <p>You do have other options, want to stop the "rat runners" ban, right turns off Johnston Jt into Trenerry Crescent or wow here's an idea for more space build out over the creek, closing the road shouldn't even be an option.</p> |
| <p><i>Response 186</i></p> | <p>I am writing to strongly oppose the closure of Trenerry crescent, both temporarily and permanently. Firstly, I notice that the cut-off day to oppose this closure is today 2nd of August, at 5pm yet the 'yoursayyarra.com.au/trenerry' link is already closed at 12pm, before your advertised time of 5pm today, which lessens your chance of receiving opposition to this outrageous proposal! That's pretty unethical.</p> <p>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?</p> <p>This proposal is ridiculous, it is loaded with irrational, dubious 'reasons' for this change:</p> <ol style="list-style-type: none"> 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, then have to turn right and then take the route from there to the school. 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 in Clifton Hill. 2. There are already two safe, green routes for walkers and cyclists, why add another one? Alongside Merry Creek and over the freeway overpass. 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 in your espousal of the merits of this closure: We will be cut of socially, psychologically and vocationally. My husband works in |

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| | <p>Westgarth and his travel time will more than triple and will send him into peak-hour traffic.</p> <p>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 small and dubiously placed and seemingly rolled out in a way so as not to be properly noticed or seen by busy commuters using these routes.</p> <p>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.</p> <p>This should not even have been put on the table for consideration, let alone subjecting residents of Abbotsford and attempting to dupe them into accepting this embarrassing biased campaign to remove us from our community.</p> |
| <i>Response 187</i> | <p>Please don't allow any closure of Trenerry Crescent to go ahead. As a resident of 184 - 196 Noone Street, Trenerry Crescent is the closest direct two-way access to my home.</p> <p>I run and cycle in this neighbourhood everyday, and have never felt unsafe commuting along Trenerry Crescent.</p> <p>I am self-employed, working from home full time, while also volunteering in the community every week. I also use rideshare/taxi services late at night, in extreme weather and when my work is urgent. By blocking vehicles from using Trenerry Crescent, more traffic will be pushed to Johnston and Hoddle Streets. With Trenerry closed and traffic backed up on these main arterials, travelling home will not only take me longer, but that will further disadvantage my safety as a woman, my success in business and detract from my time I am able to dedicate to volunteering.</p> <p>By closing Trenerry Crescent to vehicle traffic, it will be harder for hundreds of residents on Noone Street and Alexandra Parade East to access some public transport, the community at Victoria Park, and shops & services on Johnston Street.</p> <p>Trenerry Crescent is the only two-way direct entrance to Noone Street when travelling from the south, because the entrance at the Hoddle St end is a no right turn.</p> <p>Why were the residents in this area not properly consulted before proposing the closure? Why is a proposed closure being considered at all, when Trenerry is a safe road? There are already two cycleways/footpaths either side of the creek running along Trenerry Crescent, there is a pedestrian bridge over the Eastern Freeway at the end of Groom Street AND there is an adequate cycleway/footpath along Hoddle Street. We need equal access for vehicles, pedestrians and cyclists. Please don't allow any closure of Trenerry Crescent. Please don't cut off Noone Street and Alexandra Parade East residents from necessary amenities and services.</p> |
| <i>Response 188</i> | <p>I write to express my strenuous objection to the closure of Trenerry Crescent. It is hard not to think that the current COVID circumstance is merely a pretext for this closure. On the one hand, there is so little justification for this action - "more open space" - it seems almost nonsensical. There is a footpath parallel to the road under the freeway and another bike/ pedestrian path available five metres away on the eastern side of Merri Creek. So, what is to be gained? I walk there every day - there is no hindrance to pedestrian or cycle flow/access. So what is the real justification for this?</p> <p>On the other hand, I have lived in Turner Street for 30 years. I have never opposed development, as multiple high-rise buildings have been approved by Council (5 storeys cnr Turner and Lulie, 7 storey Little Turner, hundreds of units along Trenerry Crescent). I accept that as a resident of the inner city, living on a train line, medium density is both a civic good and a necessity. However, this level of development has created a significant population between the Eastern Freeway and Johnson St. Attempting to enter Johnson St, especially to turn west into Johnson St from Lulie, Rich or Trenerry is very difficult, often dangerous. In addition, the pedestrian lights under the railway overpass between Hoddle and Lulie are actually, demonstrably dangerous. Motorists travelling east cross the Johnson/Hoddle intersection not expecting to encounter traffic lights 90 metres later. In consequence, motorists run that light with regularity - a danger alike to pedestrians and cars attempting to enter Johnson St from Lulie. The point about this is that exit from the precinct via the Trenerry Cres underpass is often the only safe option, even if it involves a longer transit. At the very least I would urge councillors to physically acquaint themselves with the options facing residents in this area, and the implications of the proposal, before deciding on this ill-advised experiment/change.</p> |
| <i>Response 189</i> | <p>I am writing to briefly explain my own position against any closure of Trenerry Crescent. I have heard that there was a possibility that the temporary closure of this road was actually about to go ahead without any community consultation. Which I could not believe was actually true. I have high expectations on the way that Yarra Council operates and would be surprised if this was the case. I have been a resident of Clifton Hill for 14 years now, and of Yarra Council for more than 20 years. I have been a strong supporter of work and live in your local community. My kids attended kinder, childcare & primary school in Clifton Hill, I shop in Abbotsford and I work in Richmond. I currently need to drive my children to school via Trenerry Cr too as there is no accessible public transport available for them from Clifton Hill, and one of my daughters has a disability which further complicates public transport. I live in Clifton Street, Clifton Hill, where the only sensible route to access these suburbs in via Trenerry Crescent. And I currently use Trenerry Crescent up to 20 times per week.</p> |

