



Agenda

Council Meeting

7.00pm, Tuesday 12 July 2022

Richmond Town Hall

Council Meetings

Council Meetings are public forums where Councillors come together to meet as a Council and make decisions about important, strategic and other matters. The Mayor presides over all Council Meetings, and they are conducted in accordance with the City of Yarra Governance Rules 2020 and the Council Meetings Operations Policy.

Council meetings are decision-making forums and only Councillors have a formal role. However, Council is committed to transparent governance and to ensuring that any person whose rights will be directly affected by a decision of Council is entitled to communicate their views and have their interests considered before the decision is made.

There are two ways you can participate in the meeting.

Public Question Time

Yarra City Council welcomes questions from members of the community.

Ideally, questions should be submitted to Council in writing by midday on the day of the meeting via the form available on our website. Submitting your question in advance helps us to provide a more comprehensive answer. Questions that have been submitted in advance will be answered first.

Public question time is an opportunity to ask questions about issues for which you have not been able to gain a satisfactory response on a matter. As such, public question time is not:

- a time to make statements or engage in debate with Councillors;
- a forum to be used in relation to planning application matters which are required to be submitted and considered as part of the formal planning submission;
- a forum for initially raising operational matters, which should be directed to the administration in the first instance;

If you wish to raise matters in relation to an item on this meeting agenda, Council will consider submissions on these items in conjunction with and prior to debate on that agenda item.

When you are invited by the Mayor to ask your question, please come forward, take a seat at the microphone, state your name clearly for the record and:

- direct your question to the Mayor;
- refrain from making statements or engaging in debate
- don't raise operational matters which have not previously been raised with the Council administration;
- not ask questions about matter listed on the agenda for the current meeting.
- refrain from repeating questions that have been previously asked; and
- if asking a question on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have asked your question, please remain silent unless called upon by the Mayor to make further comment or to clarify any aspects.

Public submissions

Before each item is considered, the meeting chair will ask people in attendance if they wish to make submission. If you want to make a submission, simply raise your hand and the Mayor will invite you to come forward, take a seat at the microphone, state your name clearly for the record and:

- Speak for a maximum of five minutes;
- direct your submission to the Mayor;
- confine your submission to the subject under consideration;
- avoid repetition and restating previous submitters;
- refrain from asking questions or seeking comments from the Councillors or other submitters;
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have made your submission, please remain silent unless called upon by the Mayor to make further comment or to clarify any aspects.

Once all submissions have been received, the formal debate may commence. Once the debate has commenced, no further submissions, questions or comments from submitters can be received.

Arrangements to ensure our meetings are accessible to the public

Council meetings are held at either the Richmond Town Hall or the Fitzroy Town Hall. The following arrangements are in place to ensure they are accessible to the public:

- Entrance ramps and lifts (off Moor Street at Fitzroy, entry foyer at Richmond).
- Interpreting assistance is available by arrangement (tel. 9205 5110).
- Auslan interpreting is available by arrangement (tel. 9205 5110).
- A hearing loop is available at Richmond only and the receiver accessory is available by arrangement (tel. 9205 5110).
- Proposed resolutions are displayed on large screen.
- An electronic sound system amplifies Councillors' debate.
- Disability accessible toilet facilities are available at each venue.

Recording and Publication of Meetings

An audio recording is made of all public Council Meetings and then published on Council's website. By participating in proceedings (including during Public Question Time or in making a submission regarding an item before Council), you agree to this publication. You should be aware that any private information volunteered by you during your participation in a meeting is subject to recording and publication.

Order of business

1. **Acknowledgement of Country**
2. **Attendance, apologies and requests for leave of absence**
3. **Announcements**
4. **Declarations of conflict of interest**
5. **Confidential business reports**
6. **Confirmation of minutes**
7. **Public question time**
8. **Council business reports**
9. **Notices of motion**
10. **Petitions and joint letters**
11. **Questions without notice**
12. **Delegates' reports**
13. **General business**
14. **Urgent business**

1. Acknowledgment of Country

“Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra.

We acknowledge their creator spirit Bunjil, their ancestors and their Elders.

We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have never ceded sovereignty and retain their strong connections to family, clan and country despite the impacts of European invasion.

We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra.

We pay our respects to Elders from all nations here today—and to their Elders past, present and future.”

2. Attendance, apologies and requests for leave of absence

Attendance

Councillors

• Cr Sophie Wade	Mayor
• Cr Edward Crossland	Deputy Mayor
• Cr Gabrielle de Vietri	Councillor
• Cr Stephen Jolly	Councillor
• Cr Herschel Landes	Councillor
• Cr Anab Mohamud	Councillor
• Cr Claudia Nguyen	Councillor
• Cr Bridgid O'Brien	Councillor
• Cr Amanda Stone	Councillor

Council officers

• Sue Wilkinson	Chief Executive Officer
• Brooke Colbert	Group Manager Advocacy and Engagement
• Malcolm Foard	Director Community Wellbeing
• Ivan Gilbert	Group Manager Chief Executive's Office
• Gracie Karabinis	Group Manager People and Culture
• Chris Leivers	Director City Works and Assets
• Diarmuid McAlary	Director Corporate, Business and Finance
• Bruce Phillips	Director Planning and Place Making
• Rhys Thomas	Senior Governance Officer
• Mel Nikou	Governance Officer

Municipal Monitor

• Yehudi Blacher	Municipal Monitor
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Leave of absence

• Cr Claudia Nguyen	Councillor
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3. Announcements

An opportunity is provided for the Mayor to make any necessary announcements.

4. Declarations of conflict of interest (Councillors and staff)

Any Councillor who has a conflict of interest in a matter being considered at this meeting is required to disclose that interest either by explaining the nature of the conflict of interest to those present or advising that they have disclosed the nature of the interest in writing to the Chief Executive Officer before the meeting commenced.

5. Confidential business reports

Nil

6. Confirmation of minutes

RECOMMENDATION

That the minutes of the Council Meeting held on Thursday 23 June 2022 be confirmed.

7. Public question time

An opportunity is provided for questions from members of the public.

8. Council business reports

Item		Page	Rec. Page	Report Presenter
8.1	Moving Forward>> Yarra Transport Strategy 2022-2032	9	20	Simon Exon - Unit Manager Strategic Transport
8.2	Public Open Space - Contribution Expenditure Policy	312	314	Althena Davidson - Manager City Strategy
8.3	Environment Advisory Committee Membership	318	321	Michael Oke - Sustainability Unit Manager
8.4	Proposed Discontinuance of Road at 9-11 Brighton Street, Richmond.	324	327	Bill Graham - Coordinator Valuations
8.5	Amendments to the Civic Flag Policy	334	337	Rhys Thomas - Senior Governance Advisor
8.6	Appointment of Authorised Officers under the Planning and Environment Act 1987	347	348	Rhys Thomas - Senior Governance Advisor

9. Notices of motion

Item		Page	Rec. Page	Report Presenter
9.1	Notice of Motion No. 7 of 2022 - ICLEI World Congress Edinburgh Declaration	350	350	Cr Amanda Stone

10. Petitions and joint letters

An opportunity exists for any Councillor to table a petition or joint letter for Council's consideration.

11. Questions without notice

An opportunity is provided for Councillors to ask questions of the Mayor or Chief Executive Officer.

12. Delegate's reports

An opportunity is provided for Councillors to table or present a Delegate's Report.

13. General business

An opportunity is provided for Councillors to raise items of General Business for Council's consideration.

14. Urgent business

An opportunity is provided for the Chief Executive Officer to introduce items of Urgent Business.

8.1 Moving Forward>> Yarra Transport Strategy 2022-2032

Executive Summary

Purpose

To seek Council endorsement of the Yarra Transport Strategy 2022-2032.

Key Issues

In recent times, *Council has adopted a Community Vision, Council Plan, Annual Plan, Climate Emergency Plan, Road Safety Plan, Place Making Framework and Local Liveable Streets document* and which set certain directions and aspirations. As a consequence, Council also needs to update its strategies relating to transport in order to align with these new strategies.

The draft Yarra Transport Strategy (the Strategy) provided at **Attachment One** provides for a 10 year multi modal strategy.

It sets out a recommended transport vision, objectives, policies and other supporting activities to meet the aspirations of the local community as outlined in the *Yarra 2036 Community Vision*. In particular, it outlines 5 key outcomes, 5 Strategic Directions and 15 Policies.

The attached document is a revised version of the Exhibition Draft that was subject to community and stakeholder feedback received over a 6 week exhibition period that commenced in mid-March 2022. Engagement with the Strategy was significant with over 800 responses and feedback received via Your Say Yarra, emails and letters. These are provided and also summarised in **Attachment Two**.

Analysis of the feedback shows that the level of satisfaction with the strategy varies largely depending on the age of the community member and situational relationship with Yarra. On every topic there were widely different views ranging from strong support for the content of the strategy and for it to implemented quickly, to total disagreement and for Council to abandon it.

Satisfaction levels with the strategy were rather mixed, although there is support for it to a greater or lesser extent overall in the community. Satisfaction levels amongst particular stakeholders such as public transport operators and interest groups in the transport topic, were very high.

Changes have been made to the Exhibition Draft of the strategy in response to the feedback. These include adding further commentary on topics of particular interest to the community (such as Climate Emergency), clarification of key messages, further references to the State policy context and refinements to maps, diagrams, and photos. More information on the changes is provided in **Attachment Three**.

A significant amount of work has been undertaken on the draft Strategy over many months in terms of considering its key themes, objectives and policies, undertaking research and considering feedback received from the community and others.

Council endorsement of the Strategy is now sought so it can start to actively guide decision making on the large number of internal and external capital projects that have a transport component. It would also add value to other work that Council undertakes including State Government advocacy, community engagement, budgeting, study work and policy development.

Financial Implications

There are no direct financial implications associated with adopting the Strategy.

Delivering the strategy would, however, require substantial ongoing financial allocation by Council over a decade to make the vision a reality.

It is noted that some external funding opportunities via Government grants may be possible where the project also aligns with Government objectives.

Some other capital Council projects would also be able to assist in the delivery of some aspects of the strategic transport projects (such as when road resheetings are to be undertaken, other features can, with supplementary funding, be made a part of the project).

It is also essential that the State Government invests significantly in Yarra as part of the mobility plans for Melburnians and visitors. The Strategy supports this outcome by clearly articulating to external funding agencies the types of projects that Council will support and wants to see delivered.

PROPOSAL

1. That Council:
 - (a) note the officer report regarding the draft Yarra Transport Strategy 2022-2032;
 - (b) note the feedback and submissions received from the exhibition period which are provided in **Attachment Two** and which have previously been provided to Councillors for noting and consideration;
 - (c) note the revised version of the draft Yarra Transport Strategy 2022-2032 prepared by officers following consideration of:
 - (i) the feedback and submissions provided to Council through the exhibition period,
 - (ii) the Yarra 2036 Community Vision, and
 - (iii) Objective 5 'Transport and Movement' as expressed in the Council Plan 2021-2025;
 - (d) note the 5 Outcomes, 5 Strategic Directions and 15 Policies as stated in the attached recommended strategy to advance the transport vision and objectives of Council over the 10 year period to 2032; and
 - (e) having considered the feedback and submissions from the community and other stakeholders and interested parties and the officer report and commentary, determine to adopt the Yarra Transport Strategy 2022-2032 as shown in **Attachment One**.
2. That the adopted strategy be titled Moving Forward>> Yarra Transport Strategy 2022-2032.
3. That the adopted contents of the document be published for presentation purposes and for it to be made available on the Council website.

8.1 Moving Forward>> Yarra Transport Strategy 2022-2032

Reference	D22/161636
Author	Simon Exon - Unit Manager Strategic Transport
Authoriser	Director Planning and Place Making

Purpose

1. To seek Council endorsement of the Yarra Transport Strategy.

Critical analysis

Context

2. In recent times, Council has adopted a Community Vision, Council Plan, Annual Plan, Climate Emergency Plan, Road Safety Plan, Place Making Framework and Local Liveable Streets document and which set certain directions and aspirations. As a consequence, Council also needs to update its strategies relating to transport in order to align with these new strategies.
3. Council also has legislative and legal obligations under several pieces of State legislation. These include the Transport Integration Act 2010, Road Management Act 2004 and the Planning and Environment Act 1987.
4. There are also other more recent and key State Government strategies and policies that guide decision-making by Council and provide direction for Yarra objectives. These include the Victorian Cycling Strategy, Plan Melbourne and the Victorian Road Safety Strategy.
5. The policies and strategies of other entities such as neighbouring councils and the Municipal Association of Victoria are another consideration – for example, Melbourne City Council updated its Strategic Transport Plan in 2019 and this requires consideration regarding good connectivity between municipal boundaries.
6. The draft Yarra Transport Strategy for Adoption (the Strategy) provided at **Attachment One** provides for a ten-year multi modal strategy. It provides a recommended transport vision, objectives, policies and other supporting activities to meet the aspirations of the local community as outlined in the Yarra 2036 Community Vision and other recent community consultation processes.

The recommended Strategy

7. The draft strategy has a number of components (see **Attachment One**).
8. In summary, it has the following:
 - (a) a 'Yarra 2050 Transport Vision';
 - (b) an outline of relevant data;
 - (c) an outline of the transport issues in Yarra;
 - (d) an outline of how the Vision will be achieved – through pursuing 5 Outcomes, 5 Strategic Directions and progressive implementation of 15 Policies;
 - (e) The five Outcomes being:
 - (i) Increased use of space-efficient forms of transport in Yarra;
 - (ii) Enhanced places for people on Yarra's streets;
 - (iii) Increased independent mobility for vulnerable road users in Yarra;
 - (iv) Reduced car use for trips within, to, from and through Yarra;

- (v) Increased use of environmentally sustainable forms of transport in response to the climate emergency;
- (f) The five Strategic Directions being:
 - (i) Allocate road space to preferred transport modes and other activities;
 - (ii) Reduce traffic speeds and volumes on Yarra's streets;
 - (iii) Eliminate and reduce barriers to movement for all members of the community;
 - (iv) Be agile in responding to transport needs;
 - (v) Embrace partnerships; and
- (g) The 15 policies being:
 - (i) Prioritise walking, cycling and using public transport over car use;
 - (ii) Implement a New Deal for Schools – support active travel by children and families;
 - (iii) Implement a New Deal for Walking – make the network suitable for all ages and abilities;
 - (iv) Implement a New Deal for Cycling – make the network useable for bike riders and scooter users of all ages and abilities;
 - (v) Use innovative approaches to deliver projects;
 - (vi) Use good urban design principles in transport projects;
 - (vii) Manage car parking in a way that supports the use of active and public transport and the role of cars in an urban environment;
 - (viii) Reduce, delay or remove vehicle turning movements where these create safety issues for other road and path users;
 - (ix) Reduce traffic volumes, particularly where they are excessive relative to road function;
 - (x) Lower traffic speeds;
 - (xi) Encourage the use of shared transport;
 - (xii) Support opening of streets for community use;
 - (xiii) Encourage investment in new public transport services and improvements to existing services;
 - (xiv) Encourage transition to zero-emission road vehicles; and
 - (xv) Deliver transport projects as per Yarra's Community Engagement Policy.

[History and background](#)

The consultation process

9. The Adoption Draft of the Strategy is a revised version of the Exhibition Draft and considers feedback that has been received over a six week period. This commenced on the 10 March and received extensive feedback from Councillors, stakeholders, other internal departments and the community. The period was extended from four weeks to six weeks to allow for targeted engagement with some of Council's advisory committees and due to school holidays.
10. More than 2,500 people visited the YourSayYarra engagement page. In total, 771 responses were submitted for the Draft Strategy using the YourSayYarra online feedback form. Another 30 submissions were provided by email and letter (in total over 800 responses). This is a higher response rate than for most council engagement processes for strategic documents.

11. The Yarra Transport Strategy Consultation Report at **Attachment Two** contains further information on process, questions asked of respondents and respondent feedback including all written responses in their original raw form.
12. Every reasonable effort was made to raise awareness of the strategy and encourage engagement across a wide section of the community as possible. The consultation involved, notification and promotion through a diverse and extensive range of online and offline communication channels and platforms to ensure the broadest possible audience and stakeholder reach. Promotion included:
 - (a) Council's bicultural liaison officers shared content in language through digital channels including WhatsApp;
 - (b) a digital animation was created to promote the purpose and intent of the draft Strategy and how people could have their say. This was promoted via Council social media channels and a version was also provided for dissemination by the bi-cultural liaison officers;
 - (c) a translation function was added to the Your Say Yarra engagement platform to provide additional in-language support;
 - (d) the engagement was promoted in the Yarra Life E newsletter during the consultation period as well as through the economic development and libraries etc;
 - (e) social media weekly posts were disseminated through Council's corporate channels – for example, Facebook, Instagram;
 - (f) news items / Media releases were disseminated through Yarra City Council's corporate website;
 - (g) postcards promoting the consultation were on display and available at Council's customer service centres;
 - (h) targeted social media promotions;
 - (i) posters on key cycling and pedestrian routes;
 - (j) posters at public housing estates; and
 - (k) key Neighbourhood House networks, email campaign and postcards.
13. Various groups with an interest in transport in Yarra were directly notified to raise awareness of the Strategy. These included Council's advisory committees, local schools, relevant state government agencies, public transport operators, local government counterparts, emergency services, and other relevant community groups.
14. Council staff also met with the Active Transport Advisory Committee, the Disability Advisory Committee, and the Active Ageing Advisory Committee.
15. The online feedback form included a combination of multiple choice and open comment questions. Participants were asked to provide feedback to questions regarding the draft Transport Strategy vision, objectives and policies and how these respond to and align with the adopted 2036 Community Vision and Council Plan 2021-2025 as these provide the strategic framework for new policy documents in Yarra.
16. The questions were:
 - (a) How satisfied are you that these outcomes support achieving the community's vision for transport in Yarra?
 - (b) How satisfied are you that these policies will deliver on the community's vision for transport and movement in Yarra? and
 - (c) How supportive are you personally of these policy directions?

Comments on the feedback and submissions

17. Responses to questions one and two were varied and sometimes inconsistent with the responses to other questions in the same online feedback form. This suggests that the respondents may not have fully understood the question, were not aware of the Community Vision or did not agree with the Community Vision. As such, the responses to the first two questions have not been analysed in detail.
18. The third question relates to the respondents' personal satisfaction with the content of the strategy. This is considered more representative of the attitudes toward the policies of the draft Strategy itself. Feedback in response to this question has been considered in detail and reflected a broad range of views.
19. Analysis of the data shows that the level of satisfaction with the strategy varies depending on the age of the community member and situational relationship with Yarra.
20. A general observation is that younger people, visitors, workers, older people and renters are more supportive of the strategy. People in their 50s and 60's who own property in Yarra are typically less supportive. Responses to this question reflect the diversity of opinion regarding transport that exists in Yarra which itself reflects the diversity of personal circumstances for each individual submitter, what they value and the different definitions of success that they have regarding the transport system.
21. On every topic there were widely different views ranging from strong support for the content of the strategy and for it to implemented quickly, to total disagreement and for Council to abandon it.
22. Written comments were provided in response to the following strategy questions on the YourSayYarra web page.
 - (a) Do you want to share any feedback on the outcomes that guide the strategy?
 - (b) Are there any comments you would like to make on the policy directions as a whole or any individual policy areas? and
 - (c) Anything we've missed? Are there any comments or suggestions you'd like to make on the strategy as a whole?

Key themes of feedback and submissions

23. A wide variety of points were made in response to these questions which ranged from broad strategic concepts to very detailed local matters. Key themes from the public exhibition have been identified and are summarised below alongside officer commentary (not in any specific order).

Theme 1 – The Challenges of Contested Space

24. There was a strong desire for Council to do more to encourage walking, cycling and public transport. There was also a strong desire for Council to maintain traffic capacity and car parking. A general theme from some respondents was that measures to encourage non-car modes of transport are supported so long as this does not in any way impact traffic movement or ease of parking; which is consistent with previous feedback on this topic over many years.
25. [officer response] As acknowledged in the Strategy, there is limited space available in Yarra. Unfortunately, it is not possible to prioritise space efficient modes like walking, cycling and public transport while also maintaining the status quo that largely subsidises and prioritises private car use above all other modes. For the city to function efficiently, and support the outcomes identified by the community as important, the objectives documented in the Strategy need to be implemented.

Theme 2 – The YTS has Anti Car Sentiments

26. Some viewed the strategy as being anti-car or looking to excessively inconvenience or penalise people travelling by car and/or looking to park a car. Another view was that most people own cars, need a car, use it regularly and this will always will and should be the case.

In many instances respondents stated their own personal circumstances in detail which required them to use a car. It was then observed that the Strategy does not account for this specifically so does not consider the needs of the community and the community is not being listened to.

27. There was some concern that the strategy would result in large amounts of on-street parking being removed and that a large number of streets would be closed to traffic. In contrast, another common theme was that there is too much traffic and a lack of traffic management which undermines Yarra as a place to live and visit.
28. [officer response] Traffic management (including some road closures) has occurred in Yarra for decades. The success of the Strategy does not rely on large numbers of roads or streets being closed or large numbers of Yarra's 48,000 on-street parking spaces being removed. Data shows that large numbers of car trips each day in Yarra are over short distances (over 20% of all journeys to work under 2.5 kilometres are done by car), and there are significant opportunities for some of these trips to be substituted through the use of ride share services, public transport use, subscription-based transport, cycling or walking if policy settings and investment in transport encourage this.
29. There was a perception that prioritising walking, cycling and public transport are new policy positions.
30. [officer response] This is not the case, the broad policy settings as set out in the strategy have now been in place for many years and are stated in the 2006 Yarra Strategic Transport Statement and even previous strategic documents from the Cities of Richmond, Collingwood and Fitzroy.

Theme 3 – The Strategy is Excessively Pro Cyclist

31. A common view was that the strategy is concerned with getting more people cycling at the expense of everything else and that 'not everyone can ride a bike'. Various instances were then listed where respondents claimed riding is not practical.
32. [officer response] Currently ABS data shows that 7% of trips are made by bicycle; Yarra has had a 15% mode share target for cycling since 2010. The existing 7% bike mode share and 15% target is a relatively high number in the context of Metropolitan Melbourne but is low compared to similar cities globally which typically have cycling rates of well over 20%. It is known from the 2020 Monash University and Vic Health Research Study that a large percentage of Yarra residents are interested in riding, but do not ride as they are very concerned about safety.
33. The Strategy is focused on creating an environment where the large number of people who are potentially interested in cycling, actually do take up the opportunity to cycle, by providing a safe, direct and connected network to use, just as people who drive cars are provided.
34. The success of the strategy is not dependant on those members of the community who either do not want to, or are unable to ride. It is also noted that getting more people on bikes who are looking to ride can still benefit people who use other forms of transport to get around. For example, more people on bicycles can reduce traffic congestion and parking demand; it can help free up space on busy public transport services and make it easier to access car share or e scooter share.

Theme 4 – The Strategy is supported but there are concerns that Council will not implement the policies

35. Some respondents stated that transitioning policy into action on the ground is an issue. This is something mentioned more frequently by respondents in the context of walking, cycling and public transport use. Many of these community members are highly engaged advocates for these methods of transport, are aware they are a priority in policy, have been a priority for some time, and are frustrated that conditions when travelling by these modes are not better than they currently are.

36. [officer response] This is a general theme and is not limited to Yarra or Local Government. It is common in many developed countries where various policy settings are now mature but change on the ground does not appear to reflect this, with any change perceived to be too slow. The Strategy seeks to employ a number of methods to help overcome this situation, including the New Deal for Cycling and a targeted series of advocacy priorities to improve public transport and get better outcomes for pedestrians.

Theme 5 – There is not enough reference to Zero Emission Vehicles and chargers

37. Some submitters say that Council should play a lead role in facilitating a shift to electric vehicles and more needs to be said about this. There was concern from some respondents that not enough of the Strategy focussed on actions related to zero emission vehicles, particularly electric cars.
38. [officer response] Work is progressing to improve access to car vehicles and supporting infrastructure in Yarra. Two fast electric car chargers for public use have been installed at the Collingwood Library carpark with a further four chargers planned to be installed by the end of 2022. While Council is committed to facilitating a transition to electric vehicles, this needs to be consistent with applying the road user hierarchy that preferences active and public transport and a desire to reduce congestion, discourage non-essential car ownership, both of which are continuing to rise. Opportunities for encouraging the use of other, more space-efficient electric vehicles, such as electric bicycles, are also included in the Strategy.

Theme 6 – A need for a stronger focus on emissions reduction and the climate emergency

39. There were some views expressed that the draft Transport Strategy does not sufficiently recognise responding to the climate emergency as an overarching priority for transport.
40. [officer response] Based on the most recent 'Snapshot' emissions modelling, greenhouse gas emissions from transport make up 11% of the Yarra community's emissions, with the majority being a result of car travel (7%). The Strategy focuses on providing alternative travel options choices to move away from car use and car ownership wherever possible. This in turn would reduce emissions, reduce congestion and improve safety.

Theme 7 – Conflicts between people using bikes, riding e scooters and walking on footpaths

41. Some submissions said that footpaths are trying to do 'too much' given their width and this is causing conflict. Off road trails, shared paths and footpaths in Activity Centres were identified more commonly in this context. There was significant concern from pedestrians about the volume of bikes (and to a lesser extent scooters) on the trails and their speed. In Activity Centres the topic of parked scooters and bikes obstructing footpaths was a common topic.
42. [officer response] The new deal for cycling will provide better on road options for cyclists and e scooter users as an alternative to using Yarra's busy trail network and other shared paths where there are conflicts with pedestrians. Parked e-scooters and bikes blocking footpaths is an issue and one that can be addressed via a range of measures which are supported in the strategy. These include matters such as decluttering footpaths, ensuring traders comply with outdoor dining permits, widening footpaths where necessary, and providing bicycle parking on kerb outstands / bike corrals.

Theme 8 – Existing parking policies are unfair

43. There was a significant amount of commentary on the parking topic. Opinions varied based on individual circumstances be it a regular car user / occasional car user / owner or non-owner of a car. Parking management approaches were viewed as 'unfair' specifically:
- (a) there is not enough car parking in Yarra, more is required - finding a space is frustrating and difficult;
 - (b) households have access to too many parking permits, which maximises demand and makes it difficult for other residents and their visitors to park;
 - (c) households with off-street car parking still park on the street making it more difficult for households without off street parking to park;

- (d) commuters regularly park in Yarra all day for free;
 - (e) paid parking in strip shopping centres is expensive and appears to discourage visitation which contradicts other Council objectives;
 - (f) resident parking permits are cheap and do not reflect their true value. Council subsidising resident parking is unfair on residents who do not own a car; and
 - (g) new development increases parking demand which is unfair on existing residents.
44. [officer response] Parking is a very sensitive topic in the community with a diversity of views on what success looks like and how easy it is to achieve. The scope of the Strategy is to set a broad direction which is consistent with objectives relating to transport, liveability, environmental sustainability, and the economy which, on balance, are better for the community collectively. In this regard, the Strategy provides terms of reference for consideration of an updated Yarra Parking Strategy which is a separate and significant document which will need look at the specifics of the parking topic in more detail.

Other feedback themes and officer responses to those comments are as follows:

45. More detail is required on specific projects on specific streets such as 'widen the footpath on street x' or 'provide a pedestrian crossing on street Y'.
46. [officer response] Every transport topic and potential project cannot be covered and resolved in detail as part of a high-level strategic document. Future work including a transport project action plan and strategies for parking and electric vehicles will cover specifics.
47. More detail is required on the cost of implementing the strategy.
48. [officer response] It is not possible for strategic policies to be costed at this time. Costs will be calculated later as and when specific projects are developed and taken through the approval process. Details on how projects will be funded are to be resolved later as part of other annual Council budgetary and operational processes.
49. The strategy is too general and applies blanket policies for the whole of Yarra. It does not consider the nuances of different areas. For example, Alphington is very different to Richmond in terms of public transport accessibility.
50. [officer response] It is acknowledged that there is diversity amongst the suburbs of Yarra in terms of issues and opportunities, socio-economic factors, build form and infrastructure,. The strategy focuses on broad principles to provide coherence and consistency across Yarra and does not prevent nuanced approaches being taken to address specific circumstances. There are also other, more detailed, sub-regional studies that focus on smaller geographical areas. These include Road Safety Strategies and Master Plans. They are informed by many strategic documents covering all of Yarra, including transport, urban design, urban forest, open space and other policies.
51. Members of the community who strongly object to the strategy did not put forward clear alternative approaches, other than in some cases, to leave things as they are.
52. [officer response] that approach does not align with the Community Vision 2036 or the Council Plan, nor would it respond effectively to existing and emerging transport issues in Yarra.
53. Various external stakeholders were also invited to comment on the strategy. These Stakeholders included the transport planning area of State Government, neighbouring Councils, public transport operators, emergency services, various interest groups and forums, the Department of Families, Fairness and Housing and Parks Victoria. Those stakeholders that did provide feedback were very supportive of the strategy.

Discussion

54. Changes have been made to the Exhibition Draft of the strategy in response to feedback. These are:

- (a) providing more detail on topics of particular interest to the community where this will add value, and is within the scope of a strategic document e.g. climate emergency, electric vehicles, walking and cycling;
 - (b) clarifying key messages in some areas;
 - (c) strengthening linkages between the Strategy and other Council and State documents including the Climate Emergency Plan, the Transport Integration Act;
 - (d) improving the consistency of language;
 - (e) addressing various gaps in the document (e.g. the importance of managing car parking via enforcement);
 - (f) various improvements to maps, diagrams, and photos; and
 - (g) provision of additional statistics and data to support the transport story.
55. The strategy has been informed by existing documents (including the *Community Vision*) and many years of previous feedback from community members and long-established best practice transport planning.
56. Many of the key themes and policy positions of the strategy have been enhanced by feedback from the public exhibition process.
57. It is fully acknowledged that some members of the community do not agree with these policy positions. However, Council needs to consider what is the overall best approach to progress matters that align with its vision and those expressed in the *Community Vision*.
58. In some areas, more clarity has been provided where perceptions in the community exist regarding what certain policy positions involve and the scale at which they would be deployed.

Options

59. There are three options for Council at this time:
- (a) Option 1 - adopt the draft strategy as shown in **Attachment One**;
 - (b) Option 2 - adopt the attached draft strategy subject to changes; or
 - (c) Option 3 - Councillor defer endorsement, request changes are made to the draft strategy and for it to be brought back to Council for endorsement at a later date.

Community and stakeholder engagement

60. There has been extensive community engagement as outlined in the report with some 800 responses that have been considered by officers.
61. The specific feedback received is shown in the attachments which have been previously provided to Councillors for noting and consideration on formal briefing papers.
62. The officer report draws out the themes of the submissions for Council consideration.

Policy analysis

Alignment to Community Vision and Council Plan

63. The draft Strategy strongly aligns with a suite of Council policy documents, including the:
- (a) 2036 Community Vision;
 - (b) 2021-25 Council Plan;
 - (c) Climate Emergency Plan;
 - (d) Place Making Framework;
 - (e) Physical Activity Strategy, and
 - (f) Access and Inclusion Strategy.

Climate emergency and sustainability implications

- 64. The Strategy seeks to respond to climate emergency challenges in the transport context.
- 65. It is noted that transport is the fastest-growing source of emissions in Victoria and Australia with the vast majority resulting from private vehicle use.
- 66. Providing people with real transport choices will play a vital part in both climate change mitigation and adaptation.

Community and social implications

- 67. The strategy seeks to make Yarra's transport network more inclusive and accessible.
- 68. There are actions that Council can take directly as well as advocating to other levels of Government for items that fall outside of Council's jurisdiction, such as delivery of accessible tram stops or increased heavy rail capacity.
- 69. There are also social elements for Council to consider in the implementation of transport projects, such as household income and cultural diversity. These are considered in the Strategy both from a strategic and delivery perspective; that is, through the provision of alternate means of movement around the municipality.

Economic development implications

- 70. The strategy seeks to provide Yarra with a transport network that supports economic activity in the short, medium, and longer term.
- 71. There are no economic implications directly associated with adopting the Strategy. There may be economic development implications associated with implementing actions derived from the strategy and specific projects. These will be considered as part of specific project assessment processes.

Human rights and gender equality implications

- 72. The Strategy has been drafted with a human rights and gender equity lens.
- 73. This includes under the Victorian Charter of Human Rights and the Gender Equity Act 2020.
- 74. Having access to safe, reliable and appropriate transport options for all is essential to enabling many rights and responsibilities.
- 75. Decreasing transport disadvantage, improving actual and perceived safety and recognising the role of gender in transport project delivery and research are a key aims of the Strategy.

