

Clifton Hill to North Abbotsford Corridor – Stage 2 Community engagement – Summary of findings

Location	Treatment description	YSY Responses	Support	Opposed	Unsure	Demographic considerations	Feedback on support of treatment(s)	Feedback on opposition of treatment(s)
1 Heidelberg Road/ Fenwick Street intersection	Signalised control of right turn from Heidelberg Road to Fenwick Street	155	45%	34%	22%	Higher support for walkers and cyclists (55%-65%) Higher support for respondents over 60 (59%) Higher opposition for vehicle drivers (44%) Higher opposition for respondents under 35 (43%)	Experienced near misses with pedestrians and cyclists. Issue with eastbound vehicles on Heidelberg Road not stopping or slowing for red light. Higher support for peak hour only measures.	Concern relating to additional travel time and difficulty entering and exiting Clifton Hill. Have never experienced any issues at this location. Concern with DoT pop-up cycle lane.
2 Ramsden Street/ Yambla Street intersection	Additional speed hump on Ramsden Street to the east of the intersection. Widened bicycle cut-through exiting Yambla Street. Conversion of painted treatment to landscaped area	165	58%	31%	11%	Higher support for walkers and cyclists (73%-79%) Higher support for respondents over 60 (74%) Higher support for female respondents (65%) Higher opposition for vehicle drivers (42%-50%) Higher opposition for respondents under 35 (52%)	Would improve visibility and reduce vehicle speeds. Would improve overall safety.	Concerns about redistribution of traffic to other streets (associated with Yambla Street proposal). Opposed to additional road humps/cushions. No need for change.
3 Yambla Street	Change of direction of one-way traffic flow for the southern portion of Yambla Street, south of Kiewa Street. Change of traffic flow to one-way on the east-west section of Kiewa Street	176	27%	65%	8%	Higher support for walkers and cyclists (46%-56%) Higher opposition for vehicle drivers and respondents who regularly use all modes of transport (72%-78%) Higher opposition for respondents who identified as living on Aitken Street, Field Street and Roseneath Street.	Would improve the safety of intersections at each of Yambla Street. Experienced near misses at the intersections. Experienced poor driver behaviour on Yambla.	Concerned about redistribution of traffic to Field Street, the safety of park users, sports grounds, dogs, and entrance to recycling centre. Concern about visibility at Roseneath/Ramsden intersections with Field Street and ability to cross. Concern about redistribution of traffic to Aitken Street and potentially other narrow streets. Concerned about additional travel time. Concerned about the impact on house prices. Have never experienced any issues at this location. No need for change.
4 Roseneath Street/ Yambla Street/ Gray Street intersection	Additional speed humps on Roseneath Street approaching intersection. Zebra crossing of Roseneath Street, west of the intersection. Priority crossing of Gray Street, south of the intersection	171	50%	39%	11%	Higher support for walkers and cyclists (75%-77%) Higher support for respondents over 60 (63%) Higher opposition for vehicle drivers (53%) Higher opposition for respondents under 35 (54%)	Difficulty crossing the streets particularly with prams. Would improve visibility and reduce vehicle speeds. Would improve overall safety.	Concerns about redistribution of traffic to other streets (associated with Yambla Street proposal). Opposed to additional road humps/cushions, or loss of parking. No need for change.