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| | <p>The alternative, of which there is only one, is Hoddle Street. In this scenario we would be fighting to get on to Hoddle Street every morning from East Clifton Hill and then when on this road, struggling through huge volumes of traffic from all the Northern Suburbs, to make our way as far as Johnson Street and then turning in again to Abbotsford. I just wonder what modelling has been done on this? If Council was thinking of undertaking modelling I am sure they are not using current traffic as a basis for the impact of closing Trenerry Crescent. I am still attending work presently and the traffic is currently reduced more than 70% between Clifton Hill and Richmond at this very time. Any modelling would need to be carried after the COVID-19 lock downs had lifted, and even then it will be some time until traffic returns to normal. We are so fortunate to have access to an abundance of walking and riding paths in our immediate area. There are alternative bike/walking paths that have been used for years to access the CBD paths that do not require riders/pedestrians to go down under the freeway bridge, that are really acceptable. And that I use once/week on average. The idea that Trenerry Cr would be closed in any way, given the community reliance upon this road would be incredibly detrimental to local life in our village. The problems that I can see immediately include:</p> <ul style="list-style-type: none"> • Major traffic congestion in East Clifton Hill, leading to longer car trips, more hold ups on Hoddle Street and greater impact on the environment • Concern on emergency services making their way between Abbotsford and Clifton Hill • Difficulty in accessing shops, supermarkets, restaurants and pharmacies located in Abbotsford, and possibly the need to start shopping elsewhere |
| <i>Response 190</i> | <p>Thank you for taking the time to consult with residents who will be impacted by your proposal to close Trenerry Crescent.</p> <p>As you indicated on the meeting, you were willing to accept questions put to council and provide answers to these. A list of those questions asked is below:</p> <ol style="list-style-type: none"> 1. What are the quantifiable, measurable outcomes of the proposed trial to close access to Trenerry Crescent? 2. How are council officers explicitly ensuring the YourSayYarra survey has not been compromised with submission of multiple entries? 3. Has road traffic data been collected at the end of the “rat run” for people accessing the Eastern Freeway at Noone St and Hoddle St. If so, when was this data collected and when will it be made available for scrutineering? 4. Has current pedestrian and cycling usage data been collected for the below routes (not just anecdotal comments)... If so, when will it be made available for scrutineering? <ol style="list-style-type: none"> 1. Trenerry Crescent 2. Main – Yarra Trail 3. Eastern Freeway Overpass Footbridge 5. What would be the increase of traffic flow at the only other entry point in East Clifton Hill – Roseneath St and Hoddle St? Does this intersection have the capacity to absorb the increased flow? 6. Has consultation occurred with state Emergency Service providers about closing this access road and the flow on implications to responding? If so, who with, when and what was their recommendations? 7. What attempts have City of Yarra council officers made with Victoria Police Traffic Management to increase compliance with the “No Left Turn” into Trenerry from Johnston when heading outbound. 8. What costings have been done to put in place Traffic lights at the “No Left Turn” into Trenerry from Johnston when heading outbound to restrict traffic? <p>I look forward to receiving timely responses to these questions put to council on 31/7/2020.</p> <p>I have included the councillors in this email, so they are aware the questions impacted residents are seeking answers to.</p> |
| <i>Response 191</i> | <p>My family live 50 metres from Trenerry Crescent and we use a car and bicycles and legs and Trenerry Crescent in all methods available. Closing it is a solution to a problem that doesn’t exist and it won’t reduce GHG (barely relocate) or anything else as people will still drive if they need to. The existing system works reasonably well but a closure is not required.</p> <p>Please note our very strong opposition to the closure; first time we have ever written to any elected official.</p> |
| <i>Response 192</i> | <p>I have just become aware of a proposal by the council to close Trenerry Crescent. The reason has been suggested as being because of the corona virus. I'm writing to ask the councillors why this is the case? I'm not traveling by public transport during the pandemic and need Trenerry crescent to remain open for me to drive home in Groom Street. I'd prefer not to have to travel home via Hoddle Street or Chandler highway. Please reconsider your position and keep Trenerry crescent open, especially to residents.</p> |
| <i>Response 193</i> | <p>I’m writing in relation to the recently proposed traffic closure of Trenerry Crescent. After reviewing the details provided by the council in its consultation survey, I found that key data was missing in order to fully understand potential impacts. With a view of seeking transparency in the proposal I am requesting a reply to a number of questions relating to the proposal and the background surrounding its instigation.</p> |