Operational analysis

Financial and resource impacts

- 76. There are no direct financial implications associated with adopting the Strategy.
- 77. Delivering the strategy would require substantial ongoing financial allocation by Council over a decade to make the vision a reality.
- 78. It is noted that some external funding opportunities via Government grants may be possible where the project also aligns with Government objectives.
- 79. Some other capital Council projects would also be able to assist in the delivery of some aspects of the strategic transport projects (such as, when road resheetings are to be undertaken, other features can, with supplementary funding, be made a part of the project).
- 80. It is also essential that the State Government invests significantly in Yarra as part of the mobility plans for Melburnians and visitors. The Strategy supports this outcome by clearly articulating to external funding agencies the types of projects that Council will support and wants to see delivered.

Legal Implications

- 81. There are no known legal implications associated with adopting the Transport Strategy.

Conclusion

82. The draft Yarra Transport Strategy for Adoption (the Strategy) provided at **Attachment One** provides for a ten year multi modal strategy. It provides a recommended transport vision, objectives, policies and other supporting activities to meet the aspirations of the local community as outlined in the Yarra 2036 Community Vision and other recent community consultation processes.
83. The Adoption Draft of the Strategy is a revised version of the Exhibition Draft and considers the vast feedback that has been received over a six week consultation period.
84. In total, over 800 responses were received which is a higher response rate than for most Council engagement processes for documents. The levels of support shown in feedback was mixed, although there is general support for the document.
85. Officers have analysed this feedback in detail and made changes to the document. The document responds to various transport issues, and also considers a range of previous community feedback and is aligned with other internal and external policy documents. The changes made focus on providing further details and clarity where this will add value.
86. A significant amount of work has now been done on the Strategy over many months in terms of considering its key themes, objectives and policies, undertaking research and engaging with stakeholders and the broader community.
87. Council endorsement of the Strategy is now sought so it can start to actively inform decision making on the large number of internal and external capital projects that have a transport component. It will also add value to other work that Council undertakes including State Government advocacy, community engagement, budgeting, and policy development.

RECOMMENDATION

1. That Council:
 - (a) note the officer report regarding the draft Yarra Transport Strategy 2022-2032;
 - (b) note the feedback and submissions received from the exhibition period which are provided in **Attachment Two** and which have previously been provided to Councillors for noting and consideration;
 - (c) note the revised version of the draft Yarra Transport Strategy 2022-2032 prepared by officers following consideration of:
 - (i) the feedback and submissions provided to Council through the exhibition period;
 - (ii) the Yarra 2036 Community Vision; and
 - (iii) Objective 5 'Transport and Movement' as expressed in the Council Plan 2021-2025;
 - (d) note the five Outcomes, five Strategic Directions and 15 Policies as stated in the attached recommended strategy to advance the transport vision and objectives of Council over the 10 year period to 2032; and
 - (e) having considered the feedback and submissions from the community and other stakeholders and interested parties and the officer report and commentary, determine to adopt the Yarra Transport Strategy 2022- 2032 as shown in **Attachment One**.
2. That the adopted strategy be titled Moving Forward>> Yarra Transport Strategy 2022-2032.
3. That the adopted contents of the document be published for presentation purposes and for it to be made available on the Council website.

Attachments

- 1** [↓](#) Attachment 1 - Yarra's Transport Strategy 2022-2032 - DRAFT for Adoption
- 2** [↓](#) Attachment 2 - Consultation Report
- 3** [↓](#) Attachment 3 - List of changes in response to exhibition feedback

Moving Forward

Yarra's Transport Strategy 2022-
2032

DRAFT – For adoption



Attachment 1 - Attachment 1 - Yarra's Transport Strategy 2022-2032 - DRAFT for Adoption

Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra. We pay our respects to Elders from all nations and to their Elders past, present and future.

Mayor's foreword

Mayor's foreword to be inserted in final document

DRAFT - For adoption

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This Strategy at a glance

Outcomes

- O1. Increased use of space-efficient forms of transport in Yarra
- O2. Enhanced places for people on Yarra's streets
- O3. Increased independent mobility for vulnerable road users in Yarra
- O4. Reduced car use for trips within, to, from and through Yarra
- O5. Increased use of environmentally sustainable forms of transport in response to the climate emergency

Strategic directions

- D1. Allocate road space to preferred transport modes and other activities
- D2. Reduce traffic speeds and volumes on Yarra's streets
- D3. Eliminate and reduce barriers to movement for all members of the community
- D4. Be agile in responding to transport needs
- D5. Embrace partnerships

Policies

- P1. Prioritise walking, cycling and using public transport over car use
- P2. Implement a New Deal for Schools – support active travel by children and families
- P3. Implement a New Deal for Walking – make the network suitable for all ages and abilities
- P4. Implement a New Deal for Cycling – make the network useable for bike riders and scooter users of all ages and abilities
- P5. Use innovative approaches to deliver projects
- P6. Use good urban design principles in transport projects
- P7. Manage car parking in a way that supports the use of active and public transport and the role of cars in an urban environment
- P8. Reduce, delay or remove vehicle turning movements where these create safety issues for other road and path users
- P9. Reduce traffic volumes, particularly where they are excessive relative to road function
- P10. Lower traffic speeds
- P11. Encourage the use of shared transport
- P12. Support opening of streets for community use
- P13. Encourage investment in new public transport services and improvements to existing services
- P14. Encourage transition to zero-emission road vehicles
- P15. Deliver transport projects as per Yarra's Community Engagement Policy

About this Transport Strategy

This *Transport Strategy* (the Strategy) is a 10-year multi-modal strategy that seeks to deliver an innovative, efficient, sustainable and accessible transport system for Yarra. It outlines Yarra City Council's policies, priority infrastructure outcomes and other supporting activities to meet the aspirations of our community as outlined in the *Yarra 2036 Community Vision*. This will be a living, breathing document that is regularly reviewed and embedded across council, using a 'One Yarra' approach to address our shared opportunities and challenges.

"A transport system that is innovative, efficient, sustainable and accessible"

Yarra 2036 Community Vision

This Strategy is identified as an initiative under Strategic Objective five in Yarra Council's *Council Plan 2021–2025*.

"Yarra's transport network is sustainable and recognises that streets are important shared public spaces. Transport and movement is accessible, safe and well connected"

Yarra prioritises sustainable and active transport, to help people move safely and sustainably through and within our municipality. Council is committed to creating a city that is accessible to all, irrespective of levels of personal mobility, to support a fulfilling life without the need for a car. It is an integral part of our climate emergency response to reduce transport emissions towards net-zero emissions by 2030.

Council Plan 2021-2025, Strategic Objective five: Transport and movement

Once adopted, this Strategy supersedes the following documents:

- *Strategic Transport Statement 2006 and Strategic Transport Statement Status Report and Recommended Changes and Actions 2012–2016*
- *Bicycle Strategy 2010–2015 and Bike Strategy 2016 Refresh*
- *Encouraging and Increasing Walking 2005*

This Strategy identifies policies and actions that will deliver movement outcomes that the community is consistently asking us for. It is ambitious and focuses on what we as a council and community can do ourselves and most influence other stakeholders to do. Advocacy to State Government and other relevant external parties for transport action is a key feature of this document and we want to make the outcomes we seek very clear. This will support and encourage investment in Yarra's transport network.

Transport is a big and complex topic. Nearly everyone uses transport on a daily basis and many people use different methods of moving around Yarra depending on where they are going and what they are doing, be it walking, cycling, scootering, driving, getting a lift or using public transport. There are many threads to the transport topic at global, federal, state and local levels and these all compete constantly for our time and attention. The number of 'live' transport topics only seems to increase as technology advances and lifestyles change, but many have been challenges for decades or centuries before.

As a geographically small council with limited resources, it is not possible for us to be all things to all people when it comes to transport. On this basis, a focused approach is required from us that prioritises key outcomes for our community. Given this context, it is important that the following questions are considered thoroughly before finite council resources are committed to something:

Attachment 1 - Attachment 1 - Yarra's Transport Strategy 2022-2032 - DRAFT for Adoption

- To what extent will advocacy or other action taken by Yarra Council specifically influence the decision-making of external organisations (for example, the State Government, private companies or others)?
- To what extent will a topic or project directly impact Yarra's community specifically in the foreseeable future?
- What is the likelihood that a topic will advance satisfactorily without council involvement, or with minimal council involvement?
- What is the potential for topics to be advanced effectively by leveraging the resources of other organisations and companies that may be better resourced or be more directly responsible for advancing a topic. For example, other larger councils may face the issue and be better placed to dedicate the resources required to move it forward, or there may be solutions to a problem that are likely to be found in the commercial market.

Who this Strategy is for

The three primary audience groups, their role and what this Strategy gives them are summarised below.

Our community as stakeholders

- Information on existing and emerging transport issues and how Yarra Council plans to address them.
- Information on strategic council objectives and how these relate to this Strategy.
- Information on transport policies and how we will apply these going forward at the local level when delivering projects.

Our councillors as decision-makers

- A formally adopted Strategy that has been through a formal process that provides a framework for making decisions that implement policy and deliver projects.
- A reference document that informs other decision-making on resourcing and budgeting, work priorities and supporting processes.

Federal and State governments and other third parties as investors in and managers of the transport network in Yarra

- A one-stop shop for external parties to understand the transport policies, projects and approaches that Yarra Council will support as either a key stakeholder or a project partner.

How this Strategy relates to other policies and strategies

This Strategy is a strategic document containing directions and policies to deliver our preferred transport future. Because of the nature of the transport network, our actions must be aligned with the objectives of others and consider the context in which local government operates.

It is one of several council strategies, plans and policies that consider streets, paths, trails and the broader transport system. Figure 1 shows how the Strategy relates to these other Yarra Council policy documents.

We have legal and legislative obligations under several pieces of legislation. These include the *Transport Integration Act 2010*, *Road Management Act 2004* and the *Planning and Environment Act 1987*. There are other key State Government strategies, policies and design guidelines that inform decision-making by Yarra Council and provide direction for our objectives. These include the *Victorian Cycling Strategy, Plan Melbourne 2050*, and the *Victorian Road Safety Strategy*.

There are other documents such *Victorian Public Health and Wellbeing Plan 2019–2023*, and the *Hear Foundations Active by Design* which also consider priorities of relevance to this strategy including:

- Tackling climate change and its impact on health – via increased action to reduce greenhouse gasses, and resilient/adaptable transport networks
- Reducing injury in the community – via measures that prioritise the needs of vulnerable community members and road users when planning and designing neighbourhoods and public places
- Increasing active living – via better neighbourhood planning and more people walking and cycling

The policies and strategies of other entities, such as neighbouring councils and the Municipal Association of Victoria, are also taken into consideration.

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Figure 1. Overview of related Yarra City Council policies, strategies and other documents showing the *Transport Strategy* in context



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Roles and responsibilities for transport in Yarra

Many authorities, government organisations and other entities are involved in the construction, maintenance and operation of transport in Yarra. Some key examples of jurisdictional division are shown below.

Table 1. Roles and responsibilities regarding transport in Yarra

	Local government	State Government	Federal Government	Private sector
Streets	<p>Providing, upgrading, managing and maintaining 225km of local roads and 85km of laneways in Yarra.</p> <p>Providing, managing and maintaining public on-street amenities, such as seating, bins, trees, other landscaping, lighting, bicycle parking and signage.</p> <p>Reviewing applications and issuing business and community permits such as outdoor dining, car share and events.</p> <p>Advocacy on issues affecting community outside the jurisdiction of local government.</p>	<p>The arterial road network and components like clearways, speed limits and road layout.</p> <p>Installation, operation and maintenance of most traffic signals.</p> <p>Road laws and other relevant legislation such as speed limits, clearways, truck bans and requirements for bike helmets.</p> <p>Victoria Police are responsible for enforcing road rules like speed limits, bike riders on footpaths and temporary turn bans.</p> <p>Setting strategic direction for transport, such as the <i>Victorian Cycling Strategy</i> and the <i>Movement and Place Framework</i>.</p>	<p>Providing intermittent funding for specific projects, such as the Roads to Recovery Program.</p> <p>Oversight and management of heavy vehicle operations through the National Heavy Vehicle Regulator.</p>	<p>Some developments include privately-owned and managed streets and paths.</p> <p>Use of public space for business activity. This must comply with the road rules and relevant regulations. In some cases, it requires a council-issued permit. (For example, ride share services, food delivery services, car share, festivals, markets, bike share and scooter share).</p>
Off-road paths and trails	<p>Providing, upgrading managing and maintaining footpaths and shared paths for people walking and cycling.</p>	<p>Providing, managing and maintaining some shared paths, bridges and crossings (for example, Yarra Bend Park, Collins Bridge, Darebin Yarra Link).</p>		<p>Some publicly accessible paths are privately-owned and managed.</p> <p>Some are used for events such as fun runs or shows or similar activities.</p>
Parking	<p>Reviewing applications and issuing parking permits, and managing and enforcing on-street parking.</p>	<p>Implementation, enforcement and management of clearways.</p> <p>Sets levies on off-street parking.</p>		<p>Some publicly accessible off-street carparks are privately-owned and managed.</p>
Public transport	<p>Advocacy on issues affecting community outside the jurisdiction of local government.</p>	<p>Planning, construction and management of public transport infrastructure (for</p>	<p>Providing intermittent funding for specific projects,</p>	<p>Public transport is planned by the State Government and run by privately-owned</p>

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	Local government	State Government	Federal Government	Private sector
	Provision of public transport priority infrastructure on local roads.	<p>example, Metro 1, tram tracks).</p> <p>Railway stations, tram stops and bus stops are owned by the State Government and managed by third-party operators.</p> <p>Public transport vehicles and depot infrastructure are owned and managed by the State Government.</p> <p>Sets and manages fares.</p> <p>Victoria Police are responsible for enforcing road rules such as tram-only lanes.</p>	such as the Melbourne Airport Rail Link or Inland Rail.	<p>third-party operators (including Yarra Trams, Metro Trains and Kinetic).</p> <p>Railway stations, tram stops and bus stops are owned by the State Government and managed by third-party operators.</p>
Land use	<p>Reviewing applications and issuing permits for new developments and changes to land use, including the amount of car and bicycle parking to be provided in new developments.</p> <p>Reviewing applications and issuing construction and maintenance-related permits, including related traffic management.</p> <p>Advocacy on and proposing changes to provisions in the Planning Scheme.</p>	Oversight and overall control of the planning system through mechanisms such as VCAT and the Victorian Planning Scheme.	The Federal Government is responsible for national policies and legislation such as climate and trade agreements which can have major impacts on land use patterns.	Yarra Council does not have a direct influence over the ownership or use of private land beyond statutory mechanisms, such as levers in the Planning Scheme. Development is often driven by market forces with the local government planning process used to help influence outcomes.

Looking forward – What we want to achieve

Yarra's 2050 transport vision

Yarra is a successful inner-city community and our transport system has played a key role in achieving this vision. Opportunities to change and improve all aspects of the transport system have been actively pursued and implemented to make the city a liveable, economically prosperous and environmentally sustainable place.

Yarra's 2050 transport network is robust, highly functional and multi-modal. This allows people and goods to move efficiently on its network of historic streets, rails and paths. Although Melbourne's population has grown to over 8 million people, it is now easier, faster and safer for people of all ages and abilities to get around Yarra than it was in 2020. Transport has also played its part in responding to the climate emergency with transport-related carbon emissions reduced significantly compared with 2020.

Yarra's transport network provides genuinely attractive travel options for everyone. Those who can and want to live without owning a car can do so with ease as many transport options are widely available.

Well-connected train, tram and bus services provide convenient connections across Yarra and the wider area allowing people to get where they need to with ease. Trams and buses are reliable and travel quickly as they are no longer delayed by traffic congestion or collisions on the network. This combined with consistent levels of service provision 24 hours a day, 7 days a week, gives all members of the community confidence that the whole public transport network is usable by everyone and can always be relied on.

Car parking revenue and a user-pays model provides essential funding on a consistent basis that provides alternatives to car travel for everyone. Reforms to planning regulations mean that people are free to choose their parking arrangements and are no longer forced to build or purchase car parking that they do not want or need. This results in improved housing affordability, better building design, reduced building heights and enhanced street amenity. High-quality bicycle parking facilities and provision for zero-emission private cars is standard in new developments and retrofitted into old ones.

Electric and other zero-emission road vehicles are now common and a dense network of publicly and privately available chargers exists throughout Yarra, Melbourne and Victoria. Advances in vehicle technology and changes to electricity grid power sources mean that all public transport is carbon positive or neutral.

There are lots of viable choices for people of all ages and abilities who want to walk, use a bicycle or scooter at any time of day and night due to a well-developed network of safe, disability-compliant paths, trails and bike lanes which are comparable to those of Europe and North America's most liveable cities. The ease, safety and convenience of active transport means that more people are more physically active, this has helped to reduce obesity rates and all health issues and costs to society associated with it.

This has been all been achieved by council:

- managing traffic growth and keeping through traffic off local streets. Streets are no longer dominated by cars. Active and public transport, place making, outdoor trading and trees have been consistently prioritised
- supporting local living so residents have services, jobs and leisure facilities within 20 minutes of their home, easily accessible by active or public transport
- working with the State Government and others to deliver a direct and connected network of bicycle routes that people of all ages and abilities feel safe and choose to use
- addressing long-standing safety issues, particularly for vulnerable road users, so that there are zero deaths on Yarra's transport network and the number of people injured in crashes trends downwards
- working with the State Government to deliver a sustainable world-class street-based public transport network
- supporting the State Government in its rollout of high-capacity trains, accessible tram stops and new rail lines, including Melbourne Metro 2
- supporting zero-emission vehicles through promotion and assistance in the operation of schemes to encourage uptake

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- implementing parking management approaches that actively discourage non-essential car ownership and car travel, while also continuing to provide convenient parking for those who need it

Achieving all this has not been easy, however, Yarra City Council continues to build on its success by implementing policy to deliver the outcomes requested by the community.

What the community tells us

At the strategic level there is very strong support for active and sustainable transport

This Strategy is informed by considerable community engagement undertaken on a range of projects over several years. We have received a vast number of responses to various projects, strategies and processes, directly and indirectly. These responses collectively provide clear insights into community desires and expectations about transport.

In 2021, approximately 700 community members responded to a survey as part of engagement for the development of the *Yarra 2036 Community Vision*. The feedback from this most recent process was that greening and sustainable transport are a very high priority.

- 86% of respondents want to see “a lot more active and sustainable transport options”, rather than “a lot more cars and parking spaces”
- 85% of respondents want to see “a lot more trees and greenery”, rather than “a lot more cars and parking spaces”

Survey for community vision in 2021

The community expects us to provide more active transport and public transport and acknowledges that this will often be at the expense of provision for cars given space is finite and cars take up a lot of this space. Reallocation of the road space is the primary way of getting this outcome.

Other strategic engagement exercises like Liveable Yarra in 2015, the *Climate Emergency Plan 2020*, the parking forum in 2019, various Planning Scheme amendments, as well as localised engagement on streetscape master plans, local area traffic management studies and bike network upgrades all show support for improving non-car modes of transport. These processes stressed to the community that it is often not physically possible to provide more space for ‘everything’ so considered trade-offs must be made and clear priorities must be identified.

At the local level there are competing expectations and a desire for consensus

While there is strong support for active and public transport, there are and always will be competing desires and interests. These are more prominent at the local level as individuals consider their own personal circumstances in the context of a specific project on a specific street. In some cases, people can feel a project is impacting them unfairly or more than others as their street or neighbourhood will be changed to achieve a broader strategic benefit. There is a strong desire for full agreement on all aspects of transport projects at all levels, which can make design and delivery of projects very challenging for the council, State Government and other parties.

Preferences that are consistently expressed in local community consultation for specific projects are set out in Figure 2.

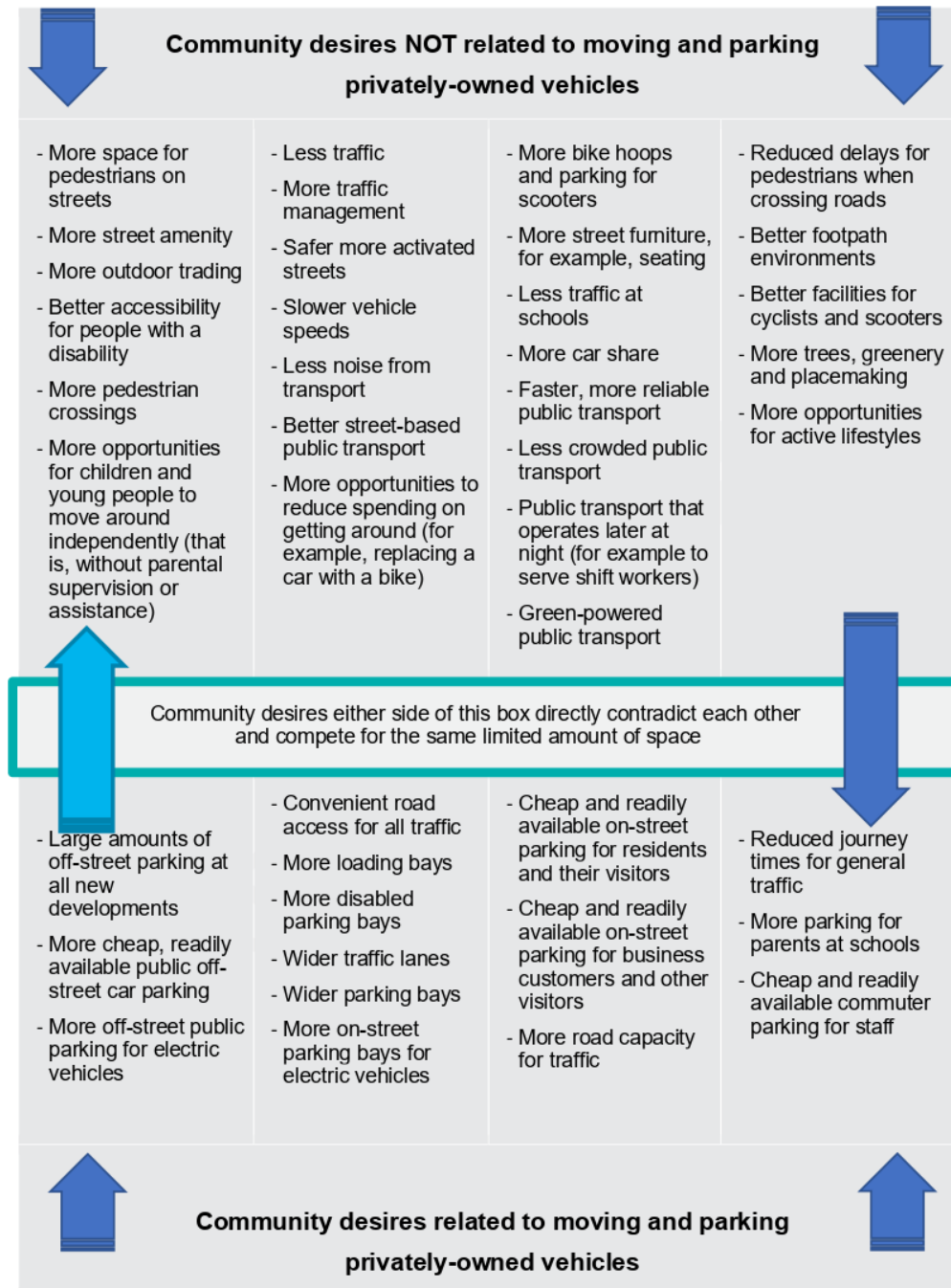
Unfortunately, it is often not possible for the council to deliver every possible outcome requested as some directly contradict others. For example, it is not possible to have less traffic and more car parking. This is a common and obvious request as naturally people would like to get where they are going quickly with easy parking at the destination. The desire for these two specific outcomes is fully understood, however, more car parking generates more traffic. Experience and best practice research over decades show that no city in the world has reduced traffic by providing more car parking.

Another challenge is that many of the requested outcomes compete for the same limited space in Yarra's streets and public spaces. For example, it is not possible to provide bike lanes, multiple traffic lanes, on-street car parking, dedicated tram lanes, trees, street furniture, outdoor dining and wide pedestrian footpaths all in one space – particularly on Yarra's narrow streets.

This competition for space is a critical challenge and is a question of prioritisation and trade-offs. Unfortunately, we must all acknowledge that accommodating everyone's many expectations and desires for Yarra's public space is simply not physically possible. This applies to whatever action we take, be it reallocating road space or leaving streets as they are.

Attachment 1 - Attachment 1 - Yarra's Transport Strategy 2022-2032 - DRAFT for Adoption

Figure 2. Conflicting community desires regarding transport outcomes



Attachment 1 - Attachment 1 - Yarra's Transport Strategy 2022-2032 - DRAFT for Adoption**The need to 'get on with it'**

Frustration that things take too long to do is another theme that consistently emerges from community engagement. The importance of the climate emergency to the Yarra community reinforces the need to not only introduce effective policy which responds to issues, but to actually implement it and implement it quickly. The COVID-19 pandemic also reinforced this with significant emergency measures across society deployed very quickly. This showed people what can be achieved when everything is pushed and working to the same goal.

Frustrations about timeframes to deliver outcomes are understood and there are opportunities for us to get more done more quickly through decisive decision-making and project management and delivery innovations.

This Strategy, with its emphasis on 'Moving Forward', is a response to the community desire to get on with it as we focus on getting better outcomes, more consistently and more quickly.

In some cases, external factors beyond the control of council are the main barrier to rapid progress. Projects such as tram stop upgrades are led and funded by State Government. As a result, timelines for all aspects of these projects are set by them. In some instances, state projects face unanticipated delays due to staff resourcing issues in key technical areas like traffic signal phasing or problems with securing contractors. Finally, other practical factors like large-scale redevelopment projects can mean that it makes practical sense to delay new projects at a particular location until these works are finished so newly installed infrastructure isn't immediately damaged due to large construction vehicles and associated debris.

Communication that clearly explains these aspects on a project-by-project or area-by-area basis can help reduce frustration in the community due to lack of knowledge about what is happening or not happening and why.

Yarra data summary

Yarra is a growing, diverse and unique community. As an inner-urban municipality, we face pressing issues for existing and future residents, workers, students and other visitors.

Many pressing issues are not new, nor are the broader demographic, social and economic factors driving them. For example, economic growth driven primarily by large amounts of population growth has long been a Federal and State policy feature of Australia, particularly over the last 20 years. This increases demand for assets (such as land), consumer goods, consumer services and public space. For transport this means more travel demand and more pressure on our transport infrastructure and for this to be managed.

We know that there is great diversity within Yarra's built form. From modern, high-density apartment complexes to historic shopping strips and heritage-protected residential streets, all have different transport needs. Some people need cars to get around, while others would prefer to use active or public transport for all or some of their trips. We need to recognise these differences in our actions and focus more on the greater good for the whole community. There has been and always will be a divergence of views on transport, and on this basis it will always be a challenging and contested topic for council and government to manage. Notwithstanding this, the conversation must move forward with council and its councillors providing the leadership needed so there is alignment between daily decisions taken now and the 2050 vision.

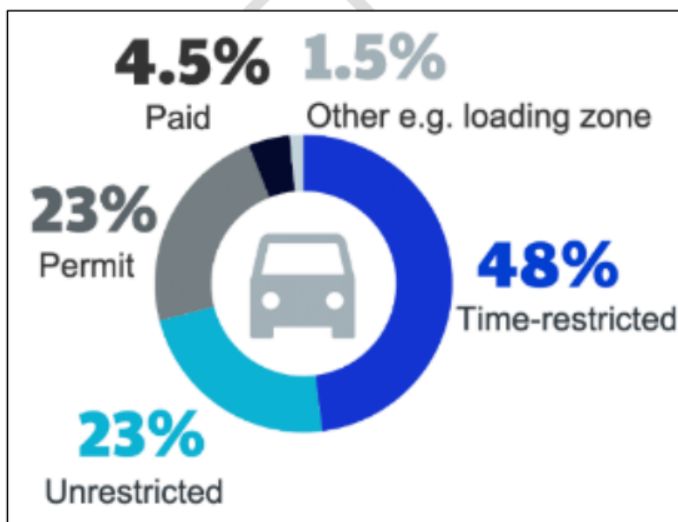
Increasing demand for street space

There are many competing needs and wants for Yarra's limited space. These include space for car parking, vegetation, seating, public art and outdoor trading areas. Street space is limited and it is not possible to accommodate all requests. From a transport and economic perspective, the focus needs to be on the efficient movement of people and goods. For example, in peak times, Bridge Road carries double the number of people in trams as private cars, despite no dedicated street space allocated to trams.

Yarra is responsible for 225km of local streets. For the past 70 years, the storage and movement of private cars has been allocated the most space on Melbourne's streets, including those in Yarra. Cities around the world now recognise that it is vital to prioritise the efficient movement of people and goods instead to ensure the efficiency and amenity of places.

The impacts of the COVID-19 pandemic have highlighted how street space is allocated or claimed for different uses. As shown in Figure 3, less than 30% of parking in Yarra has a charge for access, which drives up demand.

Figure 3. On-street car parking management in Yarra is primarily about cheap parking and free parking with time restrictions



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Permit parking is available at relatively very low cost – less than a dollar a week – and households can obtain multiple permits with ease which further drives up demand. Time restrictions are used in other spaces to encourage turnover and manage high demand for longer stay parking (over 2 hours). However, there is no provision for commuters who are looking for long-stay on-street parking, value convenience and have a high propensity to pay for it. Instead, commuters use free parking in Yarra – be it unrestricted parking or 4-hour parking (which requires commuters to move cars at lunch time).

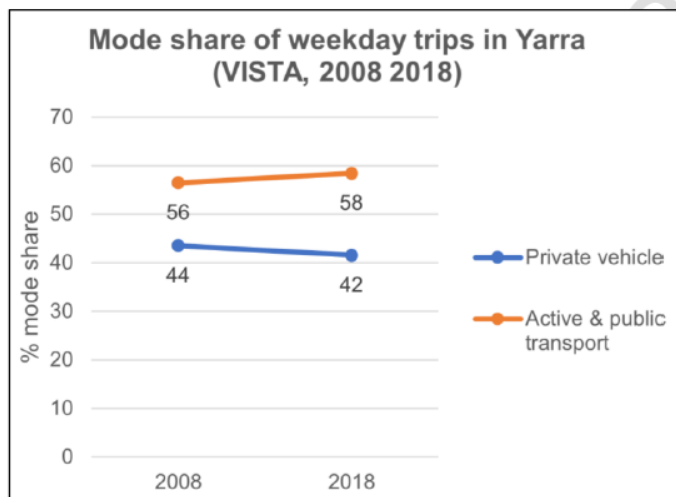
A fragmented bicycle network

Local, national and international experience and research show that a connected 'grid' of direct and safe cycling routes is essential to increasing bicycle mode share. While Yarra does have some high-quality routes, safe connections between them are limited. This means that the benefits of our cycling investment cannot be fully realised as people are unable to safely get to them.

Plateauing mode shift

Since the early 1990s, rates of cycling in Yarra and inner Melbourne have increased. However, this increase has begun to slow, as shown in Figure 4. Most people who feel comfortable riding bikes in current conditions are already cycling. However, the other 78% of people who live in Yarra and are 'interested but concerned' in riding do not feel safe to do so.¹ As a result, women and people over 50 are still significantly underrepresented in cycling in Yarra² and further mode shift will not be possible without improvements in safety and infrastructure, as shown in Figure 5. People over 50 are also underrepresented.

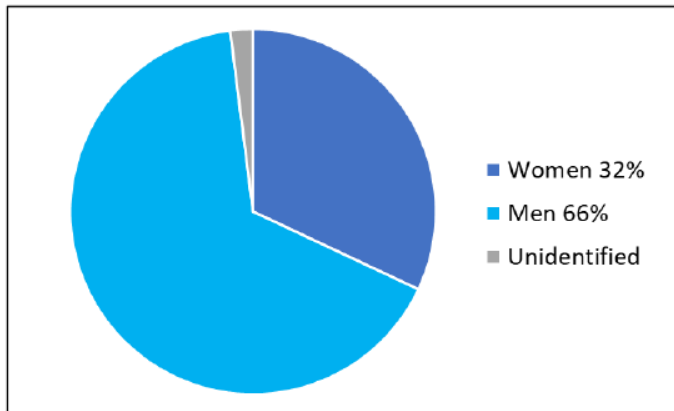
Figure 4. Mode share has not changed much in this recent 10-year period



¹ Monash University and VicHealth, 2020.

² Bicycle Network Super Tuesday, 2021.

Figure 5. Gender split of people cycling in Yarra



Road and path safety

Between 2010 and 2019, the number of fatal and serious injury crashes in Yarra has overall remained stable. However, compared to Greater Melbourne, Yarra has a significantly higher share of crashes involving vulnerable road users.³ As shown in Figure 6, crash rates involving people on bikes in Yarra is more than four times higher than the metropolitan average and nearly four times the cycling mode share.⁴ Vulnerable road users are also overrepresented in fatal crashes, with pedestrian deaths making up 43% (n=6) of fatal crashes, and motorcyclists 29% (n=4) in 2011 to 2021. Yarra fully endorses the Victorian Government's 'Vision Zero' strategy.

