

1. A comprehensive traffic analysis is required
2. Support for improving cycling safety
3. Would cause delays in Clifton Hill residents getting in and out of the suburb to go south
4. There are only 3 exists from Clifton Hill (Roseneath St, Ramsden St and Fenwick)
5. Does cycling benefits outweigh local vehicle access for residents
6. What are the cycling volumes in this area
7. What are the cycling / traffic counts before COVID
8. There are alternative cycle trails exist Merri Creek, Capital City Trail and the overpass of the Freeway
9. Support of 3 month trial to evaluate the situation
10. Currently it is unsafe for a cyclist on the freeway underpass
11. Closures would be a major inconvenience and split the Clifton Hill and Abbotsford communities
12. A trial in the current restrictions does not make sense – for what purpose ?
13. Closure would require driver diversions onto Hoddle Street and Heidelberg Road which is inconvenient and also a longer journey
14. The intersections in and out to Hoddle Street and Heidelberg Road are not very safe
15. The right hand turns out of Trenerry Crescent to Johnston Street is hazardous - if Trenerry Crescent was closed people south of the Freeway would have to navigate that much more
16. Closures of Trenerry Crescent is a good idea to make safer for cyclists and pedestrians
17. Object to removing vital car access between the two communities
18. Would impact on car dependent residents
19. The Yarra COVID response acknowledges more people will use cars due to concerns about public transport – illogical to close the road
20. Queries cyclist safety concerns – how bad are they
21. Where is the data to justify the proposal
22. What about other techniques such as vibra line, 30 kph speed limit and traffic calming chicanes
23. If partial closure, then it should be the southbound lane open to give an exit to the Clifton Hill community to the south and south east

24. Previously proposed as a closure (approx. 2011) and soundly defeated
25. Trenerry Crescent provides sole access to the Freeway for Abbotsford residents without having to go onto Hoddle Street
26. Johnston Street is crowded now – if Trenerry Crescent is closed, it would force more cars onto Johnston Street
27. Abbotsford people need to be able to access the Council depot for recycling drop offs
28. What about emergency vehicle access (Ambulance, Fire and Police) – if blocked off then access is more circuitous from Hoddle Street for Clifton Hill residents for emergency access vehicles
29. Cyclists have the overpass option to travel on
30. Clifton Hill Primary School has part of its catchment in Abbotsford – access to and from the school will become circuitous for locals via Hoddle Street and intersections
31. The current danger causes bikes to use the narrow footpath on the east side of Trenerry Crescent which is then hazardous for pedestrians
32. Hoddle Street has been upgraded so people should use that
33. Widen the footpath under the freeway
34. The 3 way intersection at the top of Trenerry Crescent is unsafe
35. There is a lack of signage and line marking to assist in speed control and for separating cars and cycling – and for information to cyclists of alternate trails
36. A speed hump is needed on the northbound section of Trenerry Crescent before the bend to slow cars down
37. The Bike Spot 2020 program highlights more priority areas for cycling safety improvements that Trenerry Crescent
38. Traffic in Trenerry Crescent near Roseneath Street has doubled in past 10-15 years – there is a need to stop the rat runners
39. What is Council trying to achieve in these proposals ? – that is not clear
40. There needs to be broad access from the east to Clifton Hill – that needs the road open Close the footpath to pedestrians and they can use the 2 bridges over the Merri Creek or the pedestrian overpass

41. Police should aggressively enforce the 'no left turn ban' into Trenerry Crescent from Johnston Street
42. Make Grey Street or the southern section of Yambbla Street one way – that will get rid of the rat runners
43. There is an issue about the Council processes in this matter
44. Trenerry Crescent was built to maintain the connection between Clifton Hill and Abbotsford when the Eastern Freeway was built (Collingwood Council argued for this to maintain connectivity)
45. What is the data that causes this proposal and what are the proposed measures to evaluate
46. The information provided by Council has been superficial
47. Council should fix the footpath by widening it to create more space for people
48. The closure would only add to trip times by diversions to Hoddle Street / Heidelberg Road and Johnston Street to get to places
49. Signs would assist in the traffic management and directional way finding
50. It is currently difficult to turn right into Johnston Street safely at Trenerry Crescent – the closure would make this more problematic due to more cars seeking to make that turn
51. There would be longer trips for cars due to diversions and the use of more petrol
52. A half road closure with a bidirectional vehicle lane with timed traffic lights for vehicles might work
53. Cyclists should obey the traffic rules more
54. Cars turning from Hoddle Street into Roseneath Street is dangerous already – causing further traffic movements to access Clifton Hill neighbourhood at this intersection is unwise
55. There is a need for a much wider traffic management plan including Johnston Street in the area
56. Council depot trucks would go down Roseneath and Noone Street as a result of the closure
57. It is a collector road between communities – it should not be closed
58. The *Your Say Yarra Survey* is tainted because people can vote more than once
59. It would be better to close the northbound lane and keep the south bound lane open
60. The proposal discriminates persons who need to use a car to get to places (due to health issues)

61. Dogs roaming and speeding cyclists are more of a concern
62. 'MFB have told me' that our area represents somewhat of a fire risk due to the river bushland area
63. Use other traffic calming devices to calm the traffic
64. The traffic at the moment is much lower due to COVID so what is the purpose of the proposal
65. Put traffic lights at corner of Johnston Street and Trenerry Crescent with a no turn arrow and a surveillance camera to fine offenders
66. There is no unique identifier on the survey to stop multiple responses from one person
67. Inadequate ability to provide sufficient feedback on survey form
68. What about the health and safety of the YCC older residents who need to use a car
69. Toll the trucks under the freeway to reduce truck volume
70. It is not a blackspot for cyclists
71. What are the knock on effects that have not been considered
72. Support for modal shift from cars to bikes expressed
73. Procedural concerns with the Council process in this matter
74. The closure proposals are not in the Council Bike Strategy
75. Cyclists from further afield should not be able to influence local aspects
76. Council sought closure in 2011 and that was not supported by the community then
77. There is no information to substantiate why the proposals are being proposed
78. Car owners pay for the right to use roads - it is an important link between communities
79. Trial technologies to control traffic flows
80. The process is a poor use of Council and officer time
81. The proposals link to COVID is very tenuous and should not be put as a reason
82. What is needed is an improvement to the dog leg turn at the Trenerry Crescent corner at the Australian Education Union site
83. A small group that is pushing this idea should not be allowed to influence the Council judgment against the community views
84. The intent is poorly explained

85. Support for a 3 month trial during the COVID restriction period and then evaluate
86. Taxi and Uber rides to Clifton Hill would cost more due to travel on Hoddle Street from the south
87. Support for the proposal as it would reduce reliance on cars, increase bike usage, provide safer spaces and reduce pollution, and
88. There would be some 2,200 more cars accessing Hoddle Street in the morning and evening peaks and the intersections into and out of Clifton Hill.