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| | <ol style="list-style-type: none"> 1. Has a feasibility/impact assessment been undertaken prior to the proposal being presented to council for voting? 2. Is the council able to provide an assessment demonstrating how this proposal will impact the macro economies of Abbotsford and Clifton Hill (east)? 3. Has a traffic volume assessment been completed for local roads specifically those leading to both Hoddle St and Johnston St? <ol style="list-style-type: none"> 1. Have Department of Transport been consulted regarding the impact assessment for traffic volume increases on Hoddle St, Johnston St and Heidelberg Rd and the respective intersections for these major arterial routes? 4. What consultation has been undertaken with emergency services in relation to the proposed road closure and impact to their service delivery capability? 5. In relation to the online survey that 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? 6. Can you outline who has been granted the right to vote/provide feedback in the survey? It appears as though it is open to individuals living outside of the LGA which raises questions of validity and poses potential for manipulation from various groups wishing to manufacture a result designed to suits an agenda. <ol style="list-style-type: none"> 1. Why aren't letters being sent directly to residents/rate payers within the impacted areas to understand impacts to those living in the area? <ol style="list-style-type: none"> 1. It has been implied by various members of the local community/council that a number of councillors had planned to implement this proposal without consulting the local community. Can you Confirm if proposal was previous raised for voting At a council meeting? 2. There appears a number of groups involved in the Trenerry Crescent debate that are made up of members from outside the local community. Suggests have been made regarding links to councillors and these groups. In particular can councillors confirm whether they have any affiliation with the bicycle network group, and if so can the council explain if they consider this to be a conflict of interest? 3. What does Yarra City councils code of conduct determine to be a conflict of interest? Is there a requirement that councillors maintain transparency in decision making/voting? 4. What pathways are available to citizens wishing to seek investigations into potential misconduct of councillors in office? <p>Based on the community feedback will the council be looking at alternatives to the three options presented and has there been engagement with the Local State MP in relation to seeking a resolution that delivers for the users of both motor vehicles and bicycles?</p> |
| <p><i>Response</i> 194</p> | <p>I am writing to you regarding the survey asking for feedback on the 'trial' closure of Ternerry Crescent. A member of the public posted the information about this on facebook which is the first time I became aware of it. Subsequently I contacted some friends in Clifton Hill to ask if they were aware of the survey and the plans. They advised me they received a letterbox drop regarding the potential closure. Can you please advise who you letterbox dropped to inform of the potential closure and advising of the opportunity to provide feedback. We live at Fergie Street North Fitzroy and received no such letterbox drop. I also looked at the 2 most recent editions of your Yarra Newsletters and there is no mention of the potential closure of community input in either edition. I must say I feel very disappointed that Yarra Council may be making a decision on this matter without residents being fully and properly informed and without being given the right to express an opinion. I look forward to your response.</p> |
| <p><i>Response</i> 195</p> | <p>As part of the current community consultation on improving pedestrian and cycling access around Trenerry Cres please refer to my email to Council below. I ask that, irrespective of any closure to Trenerry Crescent, Council. 1. Improve the footpath on the sharp corner outside the AEU building by having the fence line set in considerably - it is currently dangerous. 2. Negotiate a return of pedestrian access across the car park of the former Austral Mills site (112 Trenerry Cres) between Trenerry Cres and the riverbank.</p> |
| <p><i>Response</i> 196</p> | <p>I would like to submit a response to the recently council proposal to close Trenerry crescent to motor vehicles. And would hope that you raise my concerns, observations and suggestions. There are a number of points I would wish you consider. Ok let's give it a go..</p> <p>What is the issue you are trying to address? 'Create more space for people to keep safe distance from each other on the adjacent capital city trail and merri creek trail' Firstly, solve the end of merri creek trail I would agree that the narrowness of Trenerry crescent and it's accompanying footpath underneath the freeway makes cycling difficult. This is clearly recognised by the council's banning of cycling on the footpath. Further I would strongly argue that the truncation of the merri creek trail at Trenerry crescent is totally inappropriate. And that the pathway, south of the council's depot. Is also too narrow and dangerous for pedestrian and cyclists use. My first suggestion I would suggest that the merri creek trail connect with the capital city trail on the east side of the Yarra council depot. ie the corner of Roseneath and Field street. The merri creek trail should not end in a dead end at Trenerry crescent, it is silly. It should not continue the 200 metres along a</p> |