One issue that is particularly prevalent in Yarra is perceptions of safety on our shared path network. Conflicts between path users are reported to the council, such as between people walking, wheeling and cycling.

Yarra also has some of the highest rates of collisions between cars and trams in Melbourne. There has been an increase of 10% between 2014 and 2018, with 97% of those being the fault of motorists.⁵ This disproportionately affects older people, with 72% of serious injuries in these crashes affecting people aged 60 years or more.⁶ Only 27% of tram tracks in Yarra are separated from traffic.^{7 8}

³ Road Trauma Statistics – Hospitalisations and Fatal 2010–2021, Transport Accident Commission, 2022.

⁴ Victorian Integrated Survey of Travel & Activity (VISTA). Victorian Department of Transport, 2018.

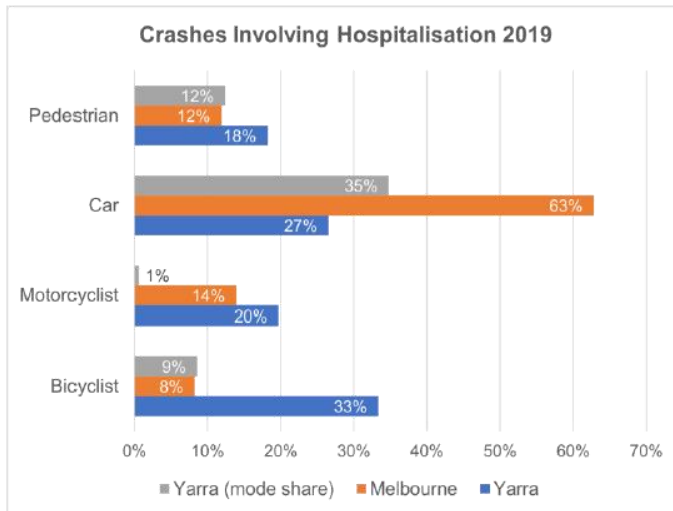
⁵ 2018 Annual Incident Statistics, Transport Safety Victoria, 2019.

⁶ Transport Safety Victoria, 2019.

⁷ PTV Tram Track Centreline, Department of Environment, Land, Water & Planning, February 2022.

⁸ Yarra GIS aerial imagery, December 2021.

Figure 6. Crashes involving hospitalisation in 2019



Bridge Road has one the highest number of tram-to-vehicle collisions of any street in Melbourne due to a high number of vehicle crossings and a lack of separation between trams and cars. This results in injuries to people on the trams and in the vehicles, and can cause significant delays and costs for all road users.

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Through traffic

Most road traffic in Yarra does not have a destination within the municipality. This means that residents and businesses suffer significant impacts and incur costs with little benefit in return.

Congestion and car ownership

Yarra faces significant increases in road traffic. External sources and influences, such as metropolitan population growth, the expansion of roads and increasing car use in other areas of Melbourne influence this. Local factors also play a significant role, however, with the number of cars owned by Yarra households continuing to increase while ownership in other inner Melbourne Councils is falling slightly.

Car ownership in Yarra per person is now higher than at any point in the last 30 years, as shown in Figure 7⁹. Since 2016, census data shows that over 10,000 additional cars are owned by households in Yarra. For context, this is enough to fill the car park at Chadstone shopping centre which is the largest mall in Australia with more than 9,300 car parking spaces. If the amount of car ownership per person in Yarra continues to increase at existing rates between 2016 and 2030 then the number of extra cars owned by households would fill the car parks at Melbourne which has 24,000 parking spaces.

Rising levels of car ownership in Yarra are not desirable for the following reasons:

- Traffic congestion gets worse, increasing delay and having safety impacts for all road users, particularly vulnerable road users.
- More traffic equals higher greenhouse emissions generally and more dust and noise, particularly on busy roads
- Parking demand increases generally
- People who own cars, have paid for them and have easy access to them are likely to use them. They are also less likely to use public transport, walk or cycle, or use car share or ride share.
- Car manufacture and transportation via global supply chains uses significant amounts resources and generates greenhouse gasses.
- At new development large amounts of off-street parking to cater for rising levels of car ownership are likely to increase building heights. They are also likely to result in blank walls at street level which are not conducive to placemaking or providing passive observation in the street.
- In some cases money spent on car ownership reduces the amount of money households have to spend in the local community particularly when it comes to discretionary spending which impacts businesses like shops and restaurants.
- Demand for road space for use by cars will always be high, particularly in Melbourne, which is one of the fastest growing cities in the world. The community needs alternatives to sitting in traffic if liveability and economic objectives are to be met.
- Congestion on both arterial and local roads has been increasing for many years and is forecast to continue.¹⁰ If current trends persist, Yarra will see a 48% increase in the number of car trips on our roads.¹¹ We know from local, national and international experience and research that building more parking and roads does not reduce congestion – it only increases it.¹²
- Bicycle and footpath congestion are also becoming issues. Rapid increases in rates of cycling and concentrated pedestrian activity combined with limited safe route options has meant that crowding and congestion is now experienced in some locations.

⁹ ABS Census, 1991–2016

¹⁰ Victoria's Infrastructure Strategy 2021–2051, Infrastructure Victoria, August 2021.

¹¹ Yarra Climate Emergency Plan 2020–2024, Yarra City Council, 2020.

¹² Goodwin.

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Traffic congestion in Yarra is partly due to trips originating outside Yarra

Figure 7. Yarra household car ownership rates, ABS Census 1991–2021

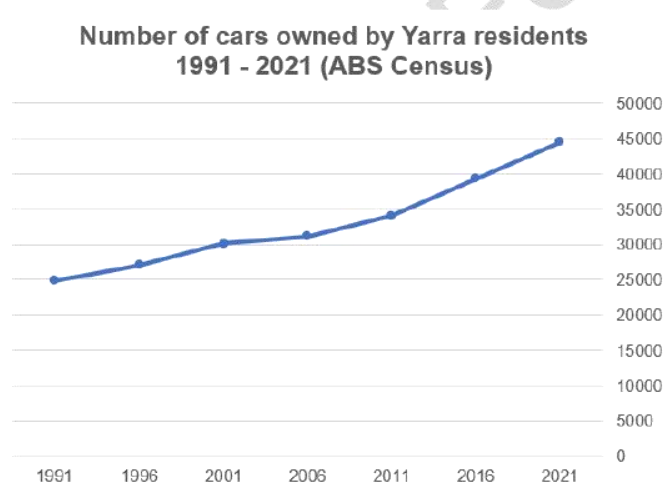
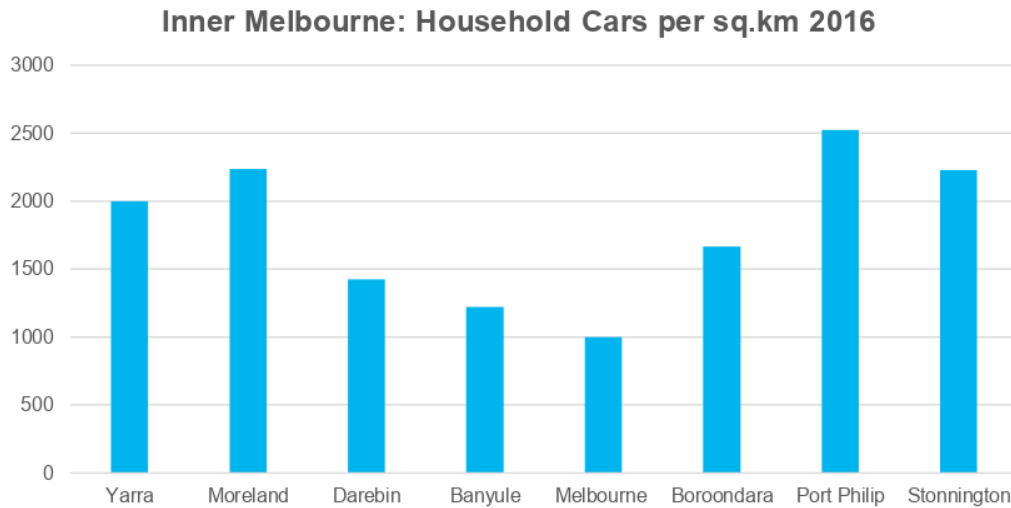


Figure 8. Inner Melbourne: Household cars per km², ABS Census 2016



Overcrowded public transport

Due to the radial nature of the public transport network and Melbourne's CBD structure, passenger loads on trams, trains and buses are often at their peak by the time they reach Yarra. This means that Yarra residents are less likely to find a seat on public during peak times. This makes it difficult for our residents, workers and visitors to get around. The COVID-19 pandemic has resulted in a temporary decrease in public transport use. However, some crowding is still experienced and will return at some point in the future.

Unreliable on-road public transport

Most of Yarra's bus and tram routes do not have dedicated rights of way. This means that they are often delayed by private road vehicles – Melbourne's tram network is the slowest in the world. This in turn discourages people from using public transport and increases car use, which further delays public transport.

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Where there is no on-road priority for trams they, too, get stuck in traffic

Land use change

Yarra is continuing to change in many ways. Locations like Cremorne, Victoria Gardens and the Alphington Paper Mill are undergoing rapid shifts in their functions – significantly contributing to the 50% population increase that is expected in Yarra by 2036.¹³

As land uses change, so do transport needs. For example, changing job opportunities may mean greater demand for trips to a particular area which may not currently be well-served by public or active transport.

Climate change

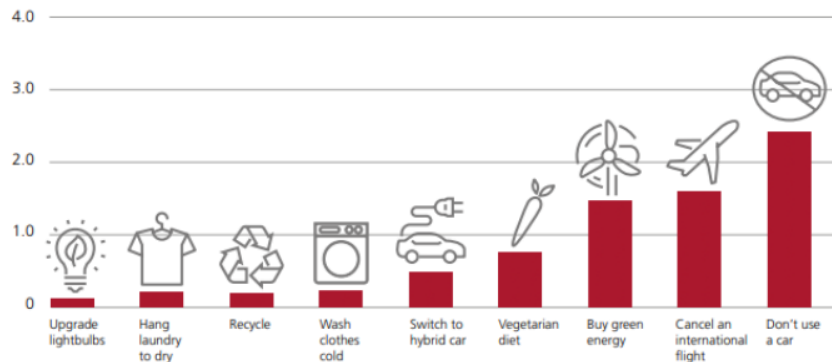
Climate change is a global existential issue and it is now widely recognised in Australia that emergency action is a necessity. As the population of Australia continues to grow, so does travel demand, hence transport is a fast growing source of greenhouse gas emissions in Yarra, with 15% of community emissions coming from transport – mostly from private cars.¹⁴ It will not be possible to meet the local, state, national or international targets needed to mitigate dangerous climate change if current trends continue. There need to be fewer cars in Yarra, fewer car trips per person and a change of propulsion from internal combustion to zero-emission engines with an essential shift from coal-based grid power to renewable energy.

The role of transport in the climate change picture is summarised in Figure 9. This figure shows that by far the biggest way of reducing emissions is to not use a car. The role of this Strategy is to provide our community with better viable alternatives to moving by car. Cars will continue to have a role as a transport option. However, if fewer trips are made by car – regardless of engine type – then the benefits will be significant. Therefore, the overall aim is to replace only essential car trips with zero-emission cars, rather than encourage or subsidise an increase in the total number of cars.

¹³ Forecast. Id. Estimated Resident Population Forecast, 2019–2036.

¹⁴ Yarra Climate Emergency Plan 2020–2024, Yarra City Council, 2020.

Figure 9. Choices to reduce personal contribution to climate change¹⁵



Transport and disadvantage

Yarra is a very diverse community when it comes to household income and other socio-economic factors. Averages suggest that Yarra is relatively affluent in the metropolitan context, however the reality is that large numbers of people live on lower incomes or do not have any significant asset wealth (for example, they don't own property).

Transport disadvantage stems from people being limited in their ability to access jobs, education and other services in the way they want to, when they want to.

This strategy is focused on giving everyone an increased number of better transport options particularly by non-car modes. This is of particular benefit to lower income households which are far less likely to own a car. For example, half of all public housing households do not own a car compared to just 7% of households with a mortgage. Mortgage households are also far more likely to own multiple cars compared to public housing households.¹⁶

Figure 10 shows that 42% of households in Yarra in the lowest income bracket (up to \$7,999 per annum) do not own a motor vehicle. By comparison, only 4% of households in the highest income bracket (over \$416,000 per annum) do not own a motor vehicle.¹⁷

Because most of our transport systems are built around cars, people who do not own cars or use fewer cars are generally at a disadvantage. The effect is magnified with lower-income or other households from disadvantaged backgrounds. If public transport is unreliable or infrequent, bicycle infrastructure is unsafe or walking is not a viable option, then these people are excluded.

Vulnerable communities are less likely to own or use a car and are also more likely to have been impacted by COVID-19. Disadvantaged groups are more reliant on active and public transport to access services, employment and education. Making walking, cycling and public transport a viable transport mode reduces real and perceived risk exposure and improves access to essential services, jobs, recreation and social interactions.

There is a risk that the gap between the have's and the have not's is increasing as owning and running a car is getting more expensive as a result of the pandemic, particularly second-hand cars which traditionally have been a cheaper route to car ownership for lower income people. Electric cars are currently very expensive with a very limited second-hand market and are beyond the reach of a large number of households even those with relatively high incomes given high and rising living costs.

¹⁵ The climate mitigation gap: education and government recommendations miss the most effective individual actions. Wynne, S. and Nicholas, K. (2017)

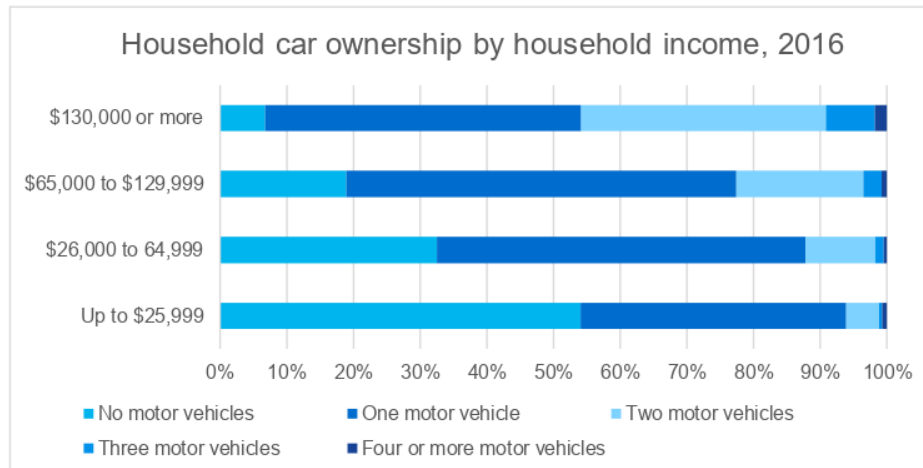
¹⁶ ABS Census, 2016

¹⁷ ABS Census, 2016

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These recent trends add more weight to the long-established view that better public transport, bike lanes and pedestrian upgrades are of great benefit to low-income households. Increasingly they are also of benefit to a broader segment of the community which are relatively affluent on paper but are looking to reduce transport costs given other mounting pressures on household's budgets.

Figure 10. Household car ownership by household income in Yarra (2016)



The COVID-19 pandemic

The global pandemic as a seismic event has been challenging for everyone on many levels and has significantly affected how, why, when and where we travel. Its medium and longer-term impacts are not yet known and difficult to predict as there is so much uncertainty. For now, it seems to have dramatically accelerated various trends around how people live, work and socialise that have long been in the making.

The pandemic has provided opportunities for us to really look at how street space is used and how it can best serve the community and support local businesses. Yarra has delivered a lot of projects as an emergency response, which have been successful in terms of meeting their objectives and have generally received favourable feedback from the community. Many of these have required road space reallocation, which has given the community a firsthand opportunity to see the outcomes that are possible through street environment changes.

Necessity meant that these changes had to occur quickly, and people have become more familiar and comfortable with change and adapting quickly. In some cases, projects delivered on a temporary basis have received significant support to become permanent and there is opposition to going back to how things were.

The pandemic as a watershed event has increased the appetite to question how all aspects of cities should function so they best respond to the needs of the community. This presents opportunities for better outcomes more quickly and consistently.

The daily transport issues we face

Transport is a highly complex, difficult and sensitive subject with a very high profile at the federal, state and local levels of government. The transport topic in Yarra is no exception to this and consistently ranks as a top area of concern for the community. There are many issues and solutions that need to be found that respond to the needs of a modern, densely developed and growing inner-city area if things are to get better for everyone as time passes.

Almost all streets in Yarra have been the same width for over 150 years and it is not practical or desirable to widen them regardless of the increases in travel demand that have occurred to date and that will occur in the future.

The objective is to unlock the potential of the street space that we do have to support Yarra as a great place to live, work and visit.

Yarra has a diverse network of streets and no streets are the same, however, the example of Brunswick Street highlights many common transport issues. In most cases these have existed for many years and are obvious to people as they travel. On this basis it is important to understand not only what the issues are but why they persist, and what the challenges are in order to resolve them.

These issues and challenges facing us are not particularly unique to Yarra and are experienced elsewhere in Melbourne, Australia and internationally. There are proven and effective solutions that have been used elsewhere – often in places with even more constraints than Yarra. In many cases, we have already delivered effective solutions and are seen by other councils as a national leader. So we will build on the good work that has already been done, and there are lots of opportunities to do more.



Many of Yarra's local area transport issues are experienced by people using Brunswick Street

Walking in Yarra

Pedestrians are often given narrow and cluttered footpaths to use next to busy roads.

Brunswick Street is an example of an area with relatively poor pedestrian amenity despite it being a popular and heavily used street. There can be long delays when crossing roads at traffic signals, which causes frustration and encourages people to cross the road in a gap in the traffic without signal protection.



Space for pedestrians and café visitors to sit outside and move comfortably is very limited despite a policy context which has long supported these activities in strip shopping centres

At busy intersections like Brunswick Street and Johnston Street crowds of waiting pedestrians can form, blocking the footpath and making it difficult for pedestrians to navigate the street. Packed pathways and crowding also make it unpleasant for people waiting at tram and bus stops or using outdoor dining facilities.

Pathways can be widened to give people more space and, in some cases, this has been done quickly and cheaply by the council during the pandemic as an emergency response. Road space reallocation is a requirement, and this is a challenge particularly on busy streets.

“Mode shift away from cars is required. More space needs to be provided for people travelling by active transport modes.”

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Policy consistently states that walking should be encouraged. There are opportunities for footpaths to function better for the community by reducing clutter and reallocating road space.



Narrow and cluttered footpaths often push pedestrians onto roads.

Cycling in Yarra

People riding bikes in Yarra are overrepresented in formally recorded annual crash statistics. Official statistics also significantly underrepresent the number and extent of crashes and near misses.¹⁸ These incidents and perceptions of safety put many people off cycling. This limits travel options and encourages more people to use cars, which in turn creates conditions that discourage active transport.

The picture of Brunswick Street shows that people on bikes have narrow lanes for much of the day despite it being a key strategic corridor for cycling. As a result, they are at risk of being hit by car doors to the left and passing or turning vehicles to the right. Space for people riding can be particularly limited at intersections, creating an intimidating environment that actively discourages cycling.



Large numbers of people in Yarra would like to ride a bike but are very concerned about safety. The over-representation of cyclists in recorded crash statistics validates the safety concerns that members of the community have. This data underrepresents the safety issue as there are a large number of near misses and non-reported collisions that people see or hear about which add to safety concerns.

A key issue across Yarra is that bicycle routes vary in quality. Studies show that most people need to feel reasonably safe along a whole route when looking to ride. Figure 11 shows the proportion of riders who are prepared to use different types of intersections. Any cycle route is only as attractive as its worst section. Even a short 200-metre section of cycling where people feel unsafe and anxious will put many people off using a whole four-kilometre route no matter how good the rest of it is. The off-road trail network is available and allows people to avoid busy roads in some cases. However, trails are often indirect, increasingly crowded, poorly lit, require the use of stairs in some places and are limited in number.

Other cities around the world have proven that investment in cycling facilities increases cycling, particularly when the focus is on building a grid of genuinely attractive and safe routes. The costs of delivering this

¹⁸ 'Under-reporting bicycle accidents to police in the 'COST TU1101 international survey: Cross-country comparisons and associated factors', Shinar, et al. *Accident Analysis &*

Prevention, 110, pp.177–186, January 2018.
<https://doi.org/10.1016/j.aap.2017.09.018>

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network are relatively low when compared to those of new road and rail tunnels. There are now opportunities to use innovative treatments that make attractive cycleways even cheaper to deliver.

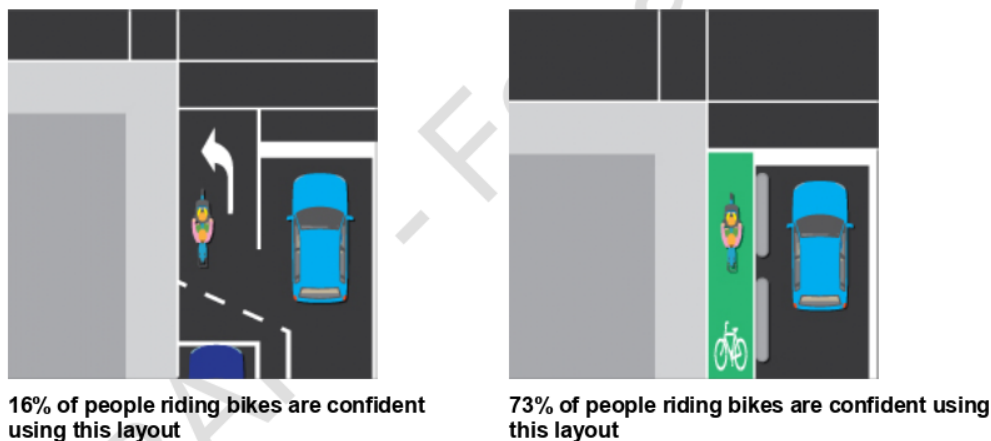
Scooters and electric scooters, electric bikes and cargo bikes are becoming increasingly easy to use, robust, affordable and popular. Traffic congestion, rising fuel prices, difficulties with parking and concerns about using public transport and COVID mean that more people than ever are actively looking to ride a bike or scooter. A wide cross section of the community just needs to feel comfortable and safe when using these cheap, space-efficient, environmentally friendly and highly convenient modes of transport.

Though there are some opportunities to further improve the popular off-road trail network, there are practical environmental, amenity and cost considerations which limit the role they can play. Therefore, the main opportunities lie with delivering improvements to the Yarra street network to better accommodate people riding.

Issues with active transport are a barrier to people living healthy lifestyles with high and rising levels of obesity being one of the biggest challenges facing western countries. It is important that the infrastructure network supports incidental physical activity so people can get at least some of the exercise they need in their day to day lives to stay fit and healthy. A situation where people feel they need to allocate time in their day to drive to a gym or organised sporting event so they can exercise in safety and comfort is unlikely to foster a society where a broad cross section of people regularly get the exercise they need.

The rate of bike theft is also an issue in Yarra and can also discourage cycling. There are opportunities for council to raise awareness about bike security (for example, good locks), ensure that secure bike parking is provided at developments, and to work with the police on crime detection and prevention.

Figure 11. Rider confidence levels for different intersection designs, Bicycle User Confidence Survey for City of Melbourne, 2017



An inclusive transport network is about providing all people with an infrastructure network that they can use with confidence that they will not be injured. This cannot be achieved in many cases without reallocating road space away from parked cars and traffic.



An intermittent advisory bike lane, with no protection, is a low-cost project that unfortunately will not encourage anyone but the most fearless cyclists to use this road.

Public transport in Yarra

Yarra has some of the best public transport access of any municipality in Victoria. However, there are still significant challenges and issues to be addressed in order to meet current and future needs.

Increasing public transport capacity, priority and stop/station access can require road space reallocation away from cars and traffic. It can also be expensive and relies on sustained State Government planning and funding as the responsible authority.

There are many opportunities for us to clearly set out the public transport outcomes we desire. These include an acceptance of the need for road space reallocation and other trade-offs so outcomes can be delivered.

Public transport speed and reliability

People on trams and buses face long journey times and poor travel conditions due to the movement of cars often being prioritised over on-road public transport.

Melbourne has the slowest tram network in the world. The picture of Brunswick Street shows how car traffic mixes with trams and causes delays for everyone.

Public transport safety

A lack of dedicated on-road tram facilities increases the risks of tram-to-car collisions. Yarra has some of the most collision-prone sections of tram tracks in Melbourne.

Public transport accessibility

In Victoria, 17% of the population lives with some form of disability. However, people with a disability are prevented from using most public transport due to inaccessible infrastructure.

A lack of accessible stops means that people in wheelchairs, with mobility issues or other disabilities, carrying shopping bags or children, and older people can find it very difficult or impossible to board or alight trams. This not only causes social exclusion but is contrary to legal requirements for tram stops to have level access so everyone can use them under the *Disability Discrimination Act* (DDA).

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Public transport capacity

Public transport can move large numbers of people quickly and efficiently so will need to play a key role in meeting increased travel demand as Melbourne grows. The State Government is aware of this and knows it needs to invest in public transport to support the economy and maintain liveability.

Shared transport in Yarra

Shared transport includes car share, bike share and scooter share schemes and has the potential to provide convenient transport options for the community. Sharing reduces resource use, which is good for the environment and saves people money and hassle. Using shared transport is not the answer to every travel need and issue but it can play an important role in Yarra's transport story.

Road space reallocation will sometimes be required to provide space for car share, bikes and scooters, which can be challenging.

Building on new approaches as a result of the COVID-19 pandemic

Heidelberg Road is a busy arterial road with fast moving traffic. The significant issues for cyclists on this road have been consistently recognised due to its narrow, non-continuous, non-protected bike lanes.

In 2020, State Government made a commitment to deliver 100km of bike route upgrades via trials in response to the pandemic. Heidelberg Road was included in this program and wide protected bike lanes were installed. Since its installation the bike lane has carried 300,000 cyclists over an 18-month period despite multiple lockdowns and work from home orders reducing the numbers of people moving around.



Electric scooters are an emerging transport option, from the initial trial of shared electric scooters they are becoming increasingly popular as they give people more local travel options.

There is an education aspect to this emerging area of transport as it is a new concept. The benefits of shared transport, particularly car share, are not always obvious at first glance, however, the role of and potential for sharing is becoming more commonly understood as these options are increasingly taken up by the community.

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Micro-mobility in Yarra

Micro-mobility modes like as electric scooters and electric bikes are very convenient, easy to use and space-efficient modes of transport and provide new travel options for a broad range of people. The benefits of these micro-mobility options are that they get people out of cars to reduce traffic and parking demand. They also free up space on busy public transport routes for people who cannot or do not want to use micro-mobility transport.

As part of the shared electric scooter and electric bike trials a lot of data is being collected to understand how much and how they are used. In the first four months of the trial, nearly 1 million trips were taken using shared electric scooter services in Melbourne. For context, it took inner London 18 months to hit this milestone. The ease and convenience of electric scooters may explain this, as does the pandemic with people now more reluctant to be near each other on public transport. Data collected over the same period for electric bike share is also encouraging with over 142,000km travelled and 66,000 trips made.

The interest in shared micro-mobility options, along with advances in technology and cost reductions due to manufacturing efficiency, suggest that electric micro-mobility has huge potential to meet the transport needs of the community in Yarra. The key to unlocking this potential will be the existence of a high-quality bike network to support uptake across as wide a cross-section of the community as possible.

Micro-mobility also brings with it some challenges and needs to be managed. It is important that space is provided to store bikes and scooters where people need them and so footpaths are not obstructed. Government also has a role to play in promoting good civic behaviour when using these modes, be it not hooning along footpaths or dumping scooters in rivers amongst other things. Initial data suggests that civic behaviour has been relatively good without an excessive number of recorded incidents compared to launches of similar programs elsewhere globally. Yarra Council is keen for this to remain the case and will continue to monitor behaviour and use enforcement as required.

Travelling by car in Yarra

Car movement

Cars have played an important role in the movement of people and goods in Yarra for many decades. Most of the available street space has been allocated for their movement and storage but many drivers today face increasing delays and frustration due to congestion.

These delays often result in requests for more roads to be built, more lanes to be created and more parking to be constructed to move ever-increasing volumes of cars and trucks as quickly as possible. However, we know that this approach does not work and is not going to meet the current or future transport needs of Yarra as a growing city with limited space. As more roads are built, more people choose to drive. Any temporary benefits are then offset and overall congestion on the road network becomes even worse than before.¹⁹ No city can or has built its way out of congestion.

Today, there are more cars in Yarra than ever before. A lack of strategic traffic management and land use planning across Victoria means that many cars are making longer distance trips across Melbourne that go through Yarra. These are often on local roads which are used as 'rat run' shortcuts to circumvent arterial roads. Brunswick Street, for example, is used as a shortcut to avoid using Punt Road and Nicholson Street nearby. This is compounded by rising rates of car ownership by households in Yarra, all scrambling to use the same amount of space. Moreover, various studies have shown that around 20% of all car trips in peak hour in inner Melbourne are non-essential.²⁰ This strongly suggests that more could be done to get people to really think about when and how they travel, rather than only relying on the high cost and high frustration deterrent of traffic congestion or difficulties finding parking.

As traffic increases, so does the length of peak times, which can go for most of the day. This causes or exacerbates a range of safety, amenity and environmental issues for everyone. This is shown by the fact that the highest net traffic flows on major roads in Yarra is now on Saturday afternoons.²¹ This increased traffic

¹⁹ 'The Road Ahead', Infrastructure Victoria.

²⁰ Victorian Integrated Survey of Travel & Activity (VISTA), Victorian Department of Transport, 2018.

²¹ Ibid. Infrastructure Victoria.

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has severe negative impacts on local areas, such as increased risk of asthma in young children,²² impacts on residential amenity due to noise pollution, and even decreased life expectancy caused by local air pollution.²³



The policy context states Brunswick Street is a local road, with trams, pedestrians and cyclists being the priority. Placemaking which makes Brunswick Street a unique and pleasant historical precinct to visit is another objective. Outcomes on the street need to better reflect the aspirations of policy.

Car storage

Most cars are parked for more than 90% of a typical day, if space is occupied by a parked car it cannot be used for anything else. With the high volume of cars using Yarra's streets, those who really need to drive and park compete for a space with people who would choose another form of transport if the conditions were right for them to do so. This competition creates artificial scarcity and demand for parking and makes it more difficult for everyone to park.

The current situation has other far-reaching consequences and, importantly, impacts the journeys of other people and economic activity. This includes further increases in congestion on roads due to parked cars blocking lanes, or blocking sightlines making it more dangerous for pedestrians and cyclists. Or people being discouraged from visiting businesses in Yarra due to streets being parked out by people who occupy parking spaces because they exist rather than genuinely needing and valuing it. In this scenario, nobody appears to benefit.

There are potential solutions from both the supply and demand sides of managing parking. Building more parking is expensive and our city does not have the resources or space to continue doing this at the rate it has been. There are now well over 100,000 car parking spaces in Yarra including 48,000 on-street spaces.

²² 'Traffic pollution near childcare centres in Melbourne', Walter, Schneider-Futschik & Irving, *Australian and New Zealand Journal of Public Health*, 43(5), pp.410-412, October 2019.

²³ 'Particulate Matter and Premature Mortality: A Bayesian Meta-Analysis', Waidyatillake, et al., *International Journal of Environmental Research and Public Health*, 18(4), 2021.

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Over the coming years, tens of thousands of additional car parking spaces will be built because of new developments. Despite this, if the current trajectory continues, perceptions that there is not enough car parking will persist, unless changes are made to how parking is managed.

Other solutions involve reallocating space that is currently used for parking cars to other things that reduce demand for car travel and align with what the broader community have told us they want to achieve. These projects can be controversial given ongoing perceptions that there is not enough car parking.

One final issue to consider is the financial implications of car parking in Yarra. Approximately half of Yarra's on-street car parking has some form of charge associated with accessing it. Car parking is a community asset that generates a key revenue stream for the council's work so it needs to be managed in a way that gets the best results for the wider community.

Using a zero-emission car in Yarra

Electric cars are becoming an increasingly prominent topic globally, including in Yarra. At this stage, take up of electric cars in Australia is relatively low for strategic reasons that are nothing to do with Yarra or local government more broadly. These reasons include global commerce and market mechanisms, Federal and State Government taxation, laws and regulations, supply chains, raw material availability, manufacturing capability and global logistics networks.