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5 Gray Street/ Trenerry Crescent/ Noone Street intersection	Additional speed humps approaching the intersection. Removal of mid-intersection 'stop' entering from east, and addition of mid-intersection 'give way' treatment, departing to west. Upgraded median islands. Raised priority crossing on Gray Street north of the intersection. Priority crossing on Noone Street west of the intersection. Bike off-ramp and shared path extension joining southbound Gray Street to Merri Creek Trail. Additional 5B option: Reversal of traffic flow direction on Alexandra Parade East / Gray Street south of the intersection	165	53%	24%	22%	Higher support for walkers and cyclists (75%-77%) Higher support for respondents over 60 (68%) Higher support for female respondents (60%) Higher opposition for respondents under 35 (52%) Higher opposition for vehicle drivers and respondents who regularly use all modes of transport (27%-28%)	Unclear priority at the intersection. Would improve overall safety. Crossing and movement issues for walkers and cyclists.	Changes are confusing. Opposed to additional road humps/cushions. No need for change.
6 Trenerry Crescent Underpass	Interim treatment: Upgraded and additional speed cushions in both directions. Painted bike lanes on downhill sections of Trenerry Crescent. Ultimate treatment: As above, plus construction of an off-road shared path adjacent to Trenerry Crescent under the Easter Freeway	163	59%	27%	14%	Higher support for walkers and cyclists (60-65%) and respondents that use all modes of transport (60-63%) Higher opposition for vehicle drivers (40%-42%)	Very high support for boardwalk option. Interim on road option will be an improvement over existing.	Cyclists have good facilities elsewhere. Opposed to additional road humps/cushions. No need for change.
6 cont. Trenerry Crescent at Dights Falls car park	Upgraded and additional speed humps in both directions. Centre median islands on curves	159	50%	23%	27%	Higher support for walkers and cyclists (60-65%) Higher support for respondents aged 35 to 44 (63%) Higher opposition for vehicles drivers (34%-38%) Higher opposition for respondents under 35 (48%)	Supportive of turning lane for cyclists.	Concerns about reclaiming the lane for some cyclists.
7 Trenerry Crescent outside TEU building	Additional speed hump to north of intersection	155	48%	31%	21%	Higher support for respondents over 60 (88%) Higher opposition for respondents under 35 (52%)	Addresses issue of car cutting corner. Need a resolution to the existing situation for is poor for all road users. Also needs to consider crossing pedestrians. Support for widening the road.	Doesn't address issue of sharp corner/streets needs widening. Concerns about reclaiming the lane for some cyclists. Bikes need to be fully separated from cars. Cyclists have good facilities elsewhere. Opposed to additional road humps/cushions. No need for change.
8 Eastern Freeway Overpass	Additional wayfinding and informational signage	157	45%	29%	27%	Higher support for vehicle drivers (59%-61%) Higher opposition for walkers and cyclists (35%)	Pedestrians should be prioritised. This is a better route for pedestrians and cyclists than Trenerry Crescent.	Unlikely to be enforced. Would cause conflict. No need for change. The bridge needs to be upgraded rather than sign posted.
9 Trenerry Crescent/ Abbott Street intersection	Additional speed cushions approaching roundabout. Zebra crossings on all legs of roundabout	147	51%	27%	22%	Higher support for walkers and cyclists (57%-58%) Higher support for respondents over 60 (80%) Higher opposition for vehicle drivers (32%-40%) Higher opposition for respondents under 35 (38%)	Support for better pedestrian crossing facilities. Slowing vehicles will help cyclists claim the lane.	Concerns about reclaiming the lane for some cyclists. Opposed to additional road humps/cushions. No need for change.

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10 Trenerry Crescent at Bath Street/ Victoria Park	Relocation of speed cushions. Widen cut-through	146	53%	23%	25%	Higher support for walkers and cyclists (53%-59%) Higher support for respondents over 60 (75%) Higher opposition for vehicle drivers (29%-32%) Higher opposition for respondents under 35 (39%)	There is a need to address vehicles that don't stop. Preference would be for a raised crossing.	Opposed to additional road humps/cushions. No need for change.
11 Trenerry Crescent/ Turner Street intersection	Zebra crossings on all legs of roundabout. New speed cushions on Trenerry Crescent approaches to roundabout. New speed up on Turner Street approaching roundabout.	141	50%	28%	23%	Higher support for walkers and cyclists (53%-59%) Higher support for respondents over 60 (75%) Higher opposition for vehicle drivers (29%-32%) Higher opposition for respondents under 35 (39%)	Support for better pedestrian crossing facilities. Slowing vehicles will help cyclists claim the lane.	Concerns about reclaiming the lane for some cyclists. Opposed to additional road humps/cushions. No need for change.
12 Turner Street	Additional 7 speed humps for length of Turner Street. Narrowed lanes and inclusion of median planting between Bath Street and Trenerry Crescent. Kerb extension and landscaping at corner of Turner Street and Lulie Street.	143	44%	25%	31%	Higher support for walkers and cyclists (67%) Higher support for respondents over 60 (75%) Higher support for respondents aged 35 to 44 (63%) Higher opposition for vehicle drivers (36%-39%) Higher opposition for respondents under 35 (65%)	Support for speed calming. Support for making Turner Street/Lulie Street clearer. Support for more planting.	Opposed to additional road humps/cushions. No need for change.
16 Field Street / Roseneath Street	New speed cushions approaching corner from both directions	171	57%	30%	13%	Higher support for walkers and cyclists (67%) Higher support for respondents over 60 (75%) Higher support for respondents aged 35 to 44 (63%) Higher opposition for vehicle drivers (36%-39%) Higher opposition for respondents under 35 (65%)	Helps with reducing speed and vehicles cutting the corner. Pedestrian crossings should also be considered. There is a requirement to also address the Ramsden Street and Field Street corner.	Concerns about redistribution of traffic to other streets (associated with Yambla Street proposal). Opposed to additional road humps/cushions, or loss of parking. No need for change.
17 Johnston Street	Road safety review of Johnston Street (a DoT road), between Hoddle Street and east of Trenerry Crescent, with particular consideration of: <ul style="list-style-type: none"> • Pedestrian safety at Lulie Street • Pedestrian safety at Rich Street • Delivery of treatment proposed in LAPM13 at Nicholson Street • Pedestrian and cyclist safety at Trenerry Crescent • Removal of approximately 5 parking spaces on Johnston Street to the west of Trenerry Crescent 	151	63%	15%	23%	General support for improvements across all age groups and transport choices	Very high support for traffic signals. High support for better visibility. High support for a review of road safety on Johnston Street.	Opposed to the removal of parking on Johnston Street due to impact on businesses.