narrow pathway on the south side of the Yarra council depot and finish by intersecting at Trenerry crescent. Forcing cyclists onto Trenerry crescent. And wondering how to the main Yarra trail. Especially, as there is a perfectly good cyclist path that goes across the merri creek footbridge. And cyclists should be directed that way. And this would result in the trails being continuous. Cancelling cycling on the narrow footpath on the south side of the depot, would reduce significantly the number of cyclists entering Trenerry crescent. How do you stop cyclist going along that pathway. Easy ..

Block cyclist entering the south depot pathway and redirect them to cross the merri creek at the foot bridge. Use signage. And maybe temporarily use those water filled traffic blocks. Redirect cyclists across the merri creek.

So the merri creek trail now starts at the eastern end of the depot, ie corner of Roseneath and Field street. And it becomes one continuous trail adjoining the mail Yarra trail. (Note: I'm sure it would be quite easy to move the rock with the plaque to the connection point of the two trails at the corner of Roseneath and Field street) Another problem The issue of crowding and dangerous practices, re pedestrian vs cyclist, cyclist vs vehicle. In particular on merri creek, capital city trail and trenerry crescent. I would suggest this is sadly, largely, is a issue of lack of politeness, consideration of others on the road and trail. What about trying some more signage on the trails There is currently a sad lack of any signage on the trails or crescent to encourage good behaviour practices. It's the Wild West out there. In particularly with cyclists and pedestrians on the trails. What signs ...ie - Pedestrians should keep left, not spread out over the path.- Cyclists should warn pedestrians by bell or call when approaching from behind.

- Cyclists should travel only at a reasonable pace. - In busy areas, be patient and give others space. What about changing the speed limit on Trenerry crescent Under the freeway, to 30 kms not 40 kms as it currently is? What about putting signage on Trenerry crescent such as - Motorist should slow down and drive with care when sharing the road with cyclists. What about additional lighting under the freeway in Trenerry crescent? What about trying putting temporary traffic lights at the both ends of Trenerry crescent? Similar to the ones that are placed on roads under repair. This would only allow only one stream of traffic through Trenerry crescent at a time. And to alternate. And so allow the traffic in both direction. What about considering one way walking trails? On Your 'Only slightly longer travel times' I live in Noone street, I shop for food and essentials at Aldi and Woolworth's on Nicholson street / Victoria street. I usually get there by travelling down Trenerry crescent, and through two sets of traffic lights on Nicholson street.