Notwithstanding this, zero-emission cars have the potential to significantly reduce emissions in the transport sector, which is responsible for approximately 12% of all emissions in Yarra. Replacement of cars powered by internal combustion engines with electric and other propulsion sources with zero tailpipe emissions would bring significant benefits, mainly by reducing local air and noise pollution. However, changing the propulsion method of vehicles from petrol or diesel to electric does not address many of the transport issues that Yarra is facing and must be viewed through the lens of the wider transport picture. Specifically, electric cars do not:

- address the issue of finite physical space and increased demand for access to that space
- reduce traffic congestion and disruption/delay to street-based public transport
- move more people in a space-efficient manner
- improve road safety, particularly for vulnerable road users
- reduce car parking demand or make it easier to park
- provide more space on footpaths or make it easier for pedestrians to cross roads
- encourage more people to use public transport, walk or cycle
- improve access for mobility-impaired people
- promote other benefits such as good urban design, placemaking and tree planting

The opportunities for Yarra in this ongoing transition are many and varied, particularly for achieving the broader strategic aims set out in this Strategy and by our community. For example, changing circumstances, falling costs and technological uncertainty on the best long-term investment means that some people are seeking a change from the traditional model of owning their own car. This provides a once-in-a-generation opportunity for people to evaluate all their transport options before making a decision to replace one car with another car.

For trips that need to be done by car, there are significant opportunities to eliminate or reduce barriers to electric adoption. For example, businesses and developers can fund the installation and operation of charging infrastructure to maximise the benefits of electric cars at minimal cost to residents and council. There are many ways that council can assist and support this transition, such as through the Planning Scheme and facilitating discussions between businesses, community and other stakeholders.

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Electric cars are beneficial and can significantly reduce greenhouse gas emissions. However, transitioning hundreds of thousands of car trips per day in Yarra from fossil fuel propulsion to electric propulsion will not address other transport issues.

How we will achieve our vision

In light of the key issues identified, and *Yarra's 2050 Transport Vision*, the following outcomes and strategic directions have been identified for this Strategy.

Outcomes

- O1. Increased use of space-efficient forms of transport in Yarra**
- O2. Enhanced places for people on Yarra's streets**
- O3. Increased independent mobility for vulnerable road users in Yarra**
- O4. Reduced car use for trips within, to, from or through Yarra**
- O5. Increased use of environmentally sustainable forms of transport in response to the climate emergency**

Strategic directions

D1. Allocate road space to preferred transport modes and other activities

Reallocate some of the large amounts of space given to car movement and storage on Yarra's streets to significantly improve conditions for people using space-efficient modes of transport.

D2. Reduce traffic speeds and volumes on Yarra's streets

Manage traffic volumes, turning movements and speeds on streets in Yarra where these are excessive given the function of the street, or where they create significant safety issues, particularly on council-managed local streets.

D3. Eliminate and reduce barriers to movement for all members of the community

Reduce obstacles that physically make it difficult for people of all ages and abilities to use the transport network in Yarra. Make it easier and safer for people to board public transport, cross major physical barriers, and to move through and around large development sites.

D4. Be agile in responding to transport needs

Use trials and pilot schemes to test designs or new treatments and to deliver change more innovatively, quickly and cheaply.

D5. Embrace partnerships

Work in partnership with State Government and others to identify and deliver transport improvements in Yarra.

The basis for our decisions


Policies

Fifteen policies covering all modes of transport are outlined in this Strategy.

P1. Prioritise walking, cycling and using public transport over car use

The transport mode hierarchy in Figure 12 illustrates the level of priority for each transport mode in all projects and policy decisions.

Figure 12. Yarra's transport mode hierarchy

Transport mode	Priority
Active transport modes (walking, cycling, scooters)	High
Public transport	
Vehicles facilitating access for people with a disability	
Freight, construction and servicing vehicles	
Car share	
Taxis and rideshare	
Local traffic	
Through traffic	Low

P2. Implement a New Deal for Schools – support active travel by children and families

Each year, schools will be selected for the New Deal for Schools program.

Yarra Council staff will form a working group for each selected school over the course of a semester, comprising of our staff, school staff, interested parents and students.

This program will combine travel behaviour change with supporting infrastructure. Programs and events will occur to identify transport challenges and opportunities at each school. Infrastructure projects will then be identified in partnership with the reference group to help with local school and neighbourhood travel.

“The New Deal for Schools is a focused approach looking at transport solutions for specific schools.”

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P3. Implement a New Deal for Walking – make the network suitable for all ages and abilities

A New Deal for Walking focuses on measures that maximise space to allow more people of all ages and abilities to walk around Yarra.

There are approximately 456km of footpaths in Yarra, and the preferred minimum unobstructed clear width for a footpath is 2 metres. This is enough for people in wheelchairs or pushing a pram to navigate a street and pass each other. In some cases, a footpath may meet the minimum width requirement but be of insufficient width given the large number of people using it or due to clutter like posts and signage. In busy areas it is desirable to have wide footpaths that provide comfort and space not only for people walking but for other fixtures and fittings that make a place that people use, like bins, bike hoops, plants, benches and outdoor trading.

Widening footpaths by moving kerbs is complex and extremely expensive – even over a very short distance. This cost presents a significant practical challenge so council has to look at opportunities to make the absolute best of the extensive pedestrian space that already exists by looking at opportunities to:

- minimise street clutter, such as signage poles, guard rails, crash barriers, charging stations and bins
- relocate infrastructure that can clutter footpaths onto road carriageways where appropriate, such as bicycle parking, scooter parking, trees, seating, bins and landscaping
- provide more kerb outstands on appropriate streets to compliment paths that contain trees, landscaping and street furniture, such as bike hoops and seats
- remove slip lanes and other suburban road design solutions that marginalise pedestrians and that are not appropriate for Yarra
- standardise the installation of tactile paving
- embed the need to provide good outcomes for pedestrians in all council transport projects and study work
- reduce instances where household bins block narrow footpaths on collection days
- prevent parked vehicles from illegally obstructing footpaths through education and enforcement
- discourage car parking on footpaths
- ensure that outdoor trading does not create an obstruction and complies with permits
- install scramble crossings at busy four-way locations such as Brunswick Street and Johnston Street, and Bridge Road and Church Street
- expand outdoor trading onto street space rather than footpaths
- work with State Government to implement public transport stops on kerb outstands or on central island platforms to keep footpaths clear
- reduce wait times at traffic signal crossings to keep busy footpaths clear of pedestrians
- work with State Government to implement 'auto on' pedestrian signals at crossings with high levels of pedestrian activity and improve pedestrian signal priority and phasing at key intersections
- look to plant trees and install landscaping in road space to keep footpaths clear
- proactively repair and improve existing footpath surfaces
- remove redundant vehicle crossovers, particularly in high-use areas near schools and shops
- ensure that crossings are level with the street. Where this is not possible, ensure that any bridges and subways are DDA-compliant and well lit
- ensure that new developments – particularly public buildings such as schools, universities and medical facilities – prioritise the needs of pedestrians and accessibility requirements
- work with schools to look at opportunities to make it easier for children to walk to school
- work with businesses to keep busy footpaths clear of queuing customers, banners, promotional materials and other temporary signage
- work with construction firms and service providers to ensure that safe and direct arrangements are made for pedestrians and cyclists during temporary footpath occupations
- work with utility service providers and construction firms to ensure that footpaths are reinstalled correctly after construction
- lower speed limits on local streets, in activity centres and at other appropriate locations
- ensure all street lighting complies with luminosity standards

Priority areas for New Deal for Walking interventions are:

- residential streets with high volumes of pedestrians, narrow footpaths and high traffic flows

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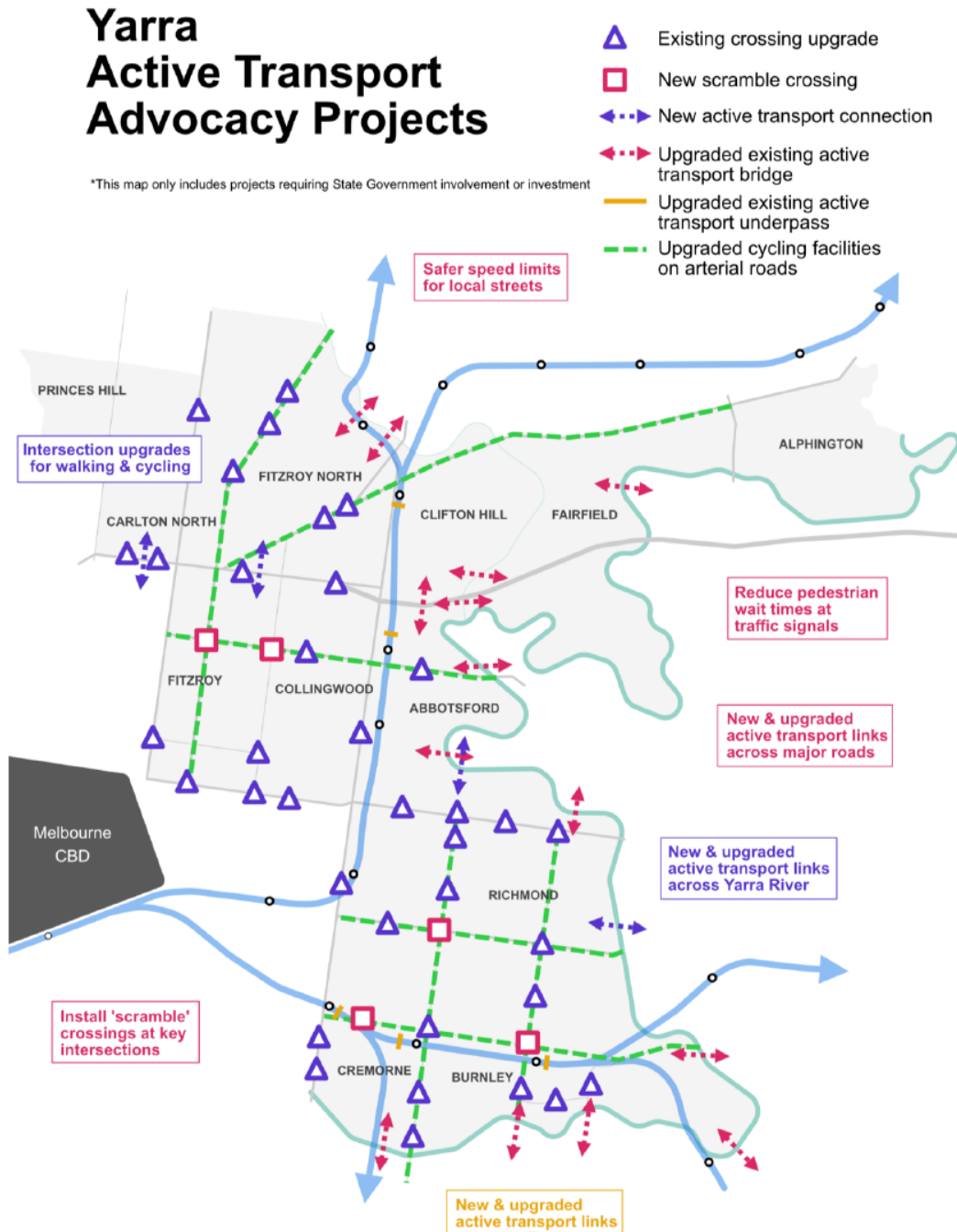
- residential streets subject to significant redevelopment or renewal
- activity centres
- station precincts and public transport stops
- employment precincts
- childcare centres, schools and education centres
- hospitals
- recreation and community centres

State Government has a vital role to play in encouraging walking and cycling in Yarra as a road asset owner. Specifically, when it comes to pedestrian crossings on arterial roads, and other infrastructure that crosses rivers, railways and freeways, for people walking, wheeling and cycling.

The locations of these pedestrian crossing upgrades are shown in Map 1. The upgrades include one or more of the following:

- full DDA compliance (for example, removal of steps, steep ramps, narrow bridges)
- widened crossings to increase capacity and allow a greater mix of users with prams, wheelchairs, children in hand, and other users requiring more space
- measures that reduce wait times for pedestrians crossing roads
- measures that give pedestrians more time to cross the road under signal protection
- measures that allow pedestrians to cross the road completely in one go (and not wait on an island in the middle of the road)
- other measures that indicate to blind people where and when to cross
- improvements to lighting.

Map 1. Active transport advocacy projects under the New Deal for Walking and the New Deal for Cycling that Yarra Council wants State Government to fund and deliver



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P4. Implement a New Deal for Cycling – make the network useable for bike riders and scooter users of all ages and abilities

The New Deal for Cycling is a key commitment to providing appropriate bicycle infrastructure on Yarra's street and path network. This fulfils our own stated objectives as well as state legislative obligations, such as the requirement to give priority to bicycles on specified roads under the *Road Management Act*.

It provides a minimum level of service, having considered the trade-offs to make cycling and other micro-mobility modes safe and viable transport options for anyone who wants to travel like this. This approach has been used for many decades in towns and cities around the world and is being rapidly adopted by hundreds more.

Under this New Deal, the volume and speed of traffic dictates the type of cycling infrastructure that is needed. This means that high-volume and high-speed roads will generally require protected lanes and other infrastructure to meet the minimum standard. If protected lanes are a requirement given traffic volumes, then parking may need to be removed. Alternately if parking is critical then it can be retained so long as traffic volumes or speeds are reduced to an appropriate level through other interventions.

For lower traffic volume and lower-speed roads, lower-cost and lower-impact solutions can often be enough to meet the minimum standard. This includes shared bike and traffic lanes with appropriate supporting infrastructure.

This approach:

- standardises the way that we assess bike project options on the New Deal for Cycling Network
- allows all options for getting bike infrastructure in to be on the table at the outset
- is easy to use given decisions are made using a standard, evidence-based process, informed by data collected on traffic volumes, speeds and parking demand
- allows solutions to be tailored to local circumstances while still ensuring that facilities for people riding bikes are satisfactory and cycling is clearly and consistently treated as a priority in line with our strategic objectives
- is flexible and can allow for on-street parking or existing traffic volumes to be retained if one is significantly more sensitive than the other on a case-by-case basis
- increases the opportunities to look at lower costs over the lifecycle of assets and the trade-offs associated with that as part of a wider assessment process

The assessment guide in Figure 13 shows the traffic volume and speed parameters for the associated interventions. Illustrations of the relevant bike treatments for each situation as taken from best practice are shown in Figure 14.

Figure 13. New Deal for Cycling assessment guide

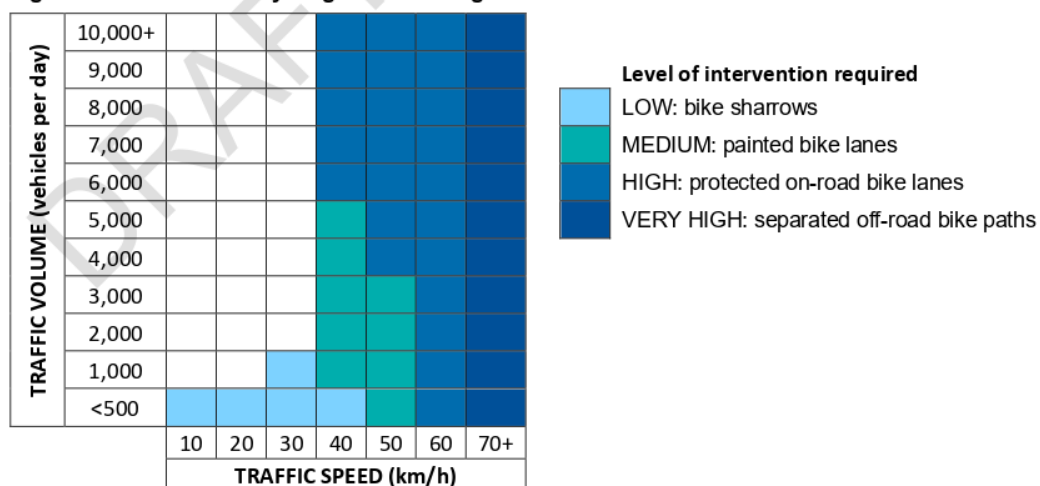
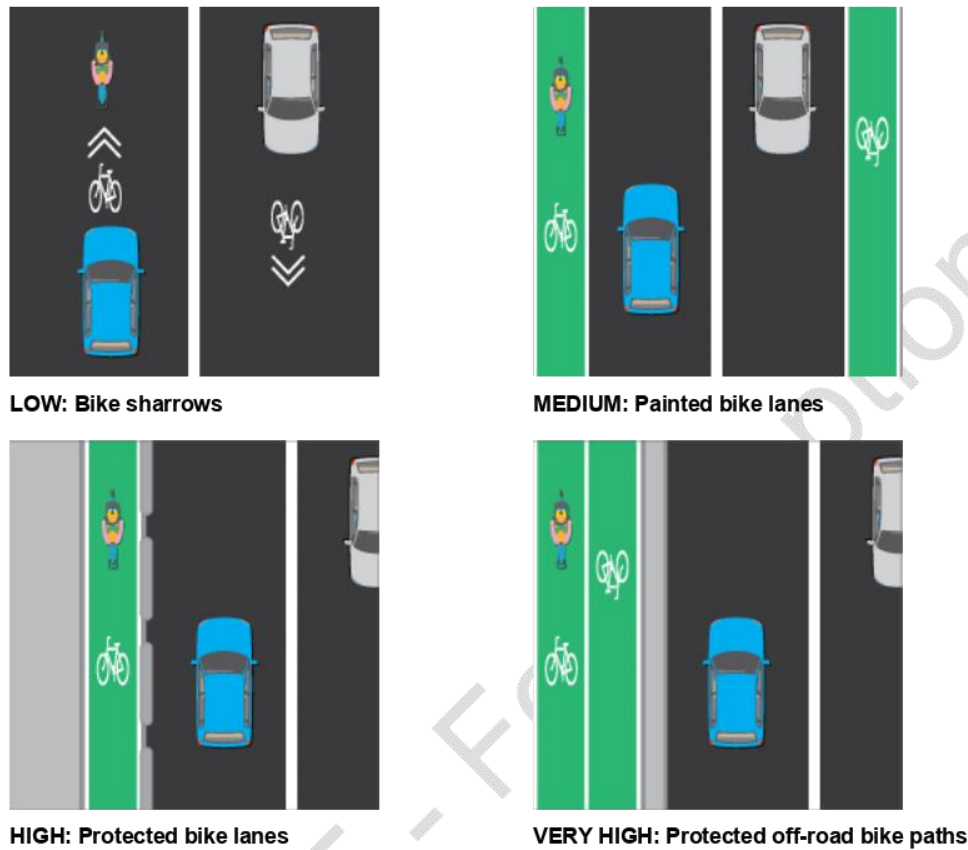


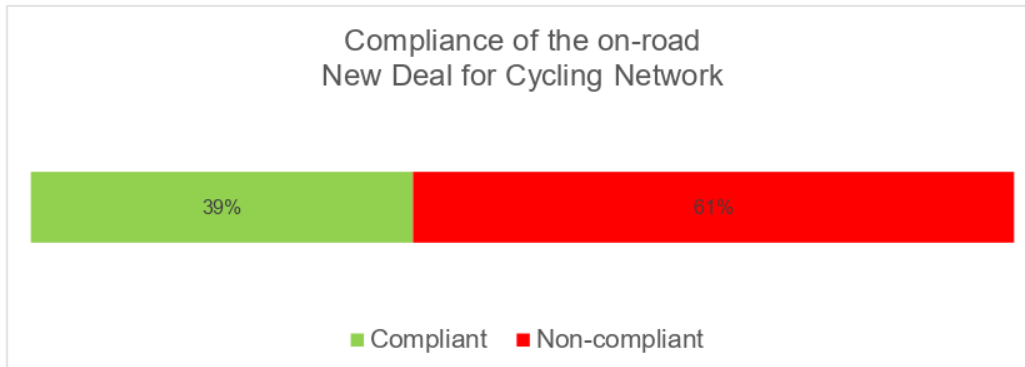
Figure 14. New Deal for Cycling interventions



Yarra's cycling network is made up of New Deal for Cycling Network and the Neighbourhood Cycling Network. These are shown in Map 2.

Many of the routes in Yarra's cycling network have been designated as priority cycling corridors for many decades and in many previous state and local policies. These include iterations of the Principal Bicycle Network, the Inner Melbourne Action Plan (IMAP) Network and the 1993 Collingwood/Richmond Bicycle Plan.

The New Deal for Cycling Network is a network of key routes. It is shown on Map 2 using a 'traffic light' system that denotes existing compliance of each section against the assessment guide. Red routes are non-compliant and green routes are compliant. Map 2 shows extensive areas of non-compliance that need to be addressed in cooperation with other stakeholders. Figure 15 summarises the extent of the on-road New Deal for Cycling Network that is compliant.

Figure 15. 2022 Compliance levels on the on-road New Deal for Cycling Network

Several routes on the New Deal for Cycling Network are on State Roads. State Government has a key role to play in making a world-class cycle network in Yarra a reality. Installing upgraded bike facilities on State roads has various practical challenges. Council will work with State Government to resolve these, this includes identifying new routes on local roads where these will meet the practical requirements of cyclists. Council will work with State and Federal governments to explore funding opportunities to deliver the New Deal for Cycling Network.

The New Deal for Cycling Network utilises many signalised intersections. Signalised intersections requiring upgrade for cycling are shown on Map 1. It is important that these intersections provide a safe, comfortable and consistent experience for people of all ages and abilities on bikes and scooters via one of more of the following measures:

- Installing bike boxes
- installing hook turn boxes
- constructing protected bike lanes and intersections (and roundabouts)
- removing left-turning traffic lanes that cut across the bike lane on approaches
- delaying left-turning traffic in signal phasing by installing bike headstart lanterns
- installing green waves during weekday peak hours that prioritise cyclists in signal phasing

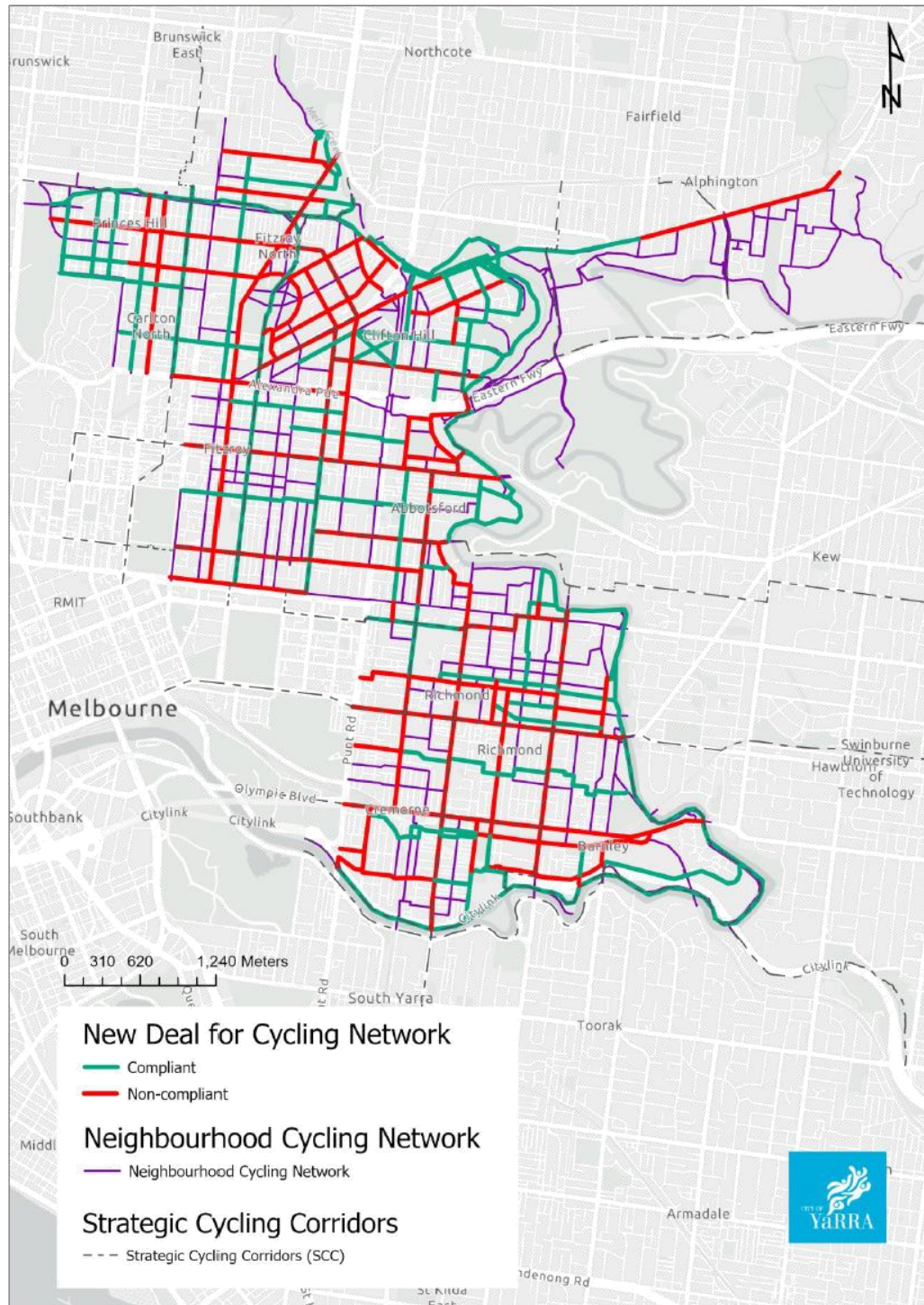
Outcomes:

- to reduce conflict in time and space between motor vehicles and people cycling or scootering
- ensuring there is adequate space at intersections for people on bikes or scooters to queue comfortably without drivers encroaching into the bike lane
- making active traffic protected provision where large number of cyclists need to turn right at an intersection to access another New Deal for Cycling route
- to minimise delay to people using the New Deal for Cycling Network

'The New Deal for Cycling is an ambitious policy that will deliver a bike network in Yarra that is genuinely of a world-class standard.'

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Map 2. Yarra's cycling network



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Increasing the number of green lines and reducing the number of red lines on the New Deal for Cycling Network will significantly increase the attractiveness of cycling in Yarra for many people including women, children and older people

In addition to the New Deal for Cycling Network, there is the Neighbourhood Cycling Network. This consists of supporting local routes which have a formal cycling function such as a bike lanes, specific signage (for example, 'bicycles excepted') or bike sharrows.

The following measures to encourage cycling on the Neighbourhood Cycling Network are supported by council in principle:

- full bike lanes (defined by paint, bollards, mountable strips of other materials)
- partial bike lanes
- bike sharrows
- 'bicycle accepted' signage (on one-way streets and road closures)
- contraflow bike facilities on one-way streets
- 'caution'/'slow cyclists' signage
- shared paths and other shared bike and pedestrian spaces
- toucan crossings (for bikes and pedestrians)
- bike cut throughs at traffic islands and tram separators

All other roads in Yarra should be designed to actively consider the transport needs of bicycles as a prioritised mode of transport. For example, Hoddle Street is not a bicycle corridor. However, its road crossing facilities and adjacent shared paths should fully consider the needs of cyclists and people using scooters and other micro-mobility devices.

Dangerous angled car parking will be phased out and replaced with safer parallel parking on any street in Yarra that has a formal cycle function via the provision of bike lanes, bike symbols or other bike facilities. This will reduce instances where people in vehicles with limited visibility reverse out directly into the path of on-coming bicycles and other vehicles. This is a priority for streets on the New Deal for Cycling Network, the Neighbourhood Cycling Network, and any cycling streets near schools.

In some instances, the amount of car parking will need to be reduced to improve safety, access and amenity. To mitigate this, we will look at opportunities to change parking restrictions in the local area under the parking management framework so the remaining parking spaces are used appropriately.

Secure bicycle parking at railway stations improves accessibility to public transport, reduces the likelihood of bikes being vandalised or stolen and reduces instances where people take bikes on trains, which takes up space. Council will work with State Government and other stakeholders to identify locations for secure bicycle parking in Yarra.

All active transport projects in Yarra will consider the emergence of other forms of micro-mobility. This will include an acknowledgement that vehicles have far smaller wheels and far lower axis than a bike, hence bike lane surfaces will need to be smooth and obstacle free.

'The policies within this Strategy regarding transport and its relationship with the street environment align with the State Government Movement and Place framework and council's own Placemaking Framework.'

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P5. Use innovative approaches to deliver projects

Techniques such as pilots, pop-ups and trials can allow projects to be delivered faster and in greater number than standard permanent delivery techniques. They can also result in more functional outcomes as lessons can be learnt and consultation inputs considered as part of a project design process itself rather than after a project has been delivered when it is often difficult to make substantive changes.

There are three primary categories of innovative approaches available to us:

1. pop-up
2. pilot
3. trial

Table 2. Innovative project delivery options

	Definition	Examples
Pop-up	Infrastructure that is installed using 'quick build' materials that can be changed or removed easily. If a pop-up is successful, more durable permanent treatments can be installed.	Respond quickly to a community need. For example, providing more outdoor dining space in response to COVID-19.
Pilot	An established design or idea that is planned to be permanent but is being evaluated in a specific context before the design is finalised.	Implement a proven design to evaluate its success in a particular context. For example, checking that a new bike lane on a potentially busy route will be wide enough before a permanent width is decided and installed.
Trial	Testing designs and ideas that are new or unproven locally in a real-world setting, typically for a fixed period of time.	Evaluate the demand for, and operational effectiveness of, something new. For example, the trial of electric scooters.

These innovative project delivery approaches are useful as they allow:

- users and other affected parties to actually experience a project outcome rather than having an opinion based on designs or descriptions alone
- adjustment to the design or other aspects of a project in response to issues raised or observed in real time by the community
- new or innovative interventions, that have not been well-tested previously, to be tested in real-world circumstances
- testing of different options before decisions on a preferred final option are made
- the use of more cost-effective materials such as bollards that can be easily moved and deployed on multiple projects

Innovative project delivery approaches will focus on collecting data and evaluating project success in the context of the objectives and policies as contained in this Strategy.

Innovative approaches are not always suitable or practical. They should not be used when:

- a project cannot be delivered using cheaper, temporary infrastructure
- costs of using an innovative approach on a project are excessive or do not offer good value for money
- a project requires permanent works of a significant nature (for example, the removal of healthy, mature trees)
- none of the project elements are negotiable (for example, there is no negotiation around DDA compliance for new projects)
- parameters cannot be agreed upon

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P6. Manage car parking in a way that supports the use of active and public transport and the role of cars in an urban environment

Decision-making on projects, policies and operations will be made using the following principles:

- The cost and/or ease of access to parking should not encourage people to travel by car for non-essential trips, particularly over short distances.
- The cost and/or ease of access to parking should not encourage households to own more cars than they need.
- On-street parking supply should be managed in a way that ensures that spaces can be accessed by those that really need them.
- The on-street parking asset should be managed in a way that keeps net revenue consistent over the long term even where net supply is reduced to deliver transport projects that align with this Strategy.
- Any State Government compensation for paid parking renewal will be allocated to sustainable transport projects.
- Parking management approaches should not encourage people to shuttle a car between different parking spaces in the same area all day, to minimise continuously circulating traffic.
- A desire to maintain existing on-street car parking should not be a primary reason for not implementing policies in this Strategy or other strategic documents.
- Loss of car parking revenue should not be a primary reason for failing to implement policies in this Strategy.
- Off-street parking in new developments should not encourage the construction or use of excess car parking, force people to pay for car parking that they may not want or need, or promote car ownership through a 'predict and provide' methodology.
- Car-free residential and office development should be complimented by on-street car parking restrictions.
- The number of vehicle crossovers on footpaths to access off-street car parking at new developments should be minimised, particularly on footpaths with high pedestrian volumes.
- Enforcement will be used to ensure a satisfactory level of compliance, particularly where illegally parked cars cause a hazard to vulnerable road users or delay street-based public transport.
- The existing and emerging needs of zero-emission cars will need to be considered, this will include a longer-term plan for how Yarra residents will have access to charging facilities.

P7. Use good urban design principles in transport projects

Transport infrastructure should be functional and positively contribute to the urban realm. As such, decision-making on transport projects, policies and operations will be made that:

- respect the character of the surrounding area
- consider aesthetics and broader values in design of infrastructure
- use simple and refined design suitable for our public spaces
- use materials that best suit a specific location, including those identified in any applicable streetscape or urban design guidance
- maximise opportunities to plant trees and other landscaping on streets to make our public spaces greener
- incorporate features that promote activity on streets, such as seating and good lighting
- incorporate opportunities for deep planting and water infrastructure in design, with design for future delivery

P8. Reduce, delay or remove vehicle turning movements where these create significant safety issues for other road and path users

In some cases, a relatively small number of vehicle movements can cause significant safety issues and delay for everyone else. This particularly applies where:

- turning vehicles block tram and bus lanes
- vehicles reverse blindly from angled parking into the path of people riding bikes
- left-turning vehicles cross busy bike lanes and pedestrian crossings at intersections

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- turning vehicles collide with trains, trams and buses causing severe, network-wide disruption, delay and cost
- right-turning vehicles, sometimes with poor forward visibility, cut across approaching traffic and people riding on busy bike lanes
- vehicles pulling out of minor side streets and off-street car parks hinder the safe and comfortable movement of large volumes of people walking, wheeling and riding bicycles along a busier street

Decision-making on projects, policies and operations will seek to:

- minimise the number of legal vehicle turns across tram and bus lanes
- reduce or eliminate the number of illegal vehicle turns across tram and bus lanes
- prioritise the movement of trams and buses
- minimise turning movements on key cycling or pedestrian routes where these cause safety issues
- minimise vehicle crossovers and crossings on busy pedestrian and cycle routes
- introduce effective measures that do not require heavy police or council enforcement

For some projects, State Government approval or funding is required or desirable to achieve better results. Council will work in partnership with the State Government and other agencies to identify opportunities and secure approvals.

P9. Reduce traffic volumes, particularly where they are excessive relative to road function

Traffic management should be used so that traffic volumes reflect the role and function of roads in Yarra. It has been deployed in Yarra for many decades and can ensure that major arterial roads are preferred routes for car and heavy vehicle traffic and that local streets are not used as shortcuts particularly for traffic travelling through Yarra with origins and destinations elsewhere.

Actively managing traffic will also play a key role in encouraging active transport, improving safety, reducing local emissions, reducing noise, dust and vibration, and improving public transport reliability. It can also be used to free up space to provide other things that support Yarra as a place, including outdoor trading, trees and community facilities.

Traffic management measures will be implemented as required through one or a combination of the following and other measures:

- turning bans
- full or partial permanent or temporary road closures
- one-way systems
- lane reductions
- signal priority changes
- reducing speed limits
- physically slowing vehicles down via speed humps, chicanes and other treatments
- implementing restraint-based off-street car parking controls at new developments and redevelopments
- working with Victoria Police to ensure traffic rules are enforced
- regularly reviewing traffic and other functions of Yarra's street network

All of these interventions have been tried and tested over many decades, both in Yarra and in other places. For example, there are many instances of streets being closed to cars and opened for walking and cycling that have been in place since the 1980s. We want to learn from and improve on these previous installations to expand their benefits to other parts of Yarra.

The traffic management measures that support other non-transport outcomes that we are seeking for example more trees, placemaking and more outdoor trading will also be considered.

Local traffic issues will be investigated on a strategic basis as the first step. This means a first-principles approach where the function of streets and their place in the wider transport network is critically analysed and provides the basis for any specific interventions rather than attempting to resolve issues in isolation. For example, if a local community identifies excessive car volumes as an issue on a particular street, the necessity of that street to function as a through route for cars altogether must be reviewed before any treatments are considered.

Where interventions are deployed, strategic measures to mitigate impacts will be investigated. In many cases traffic management is defined as a '*major traffic control item*' and State Government approval will be

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required. Yarra Council will work in partnership with the State Government and other agencies to secure these approvals. We will review the current road hierarchy and street function to achieve the vision and objectives of this Strategy.

P10. Lower traffic speeds

Lower speed limits and lower actual vehicle speeds improve safety and amenity for all, particularly for vulnerable road users. Lower speeds also allow roads to be designed in a more compact way creating opportunities for more shared space, trees, trading space for businesses and bike infrastructure.

Reduced traffic speeds are supported, including reduced speed limits. We are proud to have led the implementation of 40km/h speed limits in all areas and we support the introduction of safer 30km/h speed limits and lower speed shared zones in line with best practice around the world.

Speed limit compliance and lower speeds will be enforced via physical and behavioural design as much as possible. Council will work in partnership with police on enforcement of speeds limits.

P11. Encourage the use of shared transport

Shared transport includes car share, bike share and scooter share. Sharing gives everyone more transport options without the cost and environmental material consumption of ownership.

Shared transport schemes are supported. Decision-making on projects, policies and operations will be made using the following principles:

- Shared transport should not unreasonably disrupt or discourage other, higher priority modes of transport like walking and cycling.
- Shared transport operators will be required to consistently comply with relevant local laws and legislation, MOUs and any applicable agreements.
- Council fees and charges for shared transport installation and management will be set at a level to support shared transport as a viable commercial activity and keep user costs as low as possible.
- The role of the council is to facilitate investment in shared transport from other parties rather than directly provide these services.

P12. Support opening streets for community use

Streets are public places and form an essential part of the public realm – the spaces between homes and businesses that we share. Pop-up activities like festivals, play streets, street parties and parklets all contribute to vibrant and successful neighbourhoods. There are countless examples and opportunities that have enriched and improved the lives of residents, businesses and visitors in cities around the world that Yarra can adapt and adopt.

We support these activities and the use of our streets while movement for active and public transport is maintained wherever possible. Council acknowledges that traffic movement and car parking is likely to be disrupted.

P13. Encourage investment in new public transport services and improvements to existing services

We will work with the State Government, neighbouring councils and operators as key stakeholders on public transport and ancillary projects in Yarra and nearby that:

- increase the frequency and reliability of trains, trams and buses
- improve public transport options for the community in off-peak periods and on weekends
- increase accessibility and reduce door-to-door journey times
- provide new and improved interchange opportunities in Yarra
- reduce pressure on the central city for interchange particularly during peak times
- increase capacity generally and redistribute demand to relieve pressure on the Hoddle Grid
- improve network resilience (in the event of planned system maintenance, an upgrade or incident)
- support public transport improvements to existing and potential urban strategic renewal precincts
- assist with public transport operations, cleaning and maintenance
- facilitate transition to electric on-road public transport fleets
- facilitate the provision of larger and DDA-compliant low floor trams

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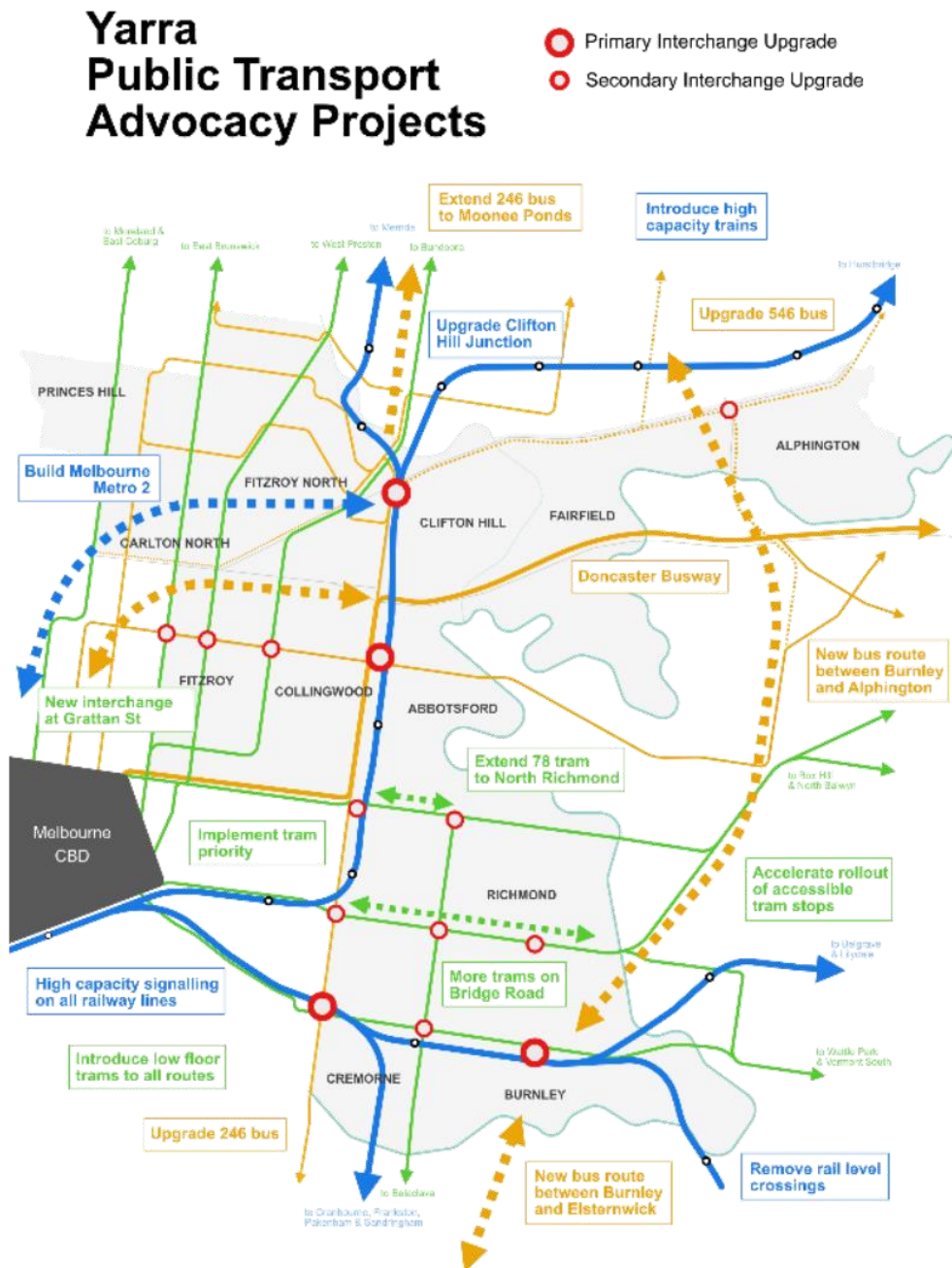
- make all public transport vehicle, stop and station infrastructure fully DDA-compliant and accessible to all

The key projects that Yarra Council supports and wishes to see delivered are shown Map 3 and are set out below:

- construct Melbourne Metro 2 with at least one new station in Fitzroy North/Carlton North
- upgrade Clifton Hill Junction
- remove the Madden Grove level crossing in Burnley
- upgrade interpeak, weekend and evening train services on the Clifton Hill Group to run every 10 minutes or better (per line)
- upgrade interpeak and evening train services on the Lilydale/Belgrave/Alamein and Glen Waverley Lines to run every 10 minutes or better
- introduce high-capacity trains on the Clifton Hill and Burnley Group train lines
- upgrade bus route 246 and extend it to Moonee Ponds
- upgrade bus route 546 to improve frequency and service span
- introduce a new bus service between the former Alphington Paper Mill site and Burnley Station via the Chandler Highway Bridge
- introduce Bus Rapid Transit on the Eastern Freeway linking Manningham to the CBD
- introduce a new bus service between Burnley Station and Elsternwick
- extend Church Street trams to North Richmond Station or Victoria Gardens Shopping Centre
- run more trams to provide more capacity on busy route sections such as Bridge Road
- better integrate parallel tram lines into the north of the city via an interchange at Grattan Street in Parkville
- upgrade all remaining non-DDA complaint tram stops to be accessible for all
- improve governance structures and operations to enable the use of VicTrack land for active transport projects (such as shared paths and bicycle parking)
- upgrade Yarra's primary existing and emerging multi-modal interchange hubs, specifically:
 - Clifton Hill
 - Richmond
 - Burnley
 - Victoria Park
- upgrade of Yarra's secondary existing and emerging interchange hubs at the following intersections:
 - Bridge Road and Punt Road
 - Church Street and Victoria Street
 - Swan Street and Punt Road
 - Victoria Street and Hoddle Street
 - Victoria Street and Punt Road
 - Victoria Street and Church Street
 - Swan Street and Church Street
 - Bridge Road and Church Street
 - Johnston Street and Smith Street
 - Johnston Street and Brunswick Street
 - Heidelberg Road and Chandler Highway
 - Nicholson Street and Johnston Street
 - Nicholson Street and Gertrude Street
 - Bridge Road and Burnley Street Victoria Street at the Victoria Gardens shopping centre

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Map 3. Public transport advocacy projects that Yarra Council wants State Government to fund and deliver



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P14. Encourage transition to zero-emission road vehicles

Walking and cycling are the best transport modes for reducing greenhouse gas emissions. Beyond this, the use of public transport has low energy usage per passenger and has the potential to be zero-emission, depending on the energy source used. Another way of reducing emissions and environmental damage generated by the manufacturing of vehicles is to reduce car ownership by promoting car share and ride share.

Electric cars, buses and other low emission vehicles are supported by Yarra Council as they have the potential to reduce noise and emissions if implemented well. The electric road vehicle sector is undergoing constant change due to new technology, increases in production capacity and emerging commercial possibilities. For the foreseeable future, our role is primarily one of facilitation and promotion of electric vehicle infrastructure where possible rather than direct operation. We will develop policies and strategies to manage this transition in a fair and sustainable way. Yarra Council's policies and strategies will primarily focus on reducing car use and ownership.

Importantly, there is a need for State and Federal Government policy to govern the introduction, funding and use of electric cars and associated infrastructure, to be done in close cooperation with local governments. Having disparate individual policies that differ between council areas creates policy fragmentation and confusion.

Australia is currently a minor player in the global electric vehicle market and in 2022 levels of electric car ownership in Yarra are very low (less than 2% of all vehicles in 2020). There are multiple reasons for this including unit cost, import taxation, availability, time to charge vehicles, maintenance difficulties and range anxiety, which are not to do with availability of charging. Many of these issues will be resolved over the next 10 years and this will see electric vehicles becoming far more common.

In the first instance, the installation of off-street electric car charging has a lot of potential, with two thirds of Yarra residents having access to off-street car parking (27,000 with off-street and 13,000 with on-street parking respectively). There are many commercial incentives for new purpose-built and retrofitted off-street electric vehicle charging facilities to be provided. This can include in residential, retail and employment land uses or as standalone charging centres in the same way petrol stations currently operate. Off-street charging also reduces demand for electric vehicle parking on street where space is limited and council is keen to see wider footpaths, more bike lanes, more bike parking, more trees and placemaking, amongst other things.

On-street charging for electric cars is an issue of increasing concern to some community members. Recognising the competing demands for street space and other constraints outlined in this Strategy, providing infrastructure for the charging of private vehicles in very limited public space is a complex and challenging topic. These include ongoing operating costs, potential semi-privatisation of public space accessibility (especially when only a small number of people have an electric car), amenity for people using footpaths and conflicts with other potential uses for street space.

Council also has a role to play in the rapidly growing popularity of electric bikes, scooters and similar vehicles. These are already beginning to change the transport landscape and unlock more opportunities for their use for moving people and goods (especially food delivery). Council's participation in the electric scooter trial through 2022 and their high usage is one example of this. Ongoing issues and opportunities in this area include the increasing popularity of electric cargo bikes to move goods for local businesses and industry, the future of shared and private electric scooters, and uptake of electric bikes by people who are put off by the physical exertion of traditional bikes (for example older people, people travelling to business meetings or social gatherings)

Recognising all of this complex context and community interest, council will develop an Electric Vehicle Strategy to guide decision-making and policy and continue to work with State and other local governments to develop consistent and evidence-based policy.

P15. Deliver transport projects and other policy work as per Yarra's *Community Engagement Policy*

Engagement with the community on decisions made under this Strategy will be completed in accordance with Yarra's *Community Engagement Policy* and tailored to the decision or project. In accordance with our policy, we will engage based on the principles of being:

- representative
- accessible
- meaningful
- transparent
- accountable

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- respectful
- flexible
- supportive
- prepared.

DRAFT - For adoption

How we will measure success

Yarra's *Council Plan 2021–2025* identifies the nine indicators through which we will monitor progress against reaching *Council Plan* objectives.

- i. Kilometres of separated cycling lanes delivered
- ii. Cycling projects delivered
- iii. Percentage increase in bicycle counts (agency data)
- iv. Percentage increase of bicycle parking hoops and corrals
- v. Number of pedestrian improvement related projects
- vi. Number of new shared zones
- vii. Number of 30km speed zones
- viii. Number of dedicated car share parking spaces
- ix. Method of travel to work (ABS JTW)

Council Plan 2021–2025, Strategic Objective five: Transport and movement, Indicators

These Council Plan indicators have been refined further to create indicators and measures for monitoring towards achieving the outcomes of this Strategy.

Most indicators and measures relate to actions taken by Yarra Council, and how we have delivered on the actions outlined in this Strategy. Some indicators and measures (in *italics*) relate to travel behaviours that should be affected by these actions.

Importantly, projects and specific interventions will be constantly evaluated and monitored. By combining our own data and context with the wide range of other research and experiences from around the world, Yarra Council can learn what practices, infrastructure and other interventions are the most effective. For example, the best types of treatments to be used in a traffic management scheme. Overall, in line with best practice, we will measure success in terms of alignment with the objectives of this Strategy rather than just impact on existing road users.

Unfortunately, indicators and measures that relate to behaviour will be affected by the COVID-19 pandemic, both directly and indirectly. Caution should be used in interpreting the indicators and measures that relate to travel behaviours, until a 'new normal' has been achieved.

Table 3. Transport Strategy measures and targets

Council Plan indicator	Transport Strategy measure	Transport Strategy target	Data source
i. Kilometres of separated cycling lanes delivered	1. Total length of cycling routes upgraded to comply with the New Deal for Cycling	15km New Deal for Cycling-compliant routes by 2027 30km New Deal for Cycling-compliant routes by 2032	Yarra Council
ii. Cycling projects delivered	2. Number of other spot improvements to cycling on the New Deal for Cycling and Neighbourhood Cycling networks	25 cycling projects by 2027 50 cycling projects by 2032	Yarra Council

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iii. <i>Percentage increase in cycling *</i>	<p>3. <i>Percent change in total number of bike trips counted at key intersections</i></p> <p>4. <i>Percentage share of female riders in total number of trips counted at key intersections</i></p>	<p>20% more cycling or scooter trips by 2027</p> <p>40% more cycling or scooter trips by 2032</p> <p>50% female riders by 2032 (from 32% in 2021²⁴)</p>	Bike counts
iv. Percentage increase of bicycle parking hoops and corrals	5. Percent increase in total number of bike hoops (including corrals) located in public spaces	<p>30 hoops each year</p> <p>1 bike corral per year</p>	Yarra Council
v. Number of pedestrian improvement related projects	6. Number of additional pedestrian improvement projects completed	<p>25 pedestrian projects by 2027</p> <p>50 pedestrian projects by 2032</p>	Yarra Council
vi. Number of new shared zones	7. Number of additional shared zones	<p>10 additional shared zones by 2027</p> <p>20 additional shared zone projects by 2032</p>	Yarra Council
vii. Number of 30km speed zones	8. Number of additional 30km/h zones	5 more 30km/h zones by 2032	Yarra Council
viii. Number of dedicated car share parking spaces	9. Total number of car share spaces	283 spaces by end FY2024 ²⁵	Yarra Council
ix. <i>Method of travel to work *</i>	<p>10. <i>Percent of commuters travelling by walking and cycling</i></p> <p>11. <i>Percent of commuters travelling by public transport</i></p>	<p>30% walking or cycling in 2026, 40% by 2032 (20% in 2016²⁶)</p> <p>35% public transport in 2026, 40% by 2032 (29% in 2016²⁷)</p>	ABS Census

* Indicators that measure travel behaviour will be affected by the COVID-19 pandemic

²⁵ Targets from Yarra's Car Share Policy 2019–2024.

²⁶ ABS Census, 2016.

²⁷ ABS Census, 2016.

Glossary

Term	Meaning
active transport	Active transport is collective term for modes of transport that are propelled by the user. This typically refers to walking and cycling, but also includes the use of other person-powered devices such as scooters, skateboards and roller skates, as well as wheelchairs and other non-motorised personal mobility devices.
angled parking	On-street car parking that is designed for vehicles to be stored at an angle other than parallel to the road. Usually designed at a 45 degree or 90 degree angle but can also be installed at other angles.
bicycle route / cycle route	A route between locations that is preferred for use by people riding bicycles or using other micro-mobility devices.
bike box	A bike box, or a bike headstart box, is a marked space behind the stop line at a signalised intersection where bikes and other road-based micro-mobility devices can stop ahead of cars while waiting for a green signal. A bike box separates people riding from, and makes them more visible to, other traffic at the intersection, while also giving them a head start at the signal.
crossover	Vehicle access to a property provided from a street or road. Commonly referred to as a 'driveway'.
kerb outstand	An extension of the footpath or nature strip into the road space to allow extra space for pedestrians or bike riders, or to narrow the road.
mode share	The proportion of trips that are taken using a transport mode (for example, bike or tram).
micro-mobility	<p>Micro-mobility includes all personal, self-propelled, non-motorised modes of transport. Typically, these modes are for transporting one person at a time. Devices used in micro-mobility do not typically require registration, nor does the user typically need a licence to use them.</p> <p>They are non-motorised but can be powered by electricity. They are particularly useful and popular for short trips, including those just beyond the capacity of the user to walk.</p> <p>Examples include bikes and electric bikes, scooters and electric scooters, skateboards, hoverboards, roller skates, roller blades and segways. The term can also include wheelchairs and other mobility devices that support personal transport for people with disabilities.</p>
painted bike lane	A painted bike lane is one that is allocated space in the carriageway but is not physically separated from general traffic, only by painted lane markings. A painted bike lane can be temporary or permanent.
pedestrian route / walking route	A route between locations that is preferred for use by people travelling on foot or using a personal mobility device. A pedestrian route may include sections of footpath, shared paths, off-road paths, bridges and underpasses, and may cross streets, roads, railway lines and rivers.

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personal mobility device	A device to assist a person with a disability to move independently. A personal mobility device is typically non-motorised. Examples include wheelchairs, walking frames, walking sticks, crutches and mobility scooters.
protected bike lane	A protected bike lane is one that is allocated space in the carriageway (road) but is physically protected from general traffic by hard infrastructure, such as a median or island. A protected bike lane can be temporary, but the temporary infrastructure must still provide physical protection to people riding using the protected bike lane.
scramble crossing	A scramble crossing is a signalised pedestrian crossing that allows crossing all at once of all legs of an intersection, as well as in a diagonal direction. A scramble crossing can be useful when many pedestrians seek to cross more than one leg of an intersection. In this case it reduces the amount of waiting time, and therefore the number of pedestrians waiting to cross. Also referred to as a 'Barnes crossing'.
separated bike lane	See Protected bike lane.
shared transport	Shared transport is use of vehicles that are owned by one entity but made available, typically for a fee, for multiple people to use. Shared transport is usually managed through membership schemes or a pay-per-use model. Shared vehicles can be owned by a single person, by a company or by a group. Shared transport includes ride share, car share, bike share and scooter share.
shared space	A street designated as a 'shared zone' under the Victorian road rules is a street where road vehicles must give way to people walking, wheeling and cycling. Usually installed with low speed limits, most commonly 10km/h. Also known as a 'living street'.
sharrow	A sharrow, a portmanteau of 'shared' and 'arrow', is a form of line marking that reinforces that bicycles share the lane with cars and other vehicles in particular locations. It is also used as a wayfinding aid to assist people riding bikes to follow a specific route or find a destination. This type of treatment is only suitable where volume and speed of traffic is suitable for bicycles.
sustainable transport	Active transport and public transport when referred to together.
temporary infrastructure	Temporary infrastructure is infrastructure that can readily be changed or moved. It is typically constructed with lightweight materials, such as rubber and plastic, that are bolted into place. Temporary infrastructure is typically cheaper and quicker to construct than permanent infrastructure. It is typically used for pop-up interventions and trial interventions. It is sometimes also used for permanent interventions.
vulnerable road user	A user of the road who is susceptible to injury or fatality in a collision, or who may be more likely to be involved in a collision because of reduced physical or cognitive capacity to avoid dangerous situations. For example, older people and children are considered more vulnerable than adults; people with disabilities are considered more vulnerable than able-bodied people; and people walking or wheeling are considered more vulnerable than people riding.

Appendices

Appendix 1. Community engagement activities that informed the Strategy

Further details of specific activities and projects where Yarra Council has received community and stakeholder feedback on the topic of transport are provided below.

Yarra transport and related studies and policies

Yarra Council has recently prepared, or is in the process of preparing, multiple studies, policies, strategies and plans where community feedback has been considered in preparing this Strategy. These include:

- *Yarra's Council Plan 2021–2025*
- *Yarra 2036 Community Vision*
- *Place Making Framework 2022*
- *Local Liveable Streets 2022*
- *Swan Street Streetscape Master Plan 2022*
- *Road Safety Study Policy 2021*
- *Brunswick Street Streetscape Master Plan 2020*
- *Draft Cremorne Streets and Movement Strategy 2020* (under the Cremorne Place Implementation Plan)
- *Open Space Strategy 2020*
- *Climate Emergency Plan 2020*
- *Parking Forum (and pre-survey) 2019*
- *Bridge Road Streetscape Master Plan 2018*
- *Car Share Policy 2019–2024*
- *Access and Inclusion Strategy 2018–2024*
- *Urban Forest Strategy 2017*
- *Bicycle Strategy Refresh 2015*
- *Liveable Yarra 2015*
- *Priority Planting Plans*
- *Road Management Plan*
- Yarra Council's annual budgets
- Various Local Area Traffic Management and Local Area Place Making studies
- Various *Yarra Planning Scheme* amendments

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Yarra transport and related projects

Yarra Council has delivered, or is in the process of delivering, multiple infrastructure projects and other interventions where community feedback has been considered when preparing this Strategy. These include:

- COVID-response bike lane trials 2020
- COVID-response outdoor dining trials 2020
- Elizabeth Street bike lane upgrades
- local area place making projects
- trial of 30km/h streets 2018
- Rathdowne Street bike lane upgrades
- Wellington Street bike lane upgrades
- other council pedestrian and cycling improvement projects
- shared zones, such as Walnut Street and Stewart Street
- Rose Street Feet First project
- parklets, including the conversion of road space to parks
- COVID response via Street Dining Program
- other projects and budget streams that respond to community feedback, such as the Safety Around Schools program

State Government transport and related projects

The State Government has delivered, or is in the process of delivering, several infrastructure projects in Yarra where community feedback has been considered in preparing this Strategy. These include:

- Nicholson Street tram stop upgrades 2019
- Victoria Street tram stop upgrades 2017
- Bridge Road tram stop upgrades 2014
- Chandler Bridge duplication 2016
- North East Link 2019
- Abbotsford Convent signals 2018
- Smith Street tram priority upgrades 2019
- Brunswick Street tram priority upgrades 2020
- Streamlining Hoddle Street 2017
- Walmer Street Bridge Upgrade (ongoing)
- Gipps Street bridge upgrade (ongoing)
- strategic bike corridors and COVID response (multiple projects 2020–21 and ongoing)

Attachment 2 - Attachment 2 - Consultation Report

Consultation Report: Draft Transport Strategy

May 2022



Attachment 2 - Attachment 2 - Consultation Report

Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra. We pay our respects to Elders from all nations and to their Elders past, present and future.

Attachment 2 - Attachment 2 - Consultation Report

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Background

The draft of *Moving Forward: Yarra's Transport Strategy* was developed by Council staff in response to demand for additional policy direction for transport. A transport strategy was identified as a priority in both the Climate Emergency Plan and the Council Plan 2021-2025.

The draft Strategy's development was informed by considerable engagement over many years, across a range of projects, including but not limited to: Liveable Yarra, Yarra's Climate Emergency Plan, Yarra parking forum, various streetscape master plans and LAPM (Road Safety) studies, and Yarra 2036 Community Vision.

A recent significant Yarra-wide community engagement project delivered the Yarra 2036 Community Vision in 2021. This vision seeks:

"A transport system that is innovative, efficient, sustainable and accessible"

Yarra 2036 Community Vision

The draft Strategy takes its overarching direction from this vision.

Overview of engagement activity

The draft Strategy was endorsed by Council for public exhibition on 8 March 2022. The draft Strategy was open for feedback for a period of 6 weeks between Friday 11 March 2022 and Monday 25 April 2022. The period was extended from 4 weeks to 6 weeks to allow for targeted engagement with some of Council's advisory committees.

The consultation involved publication of the draft Strategy on Yarra's Your Say Yarra engagement website, notification and promotion through a diverse and extensive range of communication channels and platforms to ensure the broadest possible audience and stakeholder reach. Promotion included:

- Council's Bicultural Liaison officers shared content in language through digital channels including WhatsApp.
- A digital animation was created to promote the purpose and intent of the draft Strategy community and how people could have their say. This was promoted via our social media channels and a version was also provided for dissemination by our bi-cultural liaison officers.
- A Translation function was added to the Your Say Yarra engagement platform to provide additional in-language support.
- The engagement was promoted in the Yarra Life E newsletter during the consultation period as well as through our economic development EDM, Libraries etc.
- Social media weekly posts were disseminated through Council's corporate channels – for example, Facebook, Instagram.
- News item/Media Release was disseminated through Yarra City Council's corporate website.
- Postcards promoting the consultation were on display and available at Council's customer service centres.
- Targeted social media promotion.
- Posters on key cycling and pedestrian routes.
- Posters at public housing estates.
- Key Neighbourhood house networks email campaign and postcards.

Council's advisory committees, local schools, relevant state government agencies, public transport operators, local government counterparts, emergency services, and other relevant community groups with an interest in transport in Yarra were directly notified to raise awareness of the Strategy. Council staff also met with the Active Transport Advisory Committee, the Disability Advisory Committee, and the Active Ageing Advisory Committee.

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The Your Say Yarra engagement platform included an online feedback form for interested parties to indicate their level of support for the policies in the draft Strategy, and to provide further feedback on any aspect of the draft Strategy

More than 2,500 people visited the Your Say Yarra engagement website where the draft Strategy was available to read. The community was encouraged to provide feedback via an online feedback form. The draft Strategy was downloaded around 900 times during the six-week consultation. In total, 771 individual pieces of feedback were submitted in response to the draft Strategy Via the Your Say Yarra site. This is a higher response rate than the average received for most Council documents on public exhibition. Approximately 80,000 words of feedback were received during the six-week engagement.

Overview of contributions

Your Say Yarra

The online feedback form included a combination of multiple choice and open comment questions. Responses to multiple choice questions are shown in the section entitled: *Level of support*. Feedback received through the open comment fields are shown in the section entitled: *Feedback provided in online feedback form*. Not all respondents provided comments.

Some demographic information was collected as part of the online feedback form, to provide information about the reach of the engagement and understand who the responses represented. A significant sample of respondents came from hard to reach or under-represented groups in Yarra, including people living with and disability and people identifying as LGBTQIA+. People who speak a language other than English at home, people of Aboriginal or Torres Strait Islander descent, and young people are under-represented in the respondents to varying degrees. Table 1 shows the number of respondents from each group.

Table 1. Number of responses by demographic identifiers

Group of respondents	Number of responses	% of total responses
Living with disability	93	12.1%
Aboriginal or Torres Strait Islander	11	1.4%
LGBTQIA+	117	15.2%
Language other than English	46	6.0%
Aged under 14	3	0.4%
Aged 15-19	8	1.0%
Aged 20-34	157	20.4%
Aged 35-44	204	26.5%
Aged 45-60	248	32.2%
Aged 61-75	132	17.2%
Aged 76 or over	19	2.5%
Yarra resident	635	82.4%

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Group of respondents	Number of responses	% of total responses
Work in Yarra	233	30.2%
Visitor	153	19.8%
Student in Yarra	16	2.1%
Own a property or mortgage in Yarra	341	44.2%
Rent in Yarra	80	10.4%
Own a business in Yarra	72	9.3%
*TOTAL	771	

* Note: not all demographic questions are mutually exclusive (that is, respondents can fall in to several categories) so these do not sum to the total.

Other contributions

In addition to feedback provided through Your Say Yarra, 29 written submissions were received from individuals and organisations. These are included in the sections entitled *Written feedback from individuals* and *Written feedback from organisations and groups*.

Level of support

Three multiple choice questions were asked in the online feedback form to ascertain levels of satisfaction in regard to the draft Strategy. The questions were:

1. *How satisfied are you that these outcomes support achieving the community's vision for transport in Yarra?*
2. *How satisfied are you that these policies will deliver on the community's vision for transport and movement in Yarra?*
3. *How supportive are you personally of these policy directions?*

The first two questions related to the degree to which the draft Strategy aligns with the adopted vision for transport outlined in the Yarra 2036 Community Vision. Responses to these questions were varied and inconsistent with the responses to other questions in the online feedback form. This suggested that the respondents did not understand the question, or perhaps were not aware of the community vision or did not agree with it. As such, the responses to the first two questions have not been analysed.

The third question relates to the respondents' personal satisfaction and is considered more representative of the attitudes toward the draft Strategy. The following table and charts illustrate the responses to the third multiple choice question in the online feedback form, being:

3. *How supportive are you personally of these policy directions?*

Table 2 shows the level of support for the policies in the draft Strategy from the people who provided feedback online through the Your Say Yarra platform, and by each of the sub-groups. Graphs on the following pages show this visually.

For respondents who own a business in Yarra, study in Yarra or live with a disability, those who do not support the policies of Draft Strategy outnumber those who do support them. That is, these groups are more unsupportive than supportive.