Closing or restricting trenerry crescent, will force me to enter Hoddle street to leave noone street.. Difficult at the best of times. Hoddle street is one of the busiest road in Melbourne.

Very busy during rush hours or as is noone street, at the times drop off/ pickup of children at the child care centre recently opened on noone/hoddle street corner. And of of course the redirected vehicles down noone street as a consequence of the closure of the trenerry crescent exit.

So to go to get some food and essentials, you require me to travel via Hoddle street, then either via Johnson or Gipps street then Nicholson street to reach the shops. Requiring to go through six sets of traffic lights!

And you say,

'these changes will result in slightly longer travel times for some journeys'.

Slightly longer - Ha

And my shopping travel, only, gets worse when I'm returning home.

As I am unable to enter noone street from hoddle street. So I have to go further, up to roseneath street. And through another set of lights. Of course with Trenerry crescent closed more people trying to enter from the south, south eastern Clifton hill will back up further vehicles along Hoddle street awaiting to turn right into Roseneath street. So make that seven sets of traffic lights and further travel on my return.. Slightly longer - indeed. Not to speak of the issue of not being able to turn right from Johnson street to hoddle street at certain times adding further difficulties. I estimate it will add likely, an additional 10 minutes. Say 20 minutes both ways. A couple of times shopping for food a week, say additional 40 to 60 minutes at least! To go shopping for food and essentials. Although my suggestions regarding the merri creek trail and Trenerry crescent may be discounted. I do strongly suggest at the very least additional signage on the trails would encourage correct attitude, politeness, and consideration for cyclist and pedestrians on the merri creek and capital city trail. And for motorists and cyclists on Trenerry crescent. The idea of politeness and consideration for others maybe old fashioned in this world. But I still like it. Observation on Trenerry I spent approximately one hour 2-3pm last Tuesday counting the 171 vehicles and 26 cyclists using Trenerry crescent under the freeway. The number was for total traffic in both directions. What was interesting, was that none of the cyclists had any issues traversing Trenerry. They looked comfortable. Mind you these seemed to be experienced cyclists. I find the cyclists who have issues arise from inexperienced cyclists (possibly non locals) who have inadvertently wandered off the trails onto Trenerry. Note I couldn't tell you how many cyclists took the two alternative routes available to them (approximately 200 metres east merri creek bridge or 200 metres west freeway footbridge) But the idea that you want to divert 171 additional vehicles onto Hoddle street. And for the said vehicles to go through 4 or 5 additional traffic lights on the only alternative route available to them is just silly. Note. The time I picked in no way could be considered rush hour.