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For all other groups of respondents, and for respondents overall, those who are supportive of the policies of the draft Strategy outnumber those who are unsupportive. In other words, they are more supportive than unsupportive.

Table 2. Level of support for the Strategy's policy directions by demographic identifiers

	I'm personally very supportive of these policy directions	I think I support them	Neither supportive nor unsupportive	I don't think I support them	I definitely don't support these policy directions
TOTAL	362	70	32	73	220
Aged under 14	1	1	0	1	0
Aged 15-19	7	0	0	0	1
Aged 20-34	99	8	3	12	35
Aged 35-44	93	16	7	17	68
Aged 45-60	106	23	7	24	83
Aged 61-75	13	49	19	15	30
Aged 76 or over	2	7	3	4	3
Yarra resident	259	63	29	70	201
Work in Yarra	103	18	15	21	70
Visitor	108	9	4	9	23
Student in Yarra	6	0	0	1	9
Own a property or mortgage in Yarra	128	34	20	34	117
Rent in Yarra	55	4	1	6	13
Own a business in Yarra	26	5	1	7	31
Living with disability	31	6	4	12	39

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Figure 1. Level of support by relationship with Yarra

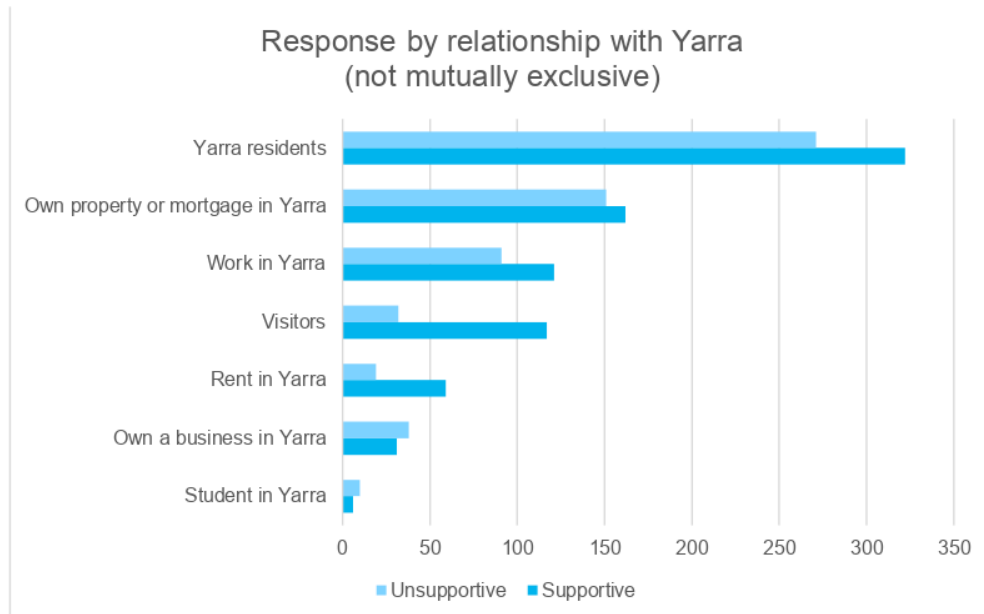
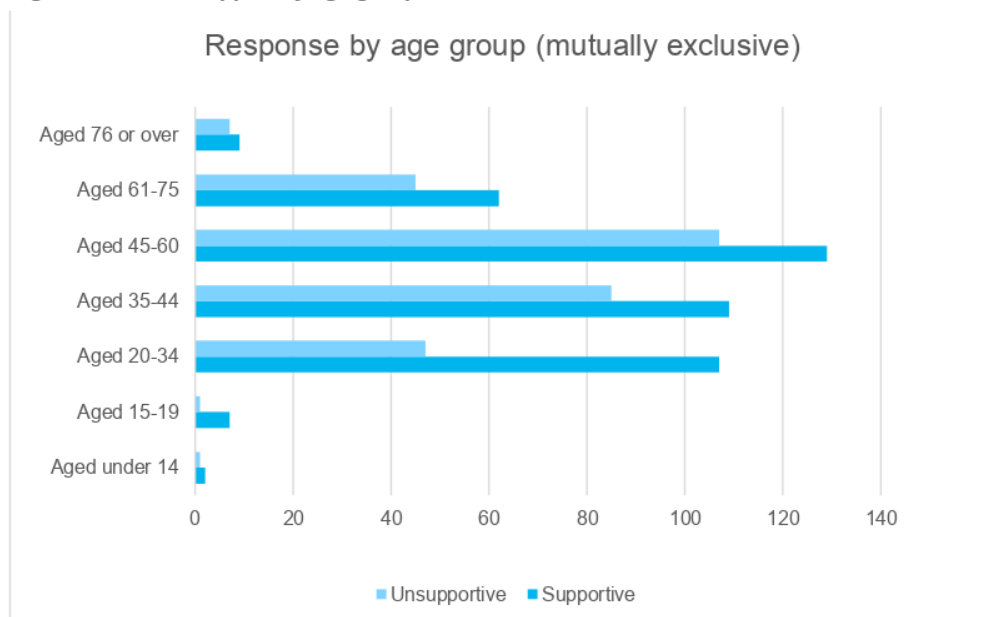
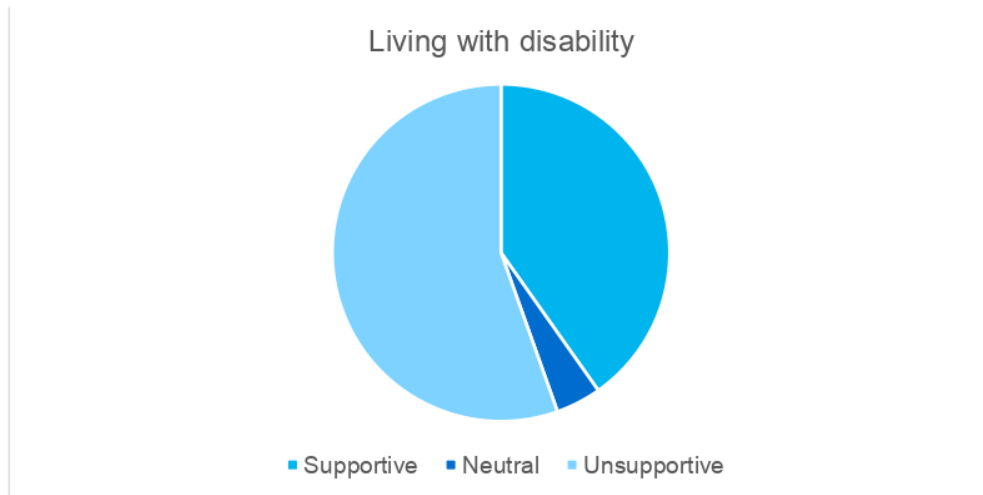


Figure 2. Level of support by age group



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Figure 3. Level of support by people living with disability



Attachment 2 - Attachment 2 - Consultation Report

Written feedback

Feedback provided in online feedback form

The following feedback was received by council through the online feedback form on YourSayYarra. Blank fields were left blank by the submitter.

Table 3. Feedback provided via online feedback form

	Do you want to share any feedback on the outcomes that guide the strategy?	Are there any comments you would like to make on the policy directions as a whole or any individual policy areas?	Anything we've missed? Are there any comments or suggestions you'd like to make on the strategy as a whole?
26487			
26488			Need more separated bike lanes/roads that give bicycles priority over cars in Richmond!!
26489	Vietnamese		
26490		<p>The push to decrease use of cars and push the use of bikes is not relevant to everybody. We are in our late 70's and need to use a car. The proposal that tried to close or partly close Trenerry Crescent possibly fitted with your goals but it would have had a diabolical impact on us. We are in Turner St and our doctor in Spensley St. We also use the route to access Hoddle St as turning right into Johnston St is a nightmare.</p> <p>I have never understood why a building carpark and now the Convent have traffic lights but Trenerry does not.</p> <p>If it had lights, even with a long cycle it would discourage the many drivers who just use it as a shortcut but still benefit the residents.</p>	
26491			
26492			

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26493		<p>This is great, and I feel very encouraged. Currently it is downright terrifying walking to school with my children in Abbotsford. The previous 'Improving Abbotsford' plan has not delivered anything and the whole area is a massive Hoddle-bypass. Residents want to have residential streets back... Our streets are not for bypassing roads. Further, my son was almost reversed over in a laneway by an SUV last week. Only because I shouted he did not get crushed. My dog has also had very close calls.</p>	<p>Vehicles on our streets are getting larger and more dangerous. Incentives need to be in place that motor vehicles themselves move to more safe designs. This is particularly important since electric vehicles are heavier than ICE vehicles. As it is, they are tall, opaque, heavy and often armoured with bullbars, winches and the like.</p> <p>Yarra should implement policies to:</p> <ul style="list-style-type: none"> * charge high parking permit fees for large and dangerous vehicles * have a policy to not employ contractors with bullbars and similar on their vehicles.
26494		<p>The policy is primarily about moving traffic (trams and bikes) and virtually nothing about local area traffic management and residential amenity.</p> <p>P8 is focussed on major roads or so it seems but avoiding entry/exit conflicts by reducing traffic volumes in rat runs like Rowena Parade should be a key focus rather than opening up intersections and removing o street parking to increase traffic flows as was suggested to me by one of your traffic engineers yesterday (please coordinate in-house).</p> <p>P9 was encouraging but stands in isolation in the document as this is about local area traffic management and as I said your policy seems to be focused on trams and bikes and not people (residents).</p> <p>Please increase discussion on local area traffic management and identify key areas in the City where attention is needed such as Rowena Parade</p>	<p>In ground, on street electric charging points</p>
26495		<p>Previously traffic changes proposed by COY have not included proper consultation with locals. Usually it seems Libby groups are prioritised and traffic changes implemented with minimal consultation of locals. There is nothing contained here to indicate proper and fair consultation will be</p>	

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		a part of these policies. I think fair consultation should be explicit given past performance.	
26496	Particularly for the wide local streets in Collingwood South between Smith and Wellington Streets, I would encourage Council to implement a strict 1-way policy to re-allocate space from moving traffic to enhancing space for people movement and greenery.	It is vital to remove any incentive for through-traffic from local roads whilst providing adequate access for vehicles originating or terminating travel in local precincts. A cleverly designed 1-way street system will be able to achieve a good compromise whilst providing opportunity to shift street trees, bicycle hoops, public waste bins and other such installations onto road space and at the same time maintaining a fair amount of on-street parking.	A very well thought out strategy.
26497			Just a few points. There needs to be walking trails set up through the streets of Yarra in the same ways as there are priority Bicycle paths. Some areas in Yarra require pedestrians to walk on the road as they footpath is not suitable. All those areas should be shared zones, this includes all the lanes. As a note the speed in most lanes is 50km/h as the default speed on unsigned roads is 50km/h. If you lower traffic speeds then you should swap to more shared zones. It is hard to walk in the suburb with a second person as a lot of the time you need to walk in single file unless you walk on the road. Happy to discuss further at any time. Regards XXXX
26498			
26499		Prioritisation of walkers if essential - we have great walking infrastructure and can build on it	
26500			

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26501	The outcomes are great and very well suited to Yarra's vision and physical attributes. I am also encouraged by the recent changes to transport made during the pandemic.		
26502		I think scooters are undervalued. They are a huge help in reducing short duration travel. ie 2 to 5 Km journeys. (Too far to walk, but don't need a car)	Scooters - see above.
26503	better link between Merri Creek and Main Yarra trail - get those dog walkers on public land off and make the link. Each month there appears to be some consultation I would like to see some outcomes and not more consulting	Supportive especially less car parking more parks. On my street (easey st Collingwood) it would be great if you marked the car parks so people do not leave big gaps and more car parking.	The crossings over main roads such as Hoddle St, Princes Street - start/end of eastern freeway need to be prioritised for pedestrians not cars Too long to wait for all these banked up cars to just bank up.
26504	Yarra needs more 100% shaded footpaths to enable walking on hot days.	14. Vehicle implies cars, buses... consider zero emission mobility devices to be inclusive of cars, buses, scooters, bikes, ebikes etc	An urgent focus on urban cooling plus shade to support low emission outdoor mobility. Including stormwater irrigation, shade mandates for development, etc Major streets (Johnson, smith, Brunswick, Nicholson etc) are too sun exposed for hot day low emission travel. Bike path near farm needs urgent shading. Maybe consider shaded, green walking networks to start - eg collingwood train station to convent/ farm precinct.
26505			

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26506		I do not think the balance is right. The obsession with bicycles and creating dangerous lanes (for bicycles, pedestrians and cars). Get out of the basement office and observe the streets and lanes. the 'compromise' leads to everyone losing. People with disabilities are not welcome in Yarra.	
26507			Nowhere is SAFETY mentioned. We are in our 70s and no longer feel safe catching a train at our local stop (Hoddle/Nicholson Streets). We detour to catch trains even though it adds time to our journey.
26508	It is wrong state policy when it is cheaper for a family to drive in the CBD than catch public transport.	Scooters are a scourge. They disrupt walking and cycling paths.	Free public transport within a 5km radius of the CBD would greatly reduce the need to use a car in this area. At present, it is cheaper for a family to drive in the CBD than catch public transport.
26509		We need more consistent, permanent and safe bike options. - spider web distribution akin to train radiating out of city. - Copenhagen lanes that just don't stop mid-wellington street to become unsafe bike paths - that don't share road with trams AND cars (ie: have cars and trams and cars and bikes but not all 3) - use the engineering solutions to tackle shared space - eg roundabouts - plan for electric scooters - where do they fit in essentially we need to make it easier and safer to use your bike than your car	
26510			
26511			

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26512		Pedestrian investment and priority must be given a LOT more attention in Yarra. Infrastructure (crossings, footpaths, shade, lighting) are in poor condition in many places. In far too many places DDA standards are not met or actively breached. Many footpaths are too narrow. Crossings are poorly located (mid block crossings are not prioritizing pedestrians... they are prioritizing cars). Vehicles blocking pedestrian traffic are not fined. And so on and so forth. I support all actions to promote walking, cycling and shared/public transport and discourage (and price accordingly...) private vehicle use in Yarra (especially by those 'rat running' through the municipality).	Yarra's track record has been to not go nearly far enough on discouraging car traffic and in promoting safe, well-maintained and designed, efficient and beautiful active travel infrastructure. Please put your (our...) money where your mouth is. Walking has arguably the largest mode share and certainly has the largest "potential" mode share in Yarra and yet is practically invisible in transport discussions. It needs addressing.
26513		There needs to be good management of cycle lanes. Timely repairs, too many pot-holes and man covers that makes it dangerous.	.
26514	Cars are a reality and need to be considered more, car users are much higher than bike etc users and BOTH need to be catered for, to deny cars is shortsighted and ridiculous	Just because you think people should use bikes more that's not realistic, the real 'vulnerable road users' are the elderly and disabled etc who need to use vehicle transport... wake up and a later for ALL not just a hypothetical 'let's all be naturalists and walk use bikes' it's not realistic, cater to the majority not some loud vocal minority. I'm sick of your minority council attitude catering for the whingers, cater to your rate payers who actually pay for you!!	Wake up
26515	We live in Yarra & can't always walk so find this obsession worth forcing us to ride bikes - can't balance /safety issues - or walk very discouraging	There are more people in the world & our inner-city area daily. We can promote outcomes but not hold back reality	

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26516		Mixed walking and cycling paths are not ideal. Perhaps some measures to keep bicycles off walking paths where possible or to control their speed.	
26517			
26518	Yes	I am very supportive of prioritising pedestrian movements and widening footpaths. There are extremely narrow footpaths in some places in Fitzroy (sometimes	Yarra has areas that are extremely well serviced by public transport (Fitzroy, Collingwood, Fitzroy North, parts of Abbotsford, Richmond and Clifton Hill) and areas that are less well serviced (Alphington, Fairfield). In addition to advocating for a bus link between Alphington and Burnley, City of Yarra should advocate for far better local bus services in these areas to link them to other destinations in Yarra (so that people have an option other than driving and congesting our local roads).
26519			
26520	No mention of those with mobility problems such as some aged and some with physical issues. Where do they fit in? No mention of vehicle emissions or strategy to enable residents to charge EV on streets etc. in an area where very few can at home	I support an emphasis on public transport and lower car use but this document shows a lack of awareness of disabled and aged residents and it gives a vague and low priority to emissions in an area where few have access to off street parking and therefore home charging of EV cars. This means recognition that a percentage of residents will need to have cars for the foreseeable future and they should be encouraged to be using low emissions vehicles. Charging points in residential streets as is becoming common in Europe and the UK should also be prioritised.	See above: the disabled and aged are not being considered and low emissions seems to be a low priority
26521		Yes more Disability access	more wheel chair & Disability scooter access also more Disability Facilities Toilet's
26522	I think Council should support the extension of the Eastern	The definition of "cycling" should be clarified to include all personal mobility including manual scooters and privately	As above I think Council should support the extension of the Eastern Freeway as a grade

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	Freeway as a grade separated toll road under Alexander PDE and Parkville. The trade off would be 40kmh roads and reduced car lanes and more bike lanes on Bridge, Swan, Victoria etc.	owned e-scooters, (not just the rental shared ones which is a dud business and will eventually fail because private e-scooters are cheaper). I realise you mention scooters on page 26, but every where else the emphasis is on "cycling".	separated toll road under Alexander PDE and Parkville. The trade off for our support would be 40kmh roads and reduced car lanes and more bike lanes on Bridge, Swan, Victoria etc. Perhaps even a "through traffic" toll for cars that use those roads to cross the Yarra and Hoddle st through City of Yarra and do not dwell for more than 2 hours. Council needs to be more focussed on outcomes for Yarra citizens and less about Maningham or other causes. Burnley st should be 40kmh. Hopefully CUB brewery eventually relocates so no more B doubles. Hoddle st is a basket case to cross and needs a better north south link solution too which ultimately will require grade separation.
26523			
26524		I'm concerned at ideas I've heard about to reduce on-street parking, or to use parking areas for resident storage facilities ... it is head-in-sand thinking to ignore the reality of cars and where to park them. As Fitzroy residents for 35 years, we feel we almost do not exist in the minds of current councilors, who seem far more concerned with younger patrons, bikes, and street activity. I have a bike, I ride it, but we also still own a car and continually struggle to find anywhere to park it that is close to where we live.	We are currently poorly served by our ward councilors, with the exception of one of them who at least replies to emails and makes himself available to residents. One of the other two councilors might eventually respond, and the third one never responds. The fact that a councilor refuses to respond to an email is shameful and an abrogation of their responsibility. Also, the final question should ask for as many responses as one wants; I use public transport, car, bike and walk, NOT JUST TWO CHOICES.
26525			Yes. It's awful getting from Fitzroy to somewhere like Coburg — I have to tram it into the city, then back out again. I think there's a bus route somewhere along the area, but it's too slow and doesn't really take me to where I want to be.

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26526	Waste of money in these projects. Clearly anti car at rate payer expense	Council needs to be careful with rate payer funds. Concentrate on value for funds spent. No need to print a load of 30km signs, and colouring in the road and banana sculptures and saying it is pro pedestrian. It's just a waste.	Encourage Zero transmission? Code for anti car.
26527			
26528	Many families live in Yarra - I have a family of 5. There appears to be a complete lack of understanding that to transport the kids around , shop etc it is necessary to use a car. Yarra council seems to only focus on bike paths	Many large families live in Yarra. It is impossible to transport families around using bikes for any distance or length of time. Shopping for large families require a car. The elderly cannot use bikes. Yarra council seems to have a complete disregard for these rate payers in Yarra. Great to encourage bike and public transport use but reality is most people still need cars -this needs to be recognised and allowed for. Nowhere in these proposals is this considered or planned for. I would like to see a wholistic proposal that is inclusive of all members of the community and not just bike users.	Please review these policies with a more realistic approach and an appreciation that there are times and some people who cannot use bike paths and public transport. The policy needs to be inclusive of ALL ratepayers and community members not just bike users. I feel completely disregarded as a mother with a family by these policies. Also with public transport now close to \$10 a day per adult, sometimes it is cheaper to take a car than pay \$40 to transport my family, not sure this has been considered.
26529			
26530	There is no mention of how Yarra City Council will work with State counterparts and other stakeholders on upgrading train stations, especially Richmond Station, which is no longer fit for purpose, with ageing infrastructure, and capacity limits	Share scooters/bikes are already causing problems with being abandoned across footpaths (or worse) - you need to manage this better Richmond Station and precinct needs upgrading - it is no longer fit for purpose given its importance for access to the sporting, arts & recreational facilities If you keep approving higher-rise apartment buildings, you are encouraging more cars, but you are also granting exemptions for off-street parking - does not make sense What has the past 2 years of lockdowns taught you about people working from home, staggered working hours, etc.? What about liaising with adjoining Councils, especially City of Melbourne - e.g., management of traffic in/out Yarra Park along Punt Road during major events - pedestrians have to	I'd like to see more pedestrian-only paths (especially if you add more bike lanes), and better design of street furniture (e.g., like the top end of Richmond Terrace)

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		navigate cars that ignore the "no right turn" or "no left turn" signs on leaving Yarra Park Encouraging more cycling is great - but please also consider more cyclist education on observing traffic signals and using dedicated bike lanes	
26531		Transport is inextricably linked to building policy. If high rise apartments and multi -story offices increase so does transport needs. Multi-story offices primarily accommodate non-residents. If apartments and multi-story offices use the footpaths and roads for storing their skip, bins, gas cylinders and beer barrels (and leaving them on the road for pickup) then pedestrians and cyclists are impeded. Parklets impede pedestrians and cyclists and are frequently unused.	
26532		Interested in the outcomes of current scooter trial too!	
26533		I think you are being unrealistic and biased against families with children. Car use is still necessary and families cannot live without cars. We cannot go shopping for a family of 5 on public transport or drop children to afterschool activities with cricket bags and the like on public transport. There are lots of working parents in Yarra. How are you representing us?	Zero admission cars, properties are too small in Richmond to support charging of these at home.
26534	For cars I think we need to should focus on encouraging sustainable car use rather than assume we can reduce car use - many lower socio-eco groups need cars to work. We don't all do desk jobs and commute to CBD.	Much more emphasis on zero emissions car. There is one policy related to it. It is going to be a huge, complex effort in a council where so many park on the road to adopt EVs. We can't leave it to residents to sort this out as we don't have our own garages (and I'm assuming you don't want to encourage more garages for cars :). Is there a preference for office worker residents that don't need to carry stuff (books, cleaning products, tools ...) across town? Do we prefer not have residents that work late at night and want to zip home in their own car after a shift? The unintended consequence of some of these strategies is	

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		to make Yarra even more unobtainable for certain demographics.	
26535		Stop 20 (Lennox St) is the site of an informal open drug market. When I see large groups (often more than 10) trading/using or drug affected I avoid this stop and have to walk to the next stop. Many people I know do this. The site is very dirty (vomit, rubbish and sometimes stinking of urine. I believe the public transport stops must be safe and clean. This would not be tolerated in Kew or Toorak so why here?	
26536			
26537		<p>The enlarged tram stops were designed to slow traffic and so they did.</p> <p>The clearways and obsessively stringent council parking deters shoppers and kills local businesses and speeds up traffic to and from the CBD (which is 50% vacant) might I add. So.... they wanna slow traffic to make it safer..... but speed it up at certain times to make traffic smoother... you cant have it both ways. safety safety is a concern, therefore abolish the clearways to make traffic slower, especially as peak hour is when more incidents happen.</p> <p>guess what? If clearways were abolished and drivers had to wait in traffic, they might carpool / ride a bike/ take a tram/ or be forced to take a greener or find an alternative means like a freeway.</p>	<p>Start installing electric car stations near shopping strips with a shuttle bus for shoppers.</p> <p>stop crapping social media garbage, spend the money on real green initiatives. This will improve the economic situation in local shopping strips as this provides...</p> <p>revenue for council</p> <p>a wait time where shoppers can mull around while their car charges</p>
26538		<p>Don't stop home owners from parking their cars at their homes, or outside them. Make it unpalatable to pass through Yarra by car.</p> <p>Don't let high speed lycra brigade on their bikes bully recreational bike riders and families, they need to be segregated.</p> <p>Electric private cars, are as unwelcome as petrol powered</p>	

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		brothers on Yarra streets, they deserve no special treatment, and their carbon footprint is still high.	
26539		Cars are a fact of life in Yarra. Both for residents and for those travelling through Yarra. I have a car and a bike and I walk. My children have grown and moved out to far-fetched suburbs because they cannot afford to live in Yarra. I need a car to visit them, extended family, see health professionals, go shopping etc. Driving from one end of Wellington Street to the other for example, can now take half an hour!! traffic in a single file extends for hundreds of meters. Cars sit still idling and burning fuel inefficiently as opposed to actually moving. All the while bike lanes remain empty save for the odd cyclist every few minutes.	There must be a better way. I am very supportive of public transport, cycling and walking. We need to safely accommodate cyclists without removing 50% of a roadway previously available to cars. Why for example can't cyclists be diverted to secondary roads instead of using the major thoroughfares like Wellington Street?
26540			
26541	More support for electric cars and more short term parking for picking up items. Short term parking better supports local residents while encouraging non locals to commute into Yarra in more sustainable methods.	Better support for private car use shopping locally with more short term parking.	With the evolution of safer, autonomous, electric vehicles the anti car posture is not forward thinking enough.
26542	I would put "3 Increase independent mobility for vulnerable road users in Yarra" higher as I have concerns for vehicle safety on the streets.	If #1 - #4 includes safety considerations, I'm pleased with this priority.	
26543	No 4 concerns me. As an increasingly elderly resident of	I don't believe that they take into account the needs of the older or less active members of the community. I have lived	

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	Yarra I can see that I will become more car dependent. I'm obviously not going to be riding a bike and public transport presents it's own challenges.	here for 35 years and intend to continue to do so. I walk a lot and use public transport, but I can see that as I get older, I will possibly not be able to continue to do this. I would hope that my needs are also part of your planning considerations. I'm happy to see through traffic decreased but not if it means that driving within Yarra becomes an obstacle course and unnecessarily convoluted because of prohibitions on turning. Given the way in which some cyclists give scant regard to the needs of pedestrians I hope that there will be more emphasis on their education as responsible and courteous road users. The congestion of bikes parked on narrow footpaths needs to be addressed in order to facilitate the easy passage and safety of pedestrians. The provision of more bike racks might help achieve this.	
26544	this strategy is not in line with the community its meant to serve	Who was this vision put together by? it was far from any community engagement or consultation	please call an early election - your narrow minded approach is bordering on insane
26545	Yes. There is practically no large car parking spaces in Yarra other than those provided privately eg supermarkets so how do you propose manage this.	At corner of Swan and Burnley sts-streets there is an angled pedestrian crossing towards Burnley station. If a car needs to turn left into Swan st there is no space as the crossing comes right to this corner. This causes a hold up in Burnley Sst which is already congested. Why can't the crossing go straight across from station side to footpath in Swan St. At least then 1 or 2 cars could turn and wait without holding up Burnley Sst traffic. Why can't I board the no 12 tram at stop 25 when heading towards the city. Many people walk down the track so they won't miss it at Burnley Sst . Surely it is possible to create a boarding space there.	Yes. Why don't your plans in general address the disgraceful appearance of the shops in Victoria St between Hoddle and Church sts. It's an embarrassment when entering from Victoria Parade. City of Darebin is paying businesses a grant to enhance their appearances. Re cycling. Impose a speed limit on Yarra trail as it is dangerous to pedestrians when cyclists speed by. I would like a response to my questions. Re cars. It is not possible to get to other areas without driving through city of Yarra. Try getting to Doncaster etc by train. There are none. I hope I am not considered irrelevant if I don't identify as any of the groups named. Sometimes in the city of Yarra myself and many others feel that way.

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26546			
26547			
26548			
26549		<p>As climate change worsens the capacity to do be outside will be reduced. What is the council doing to consider that we may not be able to exercise outdoors during the daytime if the temperature is too high for such? Has the council considered the footpath substrate that is prevalent - the black bitumen - may increase the heat of the footpaths compared to a lighter coloured path? Similarly, if you have prioritised the reduction of the movement of vehicles - what happens when the climate is too hot for travelling outside a vehicle? Some of the traffic reduction techniques lead to frustration and possibly increased road rage by vehicle users- being perpetrated on pedestrians and cyclists. What is with the "pop up" bicycle infrastructure? It is on many roads where bike paths were already in existence, and now I wonder if they will be popped back down and packed up? Some of the pop up bike infrastructure is confusing and feels more unsafe.</p>	<p>Ultimately I would really like the council to consider climate change in their planning of footpaths and bike paths - including shade and substrate of the paths. Perhaps also if the people who design the roads and bike paths could actually ride on them on a bike and see how they are from a user perspective. Some of the signage is lacking and the areas where you have coloured the street yellow or green is confusing. Additionally the making of a new type of pedestrian crossing is weird. Why make a yellow path with a stop sign of cars when you could put a pedestrian crossing in? Why have that same type of road treatment with give way signs in other areas. Are you considering the whole suburb traffic flow when you add in traffic reduction strategies? Some suburbs are now almost impossible to drive around - and yet people with kids, older people who can't get to public transport, trades people and people who need their car for work - still need to drive. Do you ever consider those people too?</p>
26550			
26551			
26552	A focus on walking, bike riding, and public transport is essential to keep Yarra liveable.		Consideration of contra flow bike lanes and LTNs to cut excess driving down small streets.

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26553	Shared scooters are dangerous, to the point I have stopped walking. Too many are riding on footpaths, or 60KMH roads, or two up, or without helmets, or through red lights. Impossible for low vision pedestrians when they are blocking the path.	There are not enough bike lanes, like the wonderful trial on Elizabeth Street. We need a lot more of that sort of bike lane. Council *NEVER* enforce parking restrictions, so people are in 2 hour spots all day. Despite numerous emails, nothing is done to book people overstaying. **** Scooters are super dangerous to pedestrians and a hazard to low vision people walking, they should be strongly opposed by council in all forms as they are always being used against the law and hurting people who walk. Some of the things I have seen, and keep seeing every day. From parking them in the middle of the road, to one case rigging two up, no helmets, on a 60KMH road. I've also been hit once now by a scooter rider on the footpath which hurt so much I couldn't walk for a week. Please council, get these hazards banned!	Not really, mostly, enforce parking, more separate bike lanes, ban scooters, slow down cars.
26554		1.For owner residents, as I have been for 35 years in Brunswick St, it must be mandatory to continue providing space and parking permits for us. 2.As Brunswick St commercial businesses have to attract people to the area which is what gives the area its appeal, it will be necessary to enable continued visitation by car which means providing appropriate parking space - maybe it is time the Council sets aside a major space enabling public parking instead of the vast number of huge apartment blocks that are desecrating the area. 3. The graffiti destroying the ambience of Brunswick St in particular, especially around Johnston St is appalling and it is suggested that the Council could see above ground level to clean and disrupt the continual desecration of the buildings. I would love to think someone might read these comments and feel moved to act on them, thank you.	
26555			Reducing car movements and visitor permits on local streets surrounding church and swan needs be

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			policed. Brighton st now has a lot more car movements due to crèches opening and another due to open soon. Could you look at creating local bus pickup services for these centres and the schools to stop the amount of cars.
26556			
26557			My only note is to ensure you use consistent, inclusive, non-triggering terminology - cycling, cyclist, pedestrian, motorist, etc are all often viewed with a negative lens and categorize people into boxes they feel they need to identify with (if I'm a motorist can I also be a pedestrian? I can however be someone who walks and drives). Make sure vision statements/videos/public facing collateral consistently uses accessible language 'people who ride' 'people who walk' 'people who drive' etc, as everyone can identify with this language without forming negative connotations. even terms such as 'active transport' are not well recognised amongst the general public - healthy, comfortable and equitable ways to get around your area is better than 'using active transport to get around'. Fantastic work Yarra!
26558		There needs to be more consideration given to parking for people with a disability and also the number of loading zones needs to be review3ed as in the area where I live access to entrances is often blocked because of delivery trucks. They also double park which is dangerous.	A couple of further comments, the parking is limited which I support but maybe there needs to be a couple pf spaces for tradespeople. Sometimes we cant get tradespeople to visit because there's no parking. Nearly all the available spots are taken by construction workers from 7am onwards. When plan is implemented, maybe have a discussion with VicRoads about an awareness campaign for cyclists and motorists. There' a number of near misses on Wellington

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			<p>Street, Collingwood, for example, due to cyclists heading north and cars doing left turns.</p> <p>And finally there should be an increased number of after hours resident permit areas in areas where there are a large number of restaurants and nightclubs. This would encourage visitors to use public transport and taxis....</p> <p>I live with a person who has a disability and does not drive. He can use public transport when he is not too fatigued.</p>
26559		<p>To biased towards cyclists without regard for elderly pedestrians. As an older pedestrian I no longer feel safe on footpaths in The City of Yarra. Many cyclists still ride on the footpath, particularly on St Georges Road, Queens Pde, Nicholson Street etc. There should be more enforcement to stop people doing this. Also the bike paths are now no longer safe either. Cyclists are now riding 2 or 3 abreast forcing pedestrians out of the way and travelling at excessive speed or large groups. A good example is there is plenty of infrastructure for cyclists along the length of Park Street, which is a relatively safe quite street BUT it isn't safe for pedestrians on the "shared" path or the footpaths. It is particularly dangerous near the Brunswick Primary School at Park Street</p>	<p>Yes, you have given ZERO consideration to elderly pedestrians and more vulnerable users of footpaths, paths and shared paths, instead wasting extreme amount of my rate-payers money on pop-up bicycle infrastructure that lasts about 5 minutes and is then taken down.</p>
26560		Stop the CARNAGE & reclaim the streets for alternative transport users.	
26561	I believe the policies are great but I'm not sure your plan has enough 'teeth' to get it implemented. Please step out where actions will happen, how they get paid for, and	Great work and overall very impressive. Just a bit more grunt in the implementation space would be good to ensure this isn't a paper tiger.	The community asked for lots more trees and this seems to be a lower area of emphasis than things like walking and biking. It'd be great to have this a bit more explicit - including targets for how street space is reallocated to greenery.

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	include specific, staged targets for each policy.		
26562			More bike paths!
26563	Close streets to car traffic that aren't major thoroughfares	There's so much potential in Yarra for protected bike lanes to link up across the municipality but State roads that have no cycling infrastructure are a major barrier to getting around or through Yarra on a bike.	
26564		While I am supportive of measures that increase safety, and encourage public transport or non-car transport, the reality is that most households have at least one car and will need to use their car at times. Some recent measures have angered local residents by making it more difficult to enter and leave our local area by car. One example is that we can no longer take a left from Wellington Street into Alexander Parade, which has only forced people to take other back street routes to gain access to the freeway. The attempts to stop traffic exiting Clifton Hill at the corner of Hoddle Street and Rosneath Street were likewise disastrous and this intersection eventually had to be redesigned. I think the reality that most residents will continue to drive cars for longer trips needs to be acknowledged, and that road planning should not make it a frustrating experience for local residents to leave their suburb.	Perhaps measures could be put in place to limit the number of cars per household - eg only 1 parking permit per household in areas where competition for parking is high. Transition to electric vehicles needs to be considered in high density areas where residents do not have access to garages for recharging vehicles. Public infrastructure (eg street based recharging stations) or subsidies for residential street-based stations may need to be considered to encourage EV use.
26565	Cars are bad always will be a necessity for some workers. This policy just seems to punish those who require the use of the car. It is discriminatory and places a disproportionate burden on people who through no fault of	Cars are necessary for many people who live in Yarra either because of the nature of their work or because of a disability. All this strategy does is discriminate and punish those groups. It is wrong and unfair.	

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	their require the use of a car and p		
26566		Most statements are just that. There is no substance or details about how they are to be achieved.	
26567		I think that the number of on-street car parking spots could be reduced and prices for on-street car parking for residents could be increased.	
26568		Good; High level enough to avoid getting bulked down or stuck on specific projects.	
26569		I strongly support the policy directions. I bought here because as a single person I could easily live here without a car. I have since married and had children, my partner sold his car. We use share cars occasionally but otherwise ride, walk and PT. This has been viable during extended periods of poor health.	<p>The bicycle network in yarra is much better than in many other Melbourne LGAs but there is still much to be done.</p> <p>The spaces available for kids to learn to a) ride bikes and b) learn to ride on the roads (or even other contested spaces such as bicycle paths) are very much lacking. Looking to our future road users these need attention.</p> <p>Specific to walking to our school - Richmond West Primary has two entrances. The back entrance is adjacent to the 139 housing estate grounds. These grounds have the extension of Belgium Ave running through them. I believe this road is the responsibility of CoY but I could be wrong. It is a quiet road but there is often traffic during school drop-off/pickup. This road has no signage to protect the school kids that pass across it - no stop signs at either end</p>

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			(Lennox or the intersection next to the school). There is also a slanted footpath crossing next to the school grounds that needs to be a signed zebra crossing.
26570	In principle the idea is fine. This is strategic yes. No substantial detail to say there has been an outcome. I think the identifiers are the vision not the outcome.	P3. ".....clutter footpaths onto road carriageway, such as bicycle parking, scooter parking, trees, seating, bins and" In certain areas this will not be appropriate as most local roads are now down to one lane and create traffic for cars and make it unsafe for people. You cannot widen the roads, due to older building being built so close to each other. Making major roads a 40 & 30 zones will not help. Just frustrate drivers. Most people who have a car in the inner city probably only use their car to go on long trips to outside Yarra area, not to get to work in the city. A car in Australia is almost a necessity. We do not have fast-speed trains. The future will be electric cars. The council does onto seem to support this mode of transport or putting in stations to recharge in dense populated areas. Not putting the required network to support electric car for many family residences will not help emissions, air pollution etc. Climate change is here. We can do better into the future.	Put more accessible recharge stations where there is the need. Near high populated residential areas. Many residences do not a garage? We pay enough to park our cars on the roads to the council. Where is this money being used/spent? Should go into infrastructure for electric charging stations. Look to the future and be prepared.
26571		I'm supportive of all measures, but especially any measures designed to help children and parents walk or cycle to school each morning.	
26572		I'm very much for deprioritising cars, I don't drive at all myself. However -keep in mind that for some people cars are an important and necessary tool, whether as a disability aid or simply because there aren't good transit options at their destination. So like - prioritise active transit. Prioritise public transit. But don't be outright hostile at cars either.	

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26573			
26574			
26575			
26576		This reads like a wish list for anyone working in sustainable transport, so my heartfelt congratulations on getting these policies through.	
26577	More detail is needed, I'm not going to support something that has generalized ideas.	You quote research on use of cars, parking if cars etc. when was this research done? During Covid more people would have worked from home. During Covid it was encouraged to not take public transport due to chance of contagions. What are your plans for next pandemic and how people travel? So far what I've read it's ideological woke nonsense.	
26578			
26579		Hopefully more can be done to reduce the amount of space taken up by cars. It feels like most of the open space on tiny residential streets is taken up by cars, even when residents have a driveway or garage.	Though the city of Yarra has access to major rail stations, it's almost impossible to travel between them in a timely manner. The journey across Yarra or to a close by suburb in another council by public transport is woeful. Hopefully there is more communication between neighbouring councils and PTV. After using bike share, share scooter and my own bike, it's clear that the bike lane design and flow between different streets is very disjointed. Hopefully more will be done to prevent a cyclist moving from a well maintained, well lit lane into a poorly maintained, dark, and dangerous main road with little warning.
26580	I don't think that the strategy obviously addresses	I'm very supportive of policy no 12 - Support use of streets for community development activities, but there don't seem	It would be good to see the EV section include electric bikes - a more accessible form of EV that

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	mechanisms to achieve outcome 4.	to be any actions associated with this policy direction. I recently tried to arrange a street closure but the cost of traffic management was prohibitive.	doesn't require on street chargers and that would enhance the use of existing and future bicycle infrastructure. City of Melbourne currently looking seriously at supporting electric cargo bikes for delivery. Could we have a delivery hub with bikes for the last mile delivery?
26581		The bike lanes are taking over the roads! It is a good idea to encourage the use of bicycles, but it is badly executed. The roads and parking spots are so narrow, while bike lanes are getting wider and wider, look at Elizabeth St in Richmond, the separator is ridiculously wide, the roads are looking hideous.	If bike lanes are the same level of the footpath rather than the road, it would be so much safer for everybody. It is a fundamental error to put bike lanes on the road in the first place, it is dangerous to have bikes and cars sharing while the lanes suddenly stopped. Cyclists and pedestrians are closer in a way because cars are enclosed. Cyclists would be less aggressive if riding on a bike lane on a footpath as they don't feel like racing the cars, just simple logic.
26582			
26583			
26584		where is the security thinking? Safety to walk and security and availability of bicycle/ scooter parking?	where is the security thinking? Safety to walk and security and availability of bicycle/ scooter parking?
26585		Policies seem sensible for an inner-city municipality with easy access to public transport. Despite significant volumes of traffic passing through the municipality, it retains excellent amenity for the residential areas within it.	
26586		The strategy "Encourage transition to zero emission road vehicles" is meaningless and ineffective, The council needs to mandate that any new planning application that has car parks (including multi dwelling apartments), that each car park has provision of electrical	

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		wiring install as part of the build, in order for owners to install an EV charger when they want to. If the council had some actual skin in the game, they would mandate that all new installs have a type 2 EV charger be installed in very apartment car parking spot.	
26587		The emerging bicycle infrastructure makes me want to continue to rent in Fitzroy North and Yarra city. There is still room for improvement especially through the Brunswick st/ St. George's R o ad corridor however everything so far has started to look promising for a long time here in this council area	
26588			
26589	These outcomes are about the most progressive, logical, and sustainable goals I've ever seen in Australian transport planning. Excellent!	The measures of success are excellent and good goals. I hope Council will aim to "meet and beat" those targets, and that they can be raised even higher in future	
26590		This is the correct direction. I wish this was taken by the more suburban councils too. If you can do it and show us a good example, it will catch on.	Punt road is awful, but I think it is a state road.
26591	Most are very good outcomes, now to get on with it and implement as quickly as possible to see it's best effect.	Seperated bike lanes, and priority for trams at all intersections are a must. Along with car parking spaces being used for other purposes and keeping footpaths clear. All great initiatives. Now to get on with the tasks and projects as quickly as possible	
26592		Use the tram tracks for cyclists and redesign Elizabeth Street to return more parking	

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26593			Increase in parking space allocated to car share schemes
26594		Need to see how these translate into actual initiatives and cost benefit analysis as some of projects/initiatives have been a waste and money for rate payers.	
26595			Introduce lower traffic neighbourhoods and remove through roads on residential streets.
26596		Great that we are moving away from the private car and giving space to more beneficial uses. Great to see the quality of cycle paths will be improved.	I'd like to see car parking (except perhaps for disability) totally removed from key high streets. This space could be better used for wider footpaths, dining, arts, food trucks, parks, cycle ways etc - all far more beneficial to society than housing a car.
26597			
26598		The policies fail to acknowledge current safety issues resulting from co-existence of bikes, scooters and pedestrians on footpaths and shared walkways. Without intervention and clear, enforceable policy it is only a matter of time before there will be a serious or fatal accident between a pedestrian and cyclist/electric scooter.	Given Council's very public promotion of escooters it seems remiss that there is no mention of this form of transportation in the policies.
26599		You have not mentioned scooters. The electronic scooters are a problem on footpaths. You need to work on the government to replace all old trams NOW not in 2032 as I have been told it will happen then.	You could suggest that police monitor the use of bikes and scooters.
26600	Implement and honour your LATM Strategy in Cremorne. Councils current position of allowing commercial trucks	specify what is this "innovative approach to deliver projects". Does this mean council fails to carry out road safety audits or comply with road design standards, as you have done with the 6 non-compliant crossings in Gwynne St, Stepheson St,	How will council measure the success of these policies in Cremorne? Confirm Council will implement these policies in Cremorne that suffers from an absence of traffic

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	and traffic anywhere at any time, including rat-running in residential local streets is not supported by any council policy.	Palmer Pde and Balmain St in Cremorne? How will council measure the success of these policies in Cremorne? Confirm Council will implement these policies in Cremorne that suffers from an absence of traffic management and is unsafe for pedestrians and cyclists to travel, and local roads are harassed at all times by rat-running commercial traffic and trucks in breach of councils LATM policy, planning scheme and bylaws that your council refuses to acknowledge or address. Council's first start will be to ensure gargabe bins do not obstruct the footpath 24/7 and are not left out all week as they do in Cremorne.	management and is unsafe for pedestrians and cyclists to travel, and local roads are harassed at all times by rat-running commercial traffic and trucks in breach of councils LATM policy, planning scheme and bylaws that your council refuses to acknowledge or address. Council's first start will be to ensure gargabe bins do not obstruct the footpath 24/7 and are not left out all week as they do in Cremorne.
26601	the wide range and varying number of different speed limits in Yarra is very confusing for all road users and for both locals and visitors/non-locals. Reduce to 30KPH in resi streets and 50KPH for main roads and no other speed limits. Keep it simple.	Reduce vehicle speed limits. Make Yarra a safe place for pedestrians and cyclists. Encourage more cycling to school and work. Add speed humps and narrow down road widths to reduce speeds. Paint roads at start and finish of all 30kph residential streets so that motorists know when they are leaving or entering a 30kph resi street from a 50kph main street. Reduce the variety of speed limits from the current 30, 40, 50, 60 kph to just two speed limits of 30kph (all resi streets) and 50kph Main streets. Include "play streets" or "home zones" in appropriate middle sections of some resi streets where peds and kids playing have priority and vehicles have to give way to all who are using the space. Introduce speed humps where needed to discourage high speed "rat running" (eg Station St N Carlton b/w Richardson and Park St)	
26602	No reference to needing to encourage and facilitate electric vehicles	Insufficient focus on the need to facilitate and encourage electric vehicles. Many people need to have a car (including because Melbourne's PT system is poor but plenty of other reasons).	
26603			

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26604			
26605			I would really like to be able to use my own electric scooter.
26606		It has become clear this council wants to decrease the car spaces and block roads. Residents need parking spaces. Retail visitors too.	Don't dare talk about malls
26607	My experiences of walking and using public transport in Yarra are adversely affected every day by dirty street furniture and pavement at tram stops, florid trading in illegal drugs, especially in Victoria St, begging by people lying on footpaths and drug	It is dangerous to drive down Victoria St as people don't observe road rules, run across traffic, behave erratically and are unpredictable. This precinct needs continuous, visible policing. Instead our most common sighting of police is when the stop at the Vietnamese backers to buy food. In the past 12 years I have witnessed less than 6 episodes of policing to address drug or safety issues. Those episodes are very brief. I have the impression police have "given up" on our neighbourhood. We plan to sell our home to get away from the problems heightened since the injecting room opened. I can't recommend this neighbourhood as a safe or calm place to live, notwithstanding the many things we appreciate like proximity to the city and to the river. I wish City of Yarra would clean up its act and do a better job with cleaning and maintenance.	Go back to basics. Clean streets, rubbish removal, graffiti removal, clean parks. Less time on strategy and more on excellent service to ratepayers.
26608		What's the point? Yarra council has been railroading residents for years and it has escalated dramatically in recent times. It won't matter what the community says, The Vision (of the few) cannot be changed.	Trying to force change in areas like car use with a heavy -handed approach is just going to invite more backlash not just from residents but also other commuters and workers. This isn't a strategy to improve living standards, it's a strategy to force unpopular ideas and attempt to reshape the area to only accept a certain demographic. And when that doesn't work, council will blame residents.
26609			

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26610			
26611	Consider saying "equitable" instead of accessible (to capture access but for everyone). Consider "enjoyable" - commuting through Yarra is incredibly stressful.	In making the network suitable for all, you also need to consider whether it suits all purposes, that is, is it just as safe to walk/ride at night and when moving for any purpose. Could you improve wayfinding for peds & bikes with consistent colour coded signage and integration into Map software (google maps) as these are still very much designed to think of cars first.	Need active approach and dedicated strategy to collaboration with other agencies that impact the network because their actions affect your ability to achieve the strategy vision - Eg by driving traffic on and off main roads. Please please don't allow developers to poorly patch holes in bike paths on roads, it is so dangerous to try and use swan st and bridge road bike path because its 90% potholes
26612		I would need more information regarding the role of cars in Yarra. My husband and I have a car but take public transport when possible. But, I need my car space as I have MS and need to drive to specialist appointments.	
26613	The Transport Policy needs to specifically call out and align with the Local Liveable Streets policy. The 2050 Vision needs to incorporate how it will ensure well connected public transport and cycling options not just within Yarra eg City of Melbourne	I live in Brunswick Street North which is fast becoming a thoroughfare for traffic as well as becoming used more and more for Bicycles Coppin Street (in Richmond) where I also have a house with my husband is already a heavily used street by car traffic presumably because Coppin St runs between Bridge St and Swan St. Given this, I cannot reconcile the statement in the vision of "Managing traffic growth and keeping through traffic off local streets...." I am an advocate of SMART metrics; what it meant by managing growth is it +5%, +50%? Are there different metrics for cars vs trucks?	How can the interaction and dependencies of these outcomes be improved and this vision shared with State bodies eg Department of Transport. The documentation of the cycling challenges are well captured. Bike lanes that are intermittent (as covered on page 26) is very perplexing and this situation also occurs at many roundabouts within Yarra!! I often cycle to and from Kew Boulevard at 5am or 6am but nowhere near game enough at other times of the day, I am an experienced cyclist and have no doubt the thought of cycling at more sensible times is very off-putting not only in Yarra but many other areas of Melbourne. The documentation of the public transport challenges are also well captured but can't see in this document how Yarra will work with and/or influence the state government to achieve the 2050 vision. I was looking for that on pages 27 and 31 (apart from item

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			<p>D5 on page 31) but can't see it?</p> <p>Is this strategy also looking at 30kph limits for traffic in residential streets? Is that the objective of P10 on page 40? I think it is as I can also see that metric #vii (Pg 45) is based on increase the number of 30kph zones.</p> <p>With the vision and aims of this strategy, it seems to me that consideration needs to be given to having large/b-double semi trailers delivering supplies (thinking of Piedimonte's as one example of that) banned and replaced with deliveries made via small vehicles/trucks as is the case in Tokyo within CoY and/or Activity Centres.</p> <p>On Pg 45, I can see that the number of car spaces by the end of FY2024 is 283 - what is the base ie what is that number currently? When I look through this table for most of those 10 metrics, I would like to see a column of current number added. Another example would be #vi with 20 additional shared zone projects by 2032 which is great, but how many are there currently?</p>
26614		I'd like to see bike lanes be connected so one doesn't end up having to use a footpath for safety because there is not enough room on the road. I also think we could reduce the fines for bikes on areas that are not the road - bikes are not a serious danger to pedestrians. Being forced onto the road can be dangerous for cyclists. I think we can share more of the spaces between bikes and foot traffic.	
26615		There are safety issues for example, in turning across tram tracks (as present on Lygon street) which have been part of strategic changes in the past. I don't feel reassessing the changes already in place are part of the new strategy, and should be. Some already implemented changes are not working.	

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26616	Pedestrian are ignored in preference to bicycles and scooters no speed limits for them in reverse traffic streets	No communication with affected residents prior to making changes to traffic conditions lip service at best. Typical Yarra their motto is prepared to be disappointed	
26617			
26618			
26619		Support the vision and the actions outlined.	
26620	There is no safe fenced dog exercise area in Fitzroy similar to the one in Richmond at the People's park. And disabled access is not addressed. I would like to see a space for older and disabled people to go safely with their dogs in Fitzroy	In particular the changes to the top of Brunswick street on corner of Victoria is not working. No left hand turn means traffic is funnelled into the city of Melbourne. Why would a major road be shared with bikes and trams? It is unsafe when there are other streets that could be used that are not a major artery to the city and Richmond. The bike paths are empty for a large part of the day.	The strategy does not take into account older people and disabled people who can not always ride bicycles.
26621			
26622		These are all good 'dot points'. The proof will be the ability of council to deliver on the policies. The difficulty for all councils in Melbourne is that many of the major roads transverse the local council into surrounding councils. e.g Johnston Street, Victoria Street, Bridge Road & Swan Street are all major thoroughfares within Yarra. Each has it's own unique feel and it would be great to make one or more of them pedestrian/bike only (with trams except Johnston St). However - this would create major traffic flow problems in surrounding councils. This makes it difficult for the Yarra Council to have complete	

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		stewardship of those major thoroughfares. Obviously council can have more control over the 'smaller streets'.	
26623	The policy is driven towards cycling with no care or consideration for young families who require cars to transport children to school and extra curricular activities. I am a rate payer and live in Clifton Hill and want no more bike focus.	I am a rate payer and live in the City of Yarra and have done so for the past 11 years. I have very young children who cannot ride bikes and elderly parents that I must care for. We need a car and easy access to car parks to ferry children to school and extra curricular activities, to hospitals and doctors appointments. How many people in the City of Yarra that are lobbying for less cars and car parks and more bikes are actually rate payers? Or are they renting and likely to move easily from the City of Yarra in the near future. This council needs to start listening to rate payers!	Stop closing and limiting roads. Stop reducing car parks. Start listening to rate payers and not young bike riders who are renting and will likely leave the city of Yarra once they have children and require a car.
26624			<p>I think this is an excellent strategy, with its heart in the right place. How lovely to live without traffic congestion, improved public transport, a rational network of links, etc. However, isn't it all a pipe dream? I see lots of good ideas, but few practical solutions. For example:</p> <p>I live opposite a "shared path" (I sometimes have to use it myself). At peak hours and on public holidays, bicycles stream past pedestrians, dog walkers, and small children on bikes and scooters. A tiny few give any warning—some bikes don't even have bells. Some time ago I met a council employee sticking transfers on the path begging cyclists to give a warning when approaching those on foot. Ha Ha. Those transfers did nothing to change the cyclists' behaviour, and they've mostly worn away now.</p> <p>I've put "shared path" in quotes because they are not shared. They are bicycle paths with pedestrians. They are similar to roads without pavements—as a pedestrian you have to use it, and give way to the authorised users, that is, car drivers. Similarly on these paths, people have to use them, but have to</p>

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			give way to those who consider themselves the authorised users, the cyclists. That's if you hear them coming, of course. Usually they pass within an inch of your life, swiftly, frighteningly, and silently. In many cases, a parallel path can be made, dedicated to pedestrians. Where that is impossible, bike riders should be subject to regulations. Nothing slows down speeding car drivers like the sudden sight of a police vehicle. The sudden sight of an official on a shared path might suddenly remind cyclists that they're supposed to warn pedestrians of their approach, or be subject to a fine. Well, it's just an idea.
26625	Accessibility for people with disability or prams needs improving (need more accessible tram stops as well)	accessible public transport please, currently cant use tram network without assistance and many people wont help because of covid	
26626			
26627			
26628		I am supportive of some initiatives and not others. I am not supportive of the policy around vehicle turning. I'm concerned about the policy for car parking crowds out solutions that support transition to zero emissions vehicles, in favour of removing the new deal for cyclists.	I'd love to see more initiatives that support uptake of zero emissions vehicles.
26629			
26630			
26631			

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26632		Electric buses, more frequent trams, less crowded PT overall , the norm should be everyone gets a seat	You haven't adequately explained plan for safe Bicycle lanes - all should be Copenhagen lanes. You will also need to address E bikes & E scooters - safety, speeds, where they are allowed. Team route 86 Bundoora is appalling slow . More detail and work needed on SPEED and Efficiency of PT, every time it's faster If I ride my bike from Clifton Hill to CBD compared with taking the tram.
26633			
26634	I think with the rise in electric vehicles, there should also be a focus on that and not just reducing the use of cars	Accessibility is a big issue and needs to also be a focus for accessing public transport and using the footpaths. Safety for pedestrians is important with the increased use of motorised scooters on footpaths and in bicycle lanes.	
26635	Outcomes are very good but some may be difficult to measure 'success', especially 2. - How do we judge if places for people have been sufficiently enhanced?	The 15 policies together will be very powerful in creating a step change improvement in transport in Yarra, and modernizing or transport system in keeping with community expectations and best practice from overseas. I'm especially encouraged by the renewed focus on the whole network, the interaction between different modes of transport and other uses of our streets, and paying more than lip service to achieving safe routes to schools.	The strategy acknowledges that some of the policies are heavily reliant on state government support - I would like to see a plan for revising policies and/or the action plan if necessary if the state government blocks specific actions or policies, and transparency around this. For example, if the state government doesn't approve a safe bike lane on an arterial road, what is the process to negotiate this and when/how will council decide to instead install a bike lane on a parallel, non-arterial road? Based on this strategy I would also like to see a strong commitment to ongoing funding for the nominated projects, not just relying on grants from state or federal government. Can some funding be set aside from developer contributions, or from parking revenue? Or a commitment to spend say 10% of the road maintenance budget per year on the nominated projects?

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26637			
26638			
26642			
26674	They are great!	They are great! Very excited to learn the details about where to store household bins on collection days (that's a big problem on the v. narrow footpaths off Smith St). Would love to see explicit statements about EV chargers being placed in road space rather than the already narrow footpaths.	One thing not mentioned in the cycling sections is the road surface. A lot of people are starting to ride smaller wheeled bikes which can't handle the bluestone treatment as well. Some of the corners (e.g. Gore and Gertrude) are terrible for cyclists generally but will be even worse for less-experienced cyclists riding smaller-wheeled bikes.
26675		Your policies and incongruous with the approach taken to development. You continue to introduce higher volumes of traffic, with no regard to existing residents, then seek to impose restrictions on long-term residents. By trying to draft transport policies in relative isolation from your development activities is pointless and nothing more than an academic exercise.	Face into the reality of what yourselves are creating as a council - the level of development and total lack of spine to block extra cars from these developments means that your transport policies are pointless. Stop pretending that you are not the ones driving much of the problem.
26676		City of Yarra appear to be trying to disguise their excessive lust for money from fines behind a transport reform agenda.	
26677		Please make change more quickly.	Implement a New Deal for Cycling – make the network useable and safe for cyclists of all ages and abilities
26678		I would like to see a larger covered bicycle parking area near Gleadell Street/Highett Street for users of Yarra gym, market, citizens park users and the new Jack Dyer pavilion (football and running club users) etc	

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26679			
26680	Enable dog owners to walk their dog from their home, to parks, travel with their dog on public transport to shops and cafe, instead of driving to a park and to cafe. Make network suitable to dog walkers on a day out.	They're should be allocation for consideration to enable responsible dog owners to spend a typical day out with their dog going to parks, beaches, Cafe, cbd, friends, relatives, via public transport instead of own vehicle. I'd prefer this to struggling for a parking spot in the cbd. My dog posses a certificate in Obedience. Educate the public on cooperation with cyclists, young children and their carers, and dog owners via multi media. Enforce the no littering law, including dog poop instead of enforcing leash in parks. Increase off leash area. Local council need to revise dog off/on leash area of park. Ask for dog owners opinion, because we pay a levi to own dogs, unlike cyclist who are well considered but do not pay to own a bicycle or get fined for breaches in parkland.	Empty bins in parks on Monday as they are often overflowing. Patrol parks after dark especially on warm nights to discourage littering and vandalism and keep it safe please. Thank you for your invitation to comment. It is overall a good job you are doing. Stay safe and enjoy beautiful Melbourne.
26683			
26685		Emphasis on reducing driving and promoting walking, cycling and public transport. Budget priority to reflect this emphasis.	
26687	What role does Yarra play in supporting people to use public transport by seeking to have increased frequency and improved facilities in our local public transport network	I think that a transport policy that does not refer to the need to improve local public transport infrastructure, frequency and areas serviced is not good enough	As above
26688		I am deeply concerned about the number of cars on the roads and our overall problems associated with a inadequate public transport. I take public transport where possible, ride my bike mostly and drive my car only when absolutely necessary. In other words, I do my bit! And, have been doing this for decades.	

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		My only concern is that when I, and people like me, need to drive that we are able to get in and out of Fitzroy as easily as possible. How are we going to be able to do this?	
26689		Important for health/community/environment to continue to encourage passive transport. Keep looking at ways to calm traffic - enforce speed and other restrictions until motorists change behaviour Add lights to inner circle bike paths so can be used at night. More bicycle and scooter parking	Done excellent work in Yarra - we reap the benefits of the bold traffic management programs of the 80's to prevent 'rat runs' more could be done.
26690			Having been through the Lockdowns and slow opening-up process, the social psychology of the local community has gained some insights. One is the need for sustainable outdoor dining options and meeting up for a drink outside a bar with friends. We have many of these around like Near and Far and The Evelyn Hotel in Brunswick Street which are thriving with their outdoor setups. There are some problems however where some strips in Brunswick Street are designated as delivery or loading zones, which prevent outdoor tables being used at certain times. Near and Far for example is subject to this directly in front of their bar, which is making it very awkward for the business. Perhaps these 'delivery/loading sites' could be reviewed and positioned in specific sections of Brunswick Street which are not in front of restaurants, bars and cafes. This would allow greater choice for these businesses to set up on the pavement if they choose to do so.
26691		Most important is to better manage car parking, many other benefits will follow from that. We need a system where payment is easy and automated, where payment is only for the time used not e.g. an annual permit, and we	

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		need an end to time restrictions which are harmful because fine income is morally hazardous. If there is too much demand for parking then raise the price!	
26692			
26693	It ignores the reality of how most of us get around - cars	This policy has no bearing on the reality of us who live and work in Yarra, have clients and friends visit. It is completely anti car and ideological. A balance has not been struck.	Like it or not, most people get around with cars. Not even the City of Melbourne has this aggressive a strategy.
26694			
26695	I DO NOT support this strategy at all. It is NOT my community vision for the City of Yarra. You are destroying this area - just like Daniel Andrews is destroying Victoria.	<p>The Councillors' and Council's aim in this transport strategy is 'to support a fulfilling life without the need for a car'. What a joke? Some people need/want to travel in Melbourne, rural Victoria and interstate AND THEY NEED A CAR TO DO IT!</p> <p>Has Council consulted any of the emergency services in making this drastic transport strategy?</p> <p>By blocking access to streets and putting more speed humps in them, this strategy will be directly responsible for further increases to emergency services' vehicle response times which will certainly lead to loss of life and property.</p> <p>Are these Councillors and Council willing to accept that responsibility and therefore liability? No ratepayer should have to pay for those courts cases or their results.</p> <p>In the City of Yarra many have to park on the street. DO NOT remove parking. ie. angle parking.</p> <p>I don't consider the consultation of 1200 people 'community consultation'. This policy is a disgrace and I DO NOT agree with the 'vision' at all.</p>	<p>Perhaps Council should educate pedestrians, bike/scooter/etc riders about the road rules.</p> <p>Eg Look before crossing a road/Indicate before turning/Have lights on your bike that actually work/DON'T be on the phone while riding a bike/DON'T go through red lights, etc. Just 'minor' things that pedestrians and bike riders consistently DO NOT/DO do! And then they blame everyone else if an accident occurs.</p> <p>Pedestrians and bike riders seem to think everyone else has to be aware of them and they don't have to be aware of anyone else. They have no responsibility for their behaviour on roads, footpaths or combined pedestrian/bike paths.</p> <p>You as a Council by your 'renovations' of our roads promote this behaviour.</p> <p>Stopping cars turning left or right at intersections because of bike riders is ridiculous. All that does is increase the traffic in certain areas and frustrate those who actually live in the area who then have to travel 2-3 kms out of their way.</p> <p>As for the idiocy of putting a bike lane running the opposite way in a narrow one-way street 15 metres from a major bike/pedestrian path - words fail me.</p>

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26696	This is ridiculous! Not everyone is in a position to just get rid of their car nor will they ever be. Stop pushing your own agenda	This is already becoming a huge problem. Melbourne does not have the weather to support doing this.	
26697			
26698	There is minimal public transport where I live in Yarra. A car to transport my child and dog is required to most places and	People don't live and work in the city of Yarra. They need cars to move to other places of work, to visit friends and family in distant places to travel to regional Victoria. Cars make minimal emissions compared to offices!! Get your facts right and think about how residence really live. The City of Yarra offers very little for me and my family therefore we only live on the fringe of it and instead use the facilities and events organised by other council's. Tax the offices to get your revenue. Leave the home owner alone greedy!!! No wonder it's the only council the government has to intervene in!!! A disgrace	
26700			
26701			
26702		I support the general idea of reducing car traffic & encouraging bicycles. However it is unrealistic to expect people not to drive until there is adequate public transport and infrastructure to support this. Some areas of Yarra have inadequate public transport, such as Alphington. The new Yarra Bend development has very poor public transport yet limited parking. Not all parts of Yarra are the same so a blanket policy across the city is not realistic or fair. There should be greater emphasis on discouraging car use for short trips such as travelling to schools or to stations. I totally support the increased use of bicycles and more bike	I understand the strategy and generally support it. However I don't support all the policies, such as reducing car parking. A big cause of the parking problem is people who own multiple cars from the same household and take up parking that is then not available for visitors. A fair solution would be to tie in car registration to rates. Have no increase for the first car, a fee for the second car, then an enormous fee for any extra cars, to discourage multiple car ownership. If you link it to

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		lanes are great. However there is a lack of bicycle parking, especially UNDERCOVER bicycle parking. All shopping areas should have easily accessed undercover bicycle parking to encourage cycling.	parking permits then people will just park further away, spreading the problem.
26703		Supporting cycling and walking needs to be balanced with residents rights to own and drive a car. Not everyone can totally eliminate car use from their lives.	
26704	As long as vulnerable users includes children the outcomes are perfect! Children should be able to ride to school.	Fantastic! Better for everyone with less congestion.	
26705			
26706			
26707		Much traffic is through traffic so these strategies don't influence it very much. Lots of new bicycle paths but pavements are uneven and often hot and unattractive. At night lighting is poor.	
26708			
26709			Yes , don't approve mega projects like the massive and unsuitable Caydon " Home " Building and other planned Highrise buildings in an area with a local suburban character . Regarding the issue of parking at yarra bend , don't be distracted . We are FOR the rules regarding parking in this area . People who move here with 4 cars knowing they have only 1 Car spot and now complain about it , shouldn't be listened too . We

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			precisely bought a place with a double le garage because we knew that we needed storage for bikes and cars and it was clear from all the plans that there was no space on streets here . We enjoy a car less streetscape which is pleasant to walk and cycle on . Even tho my son copped a 100 dollar fine yesterday for parking in our driveway for 10 minutes while dropping something off which I think was unreasonable , we are still all for enforcing the parking rules here .
26710			Make light change without pushing buttons for cyclist pedestrians
26711	Outcomes should be measurable. It would be good to see the metrics and plan for data collection to be able to evaluate how well Yarra did achieving these outcomes.	It is not clear what a New Deal means. The key is implementation and being bold enough to actually reduce space for cars and parking. This is where such strategies fall over. We are now at the point where almost all policy decisions that look to reduce space for cars will be met by opposition, and it would be good to see how Council will deal with opposition, from traders/residents etc.	What is the % of car use you are seeking to reduce, and how does this vary over time?
26712		Measures to discourage private vehicles being parked on-street should be strong. This could include reducing the number of resident permits available for each property and increased costs for each permit (with concessions for disabled and low income for the first permit). Paid on-street parking should be rolled out more widely and parking enforcement increased, particularly in Richmond when matches are being held at the MCG and near entertainment strips on the weekend. Council should encourage provision of electric vehicle charging in private developments where parking is provided, but reject proposals for private charging on Street as these will essentially become private spaces in the public environment (true shared charging may be acceptable).	I strongly support the strategy, but note that like other Council strategies the issues considered and directions developed seem to be mainly focused around those in the more affluent suburbs Fitzroy. Once again those east of Hoddle Street are overlooked

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		Supportive of all age and ability cycling, but suggest the network needs to be more thoroughly reviewed, particularly traditionally overlooked suburbs such as Richt Cycling	
26713			
26714		I would really like to see the City of Yarra (and other councils if relevant) improve safety for students and their families in the vicinity of Merri Creek Primary School. In particular moving the pedestrian crossing so that it is in front of Miller Street would help with cyclists crossing there as well as encouraging vehicles to slow down around school. There are still many cars driving at an unsafe speed along Miller Street in front of and around the school - a big risk for children who are walking and riding to school.	
26715			
26720		<p>1) In terms of policy some comments should be made . Speed limit outside our home is 60kph in Nicholson St between Johnston St and Moor St in South Fitzroy .All other speed limits in South Fitzroy are either 30 or 40 kph . There is a however a 60kph limit in Alexandria Pde. from the freeway. The 60kph speed limit in Nicholson St in South Fitzroy should be lowered for the safety all users especially residents.</p> <p>2) Parking along Nicholson St for residents is extremely difficult especially for people who rely on a car to go to essential services such as medical practices and chemist</p> <p>3) It is extremely difficult for people who have a disability . The speed limit along Nicholson St is too high , further south the speed limit is lower (40 kph) but mostly ignored . The issue of safety particularly for very young people , their</p>	As above .