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| <p><i>Response 197</i></p> | <p>Hello, I have just attempted to vote on the options for Trenerry crescent, but see that the site is already closed. Two weeks to express a view is much too short given the major impact changes to Trenerry crescent could have on local residents. I would expect a democratic elected council, supposedly operating on behalf of local residents, would be more reasonable in their actions to find out what those local residents actually want. Are you considering re-opening the vote for a preferred option? After all, very little notice was provided to local residents that the council was even considering changes to Trenerry crescent.</p> <p>Resident from Ramsden Street Clifton Hill</p> |
| <p><i>Response 198</i></p> | <p>I refer to the notice received recently regarding the temporary closure of Trenerry Crescent; and would like to have my objection to any proposed closure of Trenerry Crescent noted.</p> <p>I've been a resident of Clifton Hill for the past 9 years and use Trenerry Crescent frequently for a variety of reasons and as a person with impaired mobility, I find this proposal objectionable and offensive. I'm angered by the continual over accommodation of cyclists on our roads. I appreciate the need to have bike lanes and considerations for safety for those that cycle as a mode of transport, however not everyone is able to/or chooses to use cycling as their primary mode of transport. It seems to be a form of sport & exercise over any mode of transport. Should sport necessitate such inconvenience to the clear majority of road users in this way?</p> <p>The argument put forward for a temporary closure is concerning in its manipulation of rationale. Suggesting that this is in some way a response to Covid-19 seems ill conceived at best. Exploitative, opportunistic and irresponsible at worst. After reading the notice I'm confounded by what seems like a poorly articulated position by City of Yarra. Throughout the notice, there are several contradictory statements such as "...having space to safely move around in is critical to living in a Covid-19 world." Followed by "...think about what sort of future we want for Yarra streets, once the peak of the pandemic has passed." – Is this addressing the ability to live in the current Covid-19 world or following it? Evidently, it's about conveniently leveraging whichever argument, however conflated and unevicenced suits the proposition. Given the fluidity and continued changes we are all managing through as part of the circumstances we're in with the Covid-19 pandemic, I am astonished that City of Yarra would "...create a range of projects to seize this opportunity." – Really? I would hardly call this an opportunity. Most of the affected constituents I would hazard to guess are quite concerned with our circumstances and do not share a "silver lining" view of this pandemic.</p> <p>Further, I'm bewildered how in the current circumstances, limiting vehicular traffic through "repurposing road space to create new or expanded bike lanes." Is considered an appropriate response. If anything, people will move away from the use of public transport, communal cycling lanes and move more towards the use of private vehicles. As someone with a mobility limitation, I don't have too much choice and rely heavily on my car.</p> <p>This has raised to me a deep concern with City of Yarra's ability to execute their local government obligations without significant waste of tax payer funds. Please help me understand how in the span of less than 12 months, there has been repeated modifications to the intersection of North Terrace, Hodgkinson St and Gold St in Clifton Hill? How was it the planners for this work got it so wrong that it required remediation within 12 months? What was the cost of these works? I can provide you an insight into the cost of the inconvenience.</p> <p>Therefore, it's largely with contempt and distrust that I read your proposal on Trenerry Crescent. The City of Yarra's letter head by-line of "Working for you" is nothing short of galling. This proposal is yet another example of the City of Yarra's self-interested, wasteful and shocking lack of accountability.</p> |
| <p><i>Response 199</i></p> | <p>30 minutes ago I found out about the potential trial closure of Trenerry Crescent. The feedback period has already closed, hence this email.</p> <p>I am opposed to closing Trenary Cresent, as it is the shortest way to get from my home in Clifton Hill to my daughter's kindergarten in Abbotsford, or to our preferred swimming centre in Richmond.</p> <p>I believe a more effective measure to reduce traffic would be to stop people from other suburbs cutting through Clifton Hill and Abbotsford to avoid Hoddle street, by enforcing the existing traffic rules. I live near the corner of Grant and Ramsden Streets which has a "no turn left between 7:30am and 8:45am" rule, which is ignored by many people seeking to avoid Hoddle Street.</p> <p>Some of the reasons given for the trial seem nonsensical to me. If one of the concerns is making a better cycling connection (which I support as I cycle along the capital city trail regularly) then widen the footpath on the edge of Trenarry Cresent under the freeway to make it a cycle path (though personally I don't object to crossing to the east of Merri Creek to go under the freeway). Please give me a call if you'd like to discuss any of my suggestions.</p> |

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| <p><i>Response</i> 200</p> | <p>As promised - my notes for the meeting. I have lived in Turner St Abbotsford for 15 years and use the underpass to access Clifton Hill. I know that neighbours use Trenerry Crescent to take children to school in Clifton Hill and would expect there are those in Clifton Hill who use the underpass to access school and early learning centre near the Convent. I am against closing this route to vehicles and even a part-time one-way system precludes a return journey. With the present increasing construction of multiple dwellings in both neighbourhoods the local traffic on Trenerry Crescent will only get worse. I don't believe we should be forced into using Johnston and Hoddle Streets to access our neighbouring hoods. Obviously the traffic problem is aggravated by traffic between Heidelberg Rd and Johnston St particularly in peak hour. What if there were traffic lights at Johnston St with no right turn from Trenerry Cresc and no left turn into Trenerry from Johnston at peak times. These could have cameras to penalise offenders. Surely this is not a big ask considering the 2 sets of traffic lights installed at the private carpark and the entrance to Computershare a short distance east on Johnston. Would this also be possible at the Heidelberg Rd end?? I understand the concerns for the safety of pedestrians and cyclists and see the safest bet as taking the cycle lanes off the roadway from the top end of Trenerry Cresc, maybe narrowing the roadway and providing a wider footpath for cyclists and pedestrians. I also take the view that cyclists will inevitably find their paths getting busier as our inner suburbs become more densely populated, and yes they will have to contend with others on the paths including pedestrians. They should not expect these paths to become "freeways" for fast riding. There already exist alternative paths over the freeway and along the river.</p> |
| <p><i>Response</i> 201</p> | <p>I am against the trail closure. My main reasons are as follows;</p> <ul style="list-style-type: none"> • When the Eastern Freeway was constructed the Trenerry underpass was built, at considerable cost, to keep access open through Clifton Hill East. This was done for safety reasons and also so that the residents in that area were not cut off to southern and eastern access. • Clifton Hill East is bounded by Heidelberg Rd, the Merri Creek, Hoddle St and the Johnson St. There are limited entrance and exit points. To cut off one of the major access roads would be detrimental to residents safety. I believe our nearest fire station is in Kew for example. To have a fire truck winding through the back streets of Victoria Park to access Clifton Hill East could lead to disaster. Similarly access for ambulance and police. • If Trenerry was closed local traffic would be forced onto Hoddle St. This road is designed for major city through traffic and not local traffic. It would add time to everyone trying to get to the east and put more traffic onto an already busy arterial road. • There are two alternative routes for bikes or walker to take if they don't want to use Trenerry, the overpass and the Yarra Trail. <p>I am sure that modification of the current underpass could provide a safer carriageway for cyclists and pedestrians. Roads are for everyone, not just us Clifton Hill East residents and not just for cyclists.</p> |
| <p><i>Response</i> 202</p> | <p>Owing to lockdown concerns, I missed the survey closure date. Consequently I am writing to each of you to register my complete and total opposition to ANY closure of Trenerry Crescent. Under normal conditions I use this road often - every week - in order to visit several different friends who live in Abbotsford. If it is closed I shall be cut off from easily visiting them and, furthermore, I object to my municipality being constantly broken up into more and more isolated segments.</p> <p>Moreover I find it particularly concerning that many of the more recent bicycle infrastructure demands seem to be led by people who are not Yarra residents (Russell Reserve is another example that springs to mind) - as a ratepayer I consider that council should pay more attention to residents and less to the wishes of people just wanting to pass through my neighborhood! WE LIVE HERE.</p> |
| <p>203</p> | <p>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.</p> <p>The connection under the freeway was built for a purpose when the freeway was originally constructed: to keep the community connected. We do not want the Freeway acting as an artificial barrier dividing the community.</p> <p>I am also very concerned by the way that this process has been conducted by the council 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 confect 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</p> |

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| | <p>further compounds this.</p> <p>The "Making Space" flyer we received from the council was clearly weighted to downplay the significance of these changes and appears illogical and manipulative.</p> <p>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".</p> <p>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. Only after the trial has been completed and the changes conceivably made permanent, will residents discover what the real ongoing levels of inconvenience will be.</p> <p>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 and robust methodology to assess its success or otherwise.</p> <p>In my strong opinion, the proposed closures are being pushed through by a small number of local residents and well organised single interest groups like BUGs and other unrepresentative groups with ideological agendas. It appears that they are trying to impose their will onto our community and the City of Yarra is doing its very best to facilitate this against the wishes of the community.</p> <p>In summary:</p> <p>Vehicular connectivity within our suburb is very important to most people living in Clifton Hill and Abbotsford.</p> <p>We don't like to be told how to live our lives by outside lobby groups and we don't like the council railroading through changes without proper process and consultation.</p> <p>Use of the COVID crisis as cover is cynical and OPPORTUNISTIC frankly INSULTING</p> <p>I am very ANGRY about this.</p> <p>I also strongly believe that by not requiring those making submissions through the website to provide their full address makes it impossible to authenticate that they are in fact residents. It provides an opportunity for agitators from outside the suburb to submit feedback claiming to be residents without fear that this claim could be cross checked. If you claim to be a resident you should be required to provide a full address.</p> |
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