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		carers , bike riders and the elderly is very relevant .	
26745		I'm extremely supportive of all of these directions, particularly speed limits. I'd like to see a permanent 40km/h limit on Swan Street, as well as traffic calming measures. "Reduce, delay or remove vehicle turning movements where these create safety issues for other road and path users" is a particular issue for pedestrians walking along Bridge Road cross side streets, there is frequent high-risk conflict with vehicles turning into the side street, especially when they are turning right: giving way to two-way trams and also cars. It's dangerous.	
26746			need to consider the cluttering of footpaths caused by rented electric scooters and bikes that are left were ever the renter finishes with them need to encourage the provision of easily accessible charging stations for electric vehicles
26747			
26748		A policy does not deliver on a vision. Behaviours, rules, legislation, budgets and actual change on the streets and in our homes deliver on a vision.	Specificity. This is more hot air (policy, brochures, websites, photo ops) from City of Yarra. Where and when will walking and cycling be prioritised? Where, when and what good design principles? Where will traffic speeds be lowered? When? Manage car parking? What does this even mean? More car spaces, less spaces? Relocate? How will traffic volumes be reduced? City of Yarra has no influence on major arterial roads and has been reluctant to close or filter City of Yarra roads. "Encourage" use of public transport is wishy washy. People are already encouraged but they choose cars as more timely and direct.

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			"Encourage" zero emission vehicles. Where will EV chargers be installed? What EVs is CoYarra going to buy?
26749	they are very vague. Put some hard targets on them you cowards	The policy directions are ok, but seem like a repeat of what Yarra has been saying for a long time. I don't think they are ambitious or focussed enough.	<p>I think the strategy needs to get a lot more ambitious. There are too many narrow and horrible footpaths, with lots of street clutter.</p> <p>I often end up having to walk the pram down the road, and rely on drivers being nice. And more frustratingly Yarra seems to miss chances (like recent gas works on Tanner Street) to make marginal improvements to the streetscape.</p> <p>Way too much space is dedicated to car parking, legacy houses have way too much on street parking rights (2 cars and a guest car at basically no price is crazy)</p> <p>There is not enough dedicated bike parking around, and while I support share vehicles they also clutter already cluttered footpaths.</p> <p>There also doesn't seem to be any solution for the key tram routes in Yarra (Swan, Bridge, Victoria, Smith, Brunswick etc) which try to allow parking, bike lanes, tram priority and wide footpaths at the moment and fail at most of it.</p> <p>Yarra needs to get a lot more ambitious, show a lot more urgency and take easy wins.</p>
26773		P11 should include as an objective, the reduction of car ownership within the City of Yarra	
26774	I'm all for more space for walking and less car trips	I like the idea of walking and public transport being a priority over cars, however I still believe most residents needs 1 car and car park either existing on-street or off-street. The trams and buses are very slow in peak hour, and their average speeds should be attempted to be improved	

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26775	TEST - Investigating complaint	TEST - Investigating complaint	TEST - Investigating complaint
26776			
26777		<p>I appreciate the intent of the proposal but I cannot support the practical application of limiting car usage. The vast majority of residents are very car dependant and the plan just makes it harder for residents who are gainfully employed to get about their business.</p> <p>Its important for the council to know that there is strong opposition to the plan.</p> <p>I can't see the Council relinquishing parking spaces for council vehicles and the dog catcher cycling around Yarra.</p> <p>The proposal is just as impractical for residents.</p>	
26778	<p>It appears that Yarra has created a problem by prioritising bike traffic over all other transport. Cars bottleneck, are forced to "rat run" to avoid a maze of no left or right hand turns and this in turn increases the traffic.</p>	<p>The decisions made by Yarra are creating more problems on the roads. The lack of turning forces cars to rat run and increase traffic - which local residents don't like. Extremely poor road signals adds confusions and creates dangerous intersections - often for cyclists and pedestrians. The maze of streets that drivers are required to navigate is concerning. Heaven help you if you are vulnerable and paying for a taxi to navigate the streets! The abominable decision to decrease parking requirements for new developments further infuriates residents as cars spill out onto neighbouring streets diminishing available parking for other residents. Developers cannot wash their hands of the fact that people still need cars. Forcing residents from developments to park cars on streets in turn makes public transport more congested. Very poor.</p> <p>What is being done to accommodate new technologies - electric scooters and cars - where are the facilities required to support these people.</p>	<p>It's lovely to have policies - but Yarra seems to solve 1 problem by creating 2 more.</p> <p>Not good enough.</p>

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26779	The outcomes are not practible for all the community- it assumes that all users are young fit affluent citizens who can walk or ride everywhere - this is not the case in reality and thought needs to be given how everyone is supported	As above	As I mentioned above this is all about young fit affluent people - our household as are many do nit have these traits and need cars and cant share nor use public transport
26780		There is not enough equality and consideration for people with disability and/ or chronic pain and chronic illness. It's just not inclusive to focus on walking and public transport over those (many in our diverse community) who need to drive and have access to cars etc	
26781			
26782		People still need to use cars. I commute 20kms to work from Richmond and the 2kms to get out of Richmond takes the same time as it does to drive the other 18kms	
26783			Increased accessibility for independent travel on public transport for those with special rights (ie. more wheelchair friendly bus services)
26784			Anti-car madness
26785		Very annoyed with bias surveys from the council which do not allow any open opinions of people who live and pay rates to the council.	Yes! Not understanding that not everyone uses transport or can ride a bike too and from destinations.
26786			

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26787	Your aim is to reduce parking for residents and eliminate cars. No lessons learned from Covid..public transport was risky, isolation showed importance of family and friend connection, how can they visit without cars. Stop trying to isolate people.	What happened to people over 65 with physical negatives who can't use public transport.. or young families with young children who would find it difficult to use public transport, stop trying to isolate people in their homes.	
26788	Recent initiatives such as the shared streets make a very tangible difference. More please. I'm working too convert part of Perry St in Collingwood into a shared street for the community.	Walking is still difficult on many streets. Disability access requires more broken curbs.	
26789	Restricting use of cars does not facilitate independent mobility for vulnerable road user . If you a didn't object to the East West Freeway you'd would have reduced car use for trips within or through Yarra.	These are all motherhood statement with no foundation (e.g 'walking should be encouraged") . Council encourages overdevelopment (Land use changes) which then leads to increase in population in the area putting more pressure on roads, public transport and amenities. The document point to this assumption that the answer lie in reduced road space for cars, reduce car ownership. Statements such as "This cannot be achieved in many cases without reallocating road space away from parked cars and traffic." (page 26) is biased. - Reduced population density will also achieve the same result so stop approving so many developments. Regarding public transport PTV should be better allocating tram type in & around Richmond particularly when major events are on. Aust Open they redirect trams that end up being 70% empty while the 75 tram is reduced to a single small tram.	Your Measuring success is based on outcomes that you are seeking feedback on so why bother asking for feedback ? Could you also please advise who the consultant were that were approved to develop the document?

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26790		Im concerned this will lead to poor decisions like closing closing Trenery acres to car traffic which the public had to fight so hard against.	
26791	Yes. Yarra is relatively well served by public transport but you can't assume no one ever leaves the LGA! As most of Melbourne has appalling PT, people still need cars. Bike strategies actively discriminate against anyone who is older, an infant or no	Yea 40k p h traffic speeds for all traffic including bicycles would increase safety for everyone, help reduce through traffic and make PT more attractive. Also need to aggressively pursue world class PT for the whole of Melbourne, not just privileged inner suburbs. 'Cycling for all ages and abilities' is just a slogan - visually impaired people for example? Plenty of others are unable to cycle. Cycling actively discriminates in favour of the young. Finally local business needs customers from outside the area (unless you want to use online shopping, which is environmentally terrible) so on street parking is necessary fir strip shopping centres	
26792			
26793			
26794			
26795			
26796			
26797			
26805			
26808	This is the most stupid thing I have ever heard!	I believe that this is a step backwards in society and it will ground our whole community to a halt. It is so stupid to start saying that we can't use our cars. You need to start focusing	Stop trying to eliminate cars off of the roads. You need to realize that people are not riding there bikes when they go to the bar, pub, cafe, etc... They are

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		on how we can use our cars more safely and efficiently rather than eliminating them from our roads. We live in a society where cars are a necessity, and if you change our roads so we cannot drive on them, the area won't be as welcoming for people from other suburbs. Which would in turn bring less people to cafes and restaurants which would destroy our night life. This change would no way benefit our community.	either walking there which we already have infrastructure for, they are called footpaths. Or they are driving there which is getting hard already as there is little to no parking.
26809	I live but don't work in Yarra. Car transport is the viable option for me to work. Adding time to my commute won't encourage me to bike/walk but will just add time.	The City of Yarra has already done a lot to make itself bike friendly. But this is too far and severely impacts car movement. The sheer size of our city means to exclude cars is simply not possible. Need to focus on encouraging EV and putting in charging stations and other ways to reduce the impact of cars. I walk whenever travelling with it the CoY. I prefer it. But it's not always viable, especially when travelling over suburbs.	You've missed your job as a council. Serve your community. That includes drivers. Not just people using active transport methods.
26811	This is a horrible community vision	- I wish the Greens didn't exist	
26812	The reality is most people in Yarra still own and need to use their cars regularly, so actively increasing traffic issues will simply create more problems. Not all Yarra residents lives operate in walking distance of their home.		Please don't push Greens party political ideologies through local council. The impact on traffic and parking for rate payers (as well as paying for parking permits) who actually need a car is unjust. Your politics belongs in state and federal policy.
26815			Stop with the anti car sentiment. Not everyone is able bodied or is able to walk kr ride to their destinations. Fix public transport

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26816		As a long term resident in Rowena Parade Richmond (15 years) the changes to the swan street interchange have been a disaster for traffic in our street. At peak hours traffic that misses the P turn heading north plows down our street including trucks up to B Double size. Children are not safe in the street and there are three distinct sections which are essentially one way. Locals know this but commuters and others do not, causing jams where several cars have to reverse up the street. Cyclists are encouraged to use Rowena as a thoroughfare but it is ultimately too dangerous particularly for child cyclists. I would never let my children ride in the street. The council should immediately consider a closure outside the Rowena parade content store (between Alfred and rotherwood street) with only cycle access at this point. Previous closures at this point for works have reduced traffic by 80% (estimated) but allowed continued access for locals.	We were promised pocket parks via the state govt in last election. Why had this not happened in one of the places in CoY that has the least park access (Richmond hill) I have no idea.
26817		Surely you want to bring people to Yarra for shopping, dining and other recreation? How will you accommodate their transport needs? Not everyone can walk or ride a scooter! I couldn't walk 5km to Gleadall St and carry my shopping home - I'm not alone. Many people wouldn't be able to do this. Will u build giant Igor car parks on the fringes of Yarra for people to park in while they visit Yarra? Be realistic please!	Your strategy fails to provide for people who don't live in Yarra and who can't walk everywhere! You will reduce the number of people who shop and dine in Yarra - we will just go elsewhere if we can't park or get around easily. Foolish!
26818	I am concerned that the strategy fails to consider all community members and heavily leans to the ideals of one political party without consideration of all residents, business operators and visitors to the area.	We live in a diverse community with many views and beliefs which are not being equally represented by councillors. There is an assumption by council that those who own/use a road vehicle are not interested in any of the alternative modes of transport. While there are some who are overly reliant on road transport there are many others who use it in conjunction with other modes. Many residents happily walk/cycle/use public transport to move in/around the city of Yarra. However there are also many instances where there	There is concern that this very small survey will be used to justify future decisions. An example of where the council nearly made a decision not in keeping with public sentiment would have been the potential closure of Coppin St between Bridge Rd. It begs the question do councillors actually live in the area and use these roads. I feel that the council isn't balanced in their operations and views and certainly are skewed to one political party. It is clear that local

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		is the need to use a car (eg Getting children and equipment to sporting activities, commuting to/from a workplace. Furthermore comments by Yarra councillors such as those made by Cr Gabrielle de Vietri suggesting "angry drivers" can just "bust a left" are not constructive and demonstrates that there is a lack of understanding. Has there been a study undertaken with residents/business operators to understand their current road usage?	government is used as a stepping stone for other political ambitions with residents left in the wake of bad decisions when councillors move on to further their career. I would ask that there is more in-depth study to understand movements within the whole of Yarra to ensure that all aspects are considered to make the area accessible for all.
26819		This is great. Anything to improve cycling infrastructure and reduce reliance on cars. No way population can continue to expand and everyone expect to hear multiple cars per household.	
26821			
26822		Support this absolutely. Reducing car traffic and supporting walking/cycling is what we need for so many reasons - social, health and environmental.	
26823	These outcomes do not respond to economic need for parking to support local business outcomes, recognise people visiting from areas otherwise not accessible by alternative transport, or the impact on community diversity caused by changing transport.	<p>The approach brands cars as the 'lowest' form of transport across these policies. While I am very supportive of increasing alternative transport, sometimes car use (whether electric, rideshare or otherwise) is not easily a choice. By demonising car use:</p> <p>We risk telling people who rely on cars for work/mobility that they are not welcome in Yarra.</p> <p>We also risk people telling friends and families not to visit Yarra because of the difficulties in transport to get here and stay here.</p> <p>We also risk Melbournians who are less well served by PT visiting restaurants and businesses in areas outside Yarra better accessed by cars, making development in Yarra more reliant on local consumption.</p> <p>We risk increasing the cost of living in Yarra by making car-dependent visitors such as tradesmen unable to park and</p>	An approach of balance is needed. The current strategy says cars are evil and should be discouraged, without acknowledging any of these risks clearly. Cars are currently one of the key parts of society that facilitate freedom of movement, economic mobility and quality of life. The policy should be clear that there will always be a place for cars in Yarra but that we will strive to improve alternatives to reduce our reliance on them. Currently the strategy brands cars as 'the lowest form of transport', which sends a message which will not be well responded to by those in our community reliant on them for their life and livelihood.

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		work, reducing the number of services able to come and work in Yarra. We risk uncertainty for those who don't have onsite parking as to whether their street parking will be taken away.	
26824	The brunt will be borne but owners. Renters will just move out. People who own houses (not apartments) bare these costs.	Removing cars will remove families. We take our children to sport and extra curricular activities. Once you remove the ability to park, families will no longer be able to do this. Visitor passes are sold using Facebook, Yarra staff must watch these forums and do nothing. Melbourne's traffic infrastructure does not support Yarra's vision which is aspirational, at best. Move to carbon neutral vehicles. Great plan but hardly Council's role Visit Cremorne - so much building work that you can't safely walk your children to school anymore. You're moving all the traffic into the side streets, where we live. Coupled with high rise apartments and no trees, you're killing our neighbourhoods in Richmond.	In the rush to be "green" you're forgetting about the people who live here. Watching the overdevelopment of our Yarra suburbs is sad. Walk down the street near IKEA in Richmond. Shaded due to high rise, soon to be a wind tunnel. Cement to the footpath. No greenery. Instead of gouging at residents, encourage development so you can widen streets and make it possible to have cars and bikes and pedestrians rather than demonising people who have cars. I've lived in Yarra for about 20 years and developments continue to encroach in public space. Not old terraced or double fronted houses, not even old-style apartments. New developments are destroying our liveability. Where do we store our bikes when our front yard is taken up with the many bins we must use? Bikes get stolen in Richmond daily. My children won't walk near the Injecting room and as we are now living in Abbotsford, they won't even walk alone up to Victoria, let alone to school. We have to move to the other side of Richmond so they feel safe to walk to school. Whatever your view, children don't feel safe to walk in some parts of our community. Sometimes I don't feel safe. Where is the strategy for electrify cars and how these will be managed? Perhaps some monitoring of existing parking would be worthwhile. We used to regularly have people park all day in a 2 hour zone in our old place - I'd call councils and rarely were those people ticketed. And

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			then you put paid parking on Bridge and Swan so people can't come in and have a coffee without paying exorbitant parking. Makes no sense Why does my gender orientation matter to my perspective?
26825		I'm really excited for this strategy. I own a car but rarely use it. I have a bike and love biking, but often am put off by having to ride along main roads as I feel generally quite unsafe (particularly on church st/ bridge road/ swan st) due to the lack of proper bike lanes separated from the street parking. I have nearly been knocked off my bike a number of times by unaware drivers.	Improving the public transport connections within Yarra would make a huge difference- especially the frequency of the buses up Hoddle St as it is very difficult to move around Yarra without going into the city! I live in Richmond and often go up to Fitzroy/ Collingwood/ Abbotsford, but it is challenging to get there and I often resort to driving/ ubers- as it is a 10/15 minute drive to fitzroy, vs 45 minutes on PTV (a train/ tram into the city, then a tram north). The 246 bus stops running quite early on a friday and saturday night, which makes it difficult for people up North to access the restaurants and bars in Richmond, and vice versa- meaning that more people have to take Ubers.
26826	Agree we need far more equality of transport. I am a walker as I can't drive due to low vision. Every day I have to unsafely walk on the roads as bins and cars block narrow footpaths. Those with mobility issues simply can't get navigate that at all.		It would be good to focus on better utilisation of car parking given the need to reduce it. Making it clear where parking is and easier for people to find car parks. Perhaps with variable pricing based on time of stay, time of day and location. The cost of parking permits needs to be dramatically increased, with an allowance made for those who are vulnerable. It is not fair for residents who don't use on street parking very often to be so heavily subsidising those who do. I had to pay for my house to have parking (land cost) and then pay yearly rates on that land, yet others pay next to nothing to park on the street. If you calculate the % of my rates I pay for my parking space on my land vs a permit to park on the street it is likely I am paying far more to park on my land! It's

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			<p>outrageous when you look at the total cost of parking privately vs on the street. People are selling their parking permits, so that shows it is far far too cheap. Also, parking enforcement needs to be far more active around activity centres and/or when events are on. We live near the Gladwell St market and people are always parking across our driveway, but because it is a Saturday there is little enforcement and people 'just pop to the market for 15mins' and so everyone does it. This situation has gotten far worse with the removal of parking as each new development goes up - if parking is removed there needs to be a mitigation for local residents as it won't result in less cars visiting, rather more illegal parking such as this eg more enforcement, clearly marked parks and non-parks, more trees/greenery/community spots where something is no longer a car park (eg put a garden bed on the road where it isn't a carpark), and other measures such as those as stated above in optimising parking. We also need a very creative solution to bins (and other blockages) on the footpath - you are never going to have equality for walkers/the disabled whilst they are always blocking the footpaths.</p>
26827		<p>Removing cars from the network via making it impossible to drive is not the right way to go about this. There needs to be a properly thought out analysis of why people are driving and where to/from. Driving is not evil and is often necessary due to poor transport connections and inefficiencies. Solve the problem dont just ig ore it.</p> <p>While i support removing parking from main thoroughfare roads, more thought needs to be made for off street parking for residents. With this strategy, you will punish any residents not living within 10min walk for a train station, and many people travel against public transport networks, hence the use of cars. Approving multi dwelling developments with</p>	<p>Has this strategy been discussed with neighbouring councils? Presumably you will be pushing your problem onto then for issues such as through traffic, damaging the network as a whole.</p>

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		insufficient parking, not even compliant to yarra council requirements, is a corrupt joke and compounds the issue. If you dont want people to use cars, you need to provide a viable alternative not just make their life pain.	
26828		100% agree for better bicycle lanes, better tram routes etc. I don't own a car & find it difficult to get from Richmond(bridge Rd) to Collingwood(smith st) for example, despite how close they are! Maybe an addition of a bus route that takes you that way without having to enter the city would be good. Even linking Swan St & Johnston st - we have great horizontal access across the map, but shocking vertical access from Richmond (Swan St) to Abbotsford (Johnston St).	<p>More public transport routes to reduce the need to take an Uber between Richmond, Abbotsford &/or Collingwood.</p> <p>Making Victoria St & Lennox St (near the housing commissions) safer. As a female walking in these areas feels very unsafe both night & day. If I wanted to catch the 12 or 109, rather than walk to Lennox I'd transfer in the city (that's how bad it is).</p> <p>More frequent services to the 78 line - sometimes it's every 30 mins on a weekend. Should be much more frequent & ideally an accessible tram - they're always steps!</p> <p>More car share services (Flexicar, GoGet etc). Maybe dedicated bays (parking zones) for Neuron & Lime - Brisbane do this & I believe you get a discount for parking in these zones! Makes it easier to find one or have more than 1 available.</p> <p>More public amenities near major tram or train stops - to make catching transport more seamless.</p> <p>Can't wait to see the initiatives & changes! Thank you :)</p>
26829		We need less parking so that footpaths can be widened for people in wheelchairs and prams. More enforcement of parking issues for cars who park illegally along small nature strips and blocking resident driveways esp on Sat when the	Do not be bullied into Yarra Residents Collective noise aka Herald Sun! They represent only a small but VERY LOUD group of selfish residents who only want their needs for parking to be met

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		market is on along Highett St. Enforcement also needs to be done on resident vehicles that extend beyond their driveway and blocking footpaths too.	
26830	Free public transport throughout city of Yarra, and remote tolls that make hoddle St a main artery.	Although only a minority, how does this strategy address those with disabilities or elderly? How does it address weather conditions? No one wants to walk or ride anywhere in the winter months. As someone who's cycled to and from the city for jobs I've never had a problem with bike lane traffic or manoeuvring through cars. Why is there a need for more bike lanes when it's clearly cars that are built up? You shouldn't need to take things away to make them better.	Trying to make too many changes at once without measuring the impact of individual changes with large enough data just seems like a mess. How many extra vehicles are in the city of Yarra due to people commuting for work. With offices moving from the city and new construction bringing in tradies. Are the people of Yarra suffering because of those who don't even live here. Perhaps bigger parking structures outside of Yarra at tram/train/bus stops would encourage them to park and then catch PT in.
26831		There's not enough focus on through traffic particularly where they are using small streets as thoroughfares (Rowena parade, Richmond Terrace as examples) and where the change traffic flows external to our streets have caused even more through traffic (Punt and Swan crossroads). Slowing down the traffic through reduced speed limits won't improve the safety on our residential streets - we have to reduce the amount of through traffic. Dissuade them from entering residential zones by not allowing traffic to enter off Punt Road but using those residential streets to flow traffic out only. And use the larger thoroughfares to bring traffic into or through the residential zones.	As per above - hasn't identified the residential zones and the through traffic caused by poor traffic flow management external to those zones.
26832		Traffic in Rowena Pde. is my main concern. Huge trucks continually try to get through, and traffic is then very disrupted. Richmond Terrace is similar. Huge trucks need to reverse when they get to the dog leg. Extremely dangerous.	

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		A pocket park outside the cafe in Rowena Pde. would stop Rowena Pde. being a through street. It has become dangerous now to cross over Rowena Pde. often. Cars speed through.	
26833	The vision is ridiculous the roads were made for transport vehicles and that need also is increasing. The roads are for cars. We do have bike paths for bikes and there is space to make those lanes wider too. This is a stupid vision to start with	Roads are for vehicles! We do not live in a tiny unconnected village where walking all the time is possible. We also live in Melbourne and the city is so big that even if we don't need to use the car for our daily trips we do need them to get anywhere else.	You need to go back to the drawing board and reassess the needs of the community as a whole. Richmond is a through traffic city there is no changing that so making the vehicle traffic worse for locals is appalling. We live here and need to be able to get around as freely as the riders and pedestrians. As far as I can see there are no barriers currently for pedestrians. There should be a link to some of our bike trails but taking away vehicle lanes on the roads is not the answer. There is space to widen the Yarra trail along the most parts.
26837			
26839		Council continues to be economically irresponsible, promoting individual agendas and disregarding the rate payers who fund their salaries and their poorly executed ideas. Clean up the graffiti, promote recycling, stop thinking you can make cars, people and bikes share roads by painting squiggles on them	Missed the Consultation part. Stop going straight to hugely expensive marketing campaigns to implant your ideas and dressing them up in language that uses words like sustainable, when the council is wasting money
26840		I love the new pop up bike lanes. It has made this 52 year old woman's bike journeys feel so much easier. It makes me so happy to just have a little bit of safe space on the road. I love my bike and the freedom it provides me. I do not have a car. The mental load of riding is huge. Thank you for all your efforts to encourage active transport!	I love the City of Yarra's commitment to active transport. Please could you frame changes to road conditions as being to 'free up space on the road for those who have to drive because people will always have to use their cars. Great bike infrastructure makes more room for cars because we are taking cars off the road so it will actually be better for cars too!' I have lived in Yarra for over 34 years and I

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			have never heard such toxic, pro car voices in what I always thought was a clever, socially progressive community. I am disappointed and horrified by the influence these people have. If we framed the narrative to be all about the car drivers winning (and not about safer and more equitable infrastructure) maybe they will not think of this so much as them 'losing'?
26842		There needs to be a balance. We are not a European city that was built centuries ago and has a massive car park out of town. Our suburbs are cannot be walked in 30 minutes. You will destroy small businesses in the area, people will not travel from outer suburbs to then have to walk to their final destination.	
26844	Who came up with this vision? If you want actual feedback about what the residents of Yarra want have a better worded and constructed survey that doesn't just deliver the outcome you've already decided on. This limits accessibility for those that need car	Please ask us what we want as yarra residents. Not just able bodied minority groups that don't like anything except bikes. Some people need access to cars and you would be better devoting time to supporting EV infrastructure and actual progressive policies.	Start again please. Do proper consultation.
26845			
26846	These outcomes don't take into consideration the people within the community that need to drive due to mobility issues, also maybe if Yarra stopped putting in 10+ storey buildings with not equivalent	Yarra isn't built for these outcomes. It's difficult enough as it is to get around due to sheer volume of traffic. This one change particularly with high rise buildings being erected and people won't be giving up their cars. In theory it might work, but it won't in reality.	

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	car parking then there wouldn't be so much congestion		
26847		<p>The removal of vehicle turning movements should only be applied to non residents. I believe as a resident and ratepayer, I should be exempt from these restrictions and instead have full use of all the roads at any time of day but traffic just passing through (especially at peak times should not. This could be policed by offering a windshield sticker for residents to display which enforcers could easily see.</p> <p>Lower traffic speeds are ridiculous. We already have 40km speed limits on most of Yarra's streets!</p> <p>Reduce traffic volumes but reducing the number of vehicles just passing through Richmond...this would free up the roads for residents to use.</p>	
26849			
26850		<p>The policy defiantly skewed towards bike riding as a transport option. And reducing car access and parking.</p> <p>No mention about the possible increase in frequency and reliability of trams, trains and buses and moving more people onto these.</p> <p>Not everyone is able to ride a bike, electric scooter, electric bike or take public transport.</p> <p>The councils continued planning failures over the decades has made Yarra the place with limited parking and increased building heights, leading to more on street parking needs.</p> <p>You continue to waver car parking requirements of new developments while also approving plans over and above height restrictions and neighbourhood character. You think that including bike parking will mean that people won't drive a car.</p> <p>You allow ever increasing heights and then call this the</p>	<p>The policy defiantly skewed towards bike riding as a transport option. And reducing car access and parking.</p> <p>No mention about the possible increase in frequency and reliability of trams, trains and buses and moving more people onto these.</p> <p>Not everyone is able to ride a bike, electric scooter, electric bike or take public transport.</p> <p>The councils continued planning failures over the decades has made Yarra the place with limited parking and increased building heights, leading to more on street parking needs.</p> <p>You continue to waver car parking requirements of new developments while also approving plans over and above height restrictions and neighbourhood character. You think that including bike parking will mean that people won't drive a car.</p>

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		emerging character. We live inner city we expect cross overs, driveways, park entrances, tram stops etc.	You allow ever increasing heights and then call this the emerging character. We live inner city we expect cross overs, driveways, park entrances, tram stops etc. There is no mention about any education about the different transport options and how they interact with people and each other. If there are so many accidents with trams along Bridge road a fast and economic way to solve with would be to educate people, car drivers, bike riders, tram users alike. Educate both riders and drivers on how to use the road safely together and what the road marking mean. Educate people as to where they can park the electric scooter they ride. How to ride it safely.
26852	The outcome relating to reducing traffic volume must also focus on safety within our narrow residential streets, where transmitting traffic is currently using non-arterial streets to "rat race". This is creating a safety issue for residents	- policy 9: this must prioritise removing thoroughfare traffic from narrow residential streets. I am a resident of Rowena Parade in Richmond where we currently have significant traffic volume come off Swan Street and Punt Road (including B Double trucks) as a result of poor traffic works on the Swan / Punt intersection. Cars travel at speed and my family have been put at risk by this issue which is untenable and must be fixed. - Policy 12: linked to the above issue, a pocket park should be considered for Rowena Parade to increase green space in the area, reduce unsafe traffic volume that is avoiding use of arterial roads, plus improve safety for residents	Please urgently address the unsafe traffic volume that transits through Rowena Parade in Richmond as a consequence of poor traffic works on Swan St / Punt Rd. There is significant congestion on a narrow residential street, transmitting traffic travels at excessive speeds and it is incredibly unsafe at present.
26853			
26854			
26856		I would feel more comfortable catching public transport if it didn't involve walking to and waiting for trams around the corner of Lennox and Victoria Street, walking past and standing around drug dealers in a very narrow space. As a	

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		single woman I dont feel safe, and so look for other means of getting places. Im all for encouraging electric cars and other means of transport, but very against reducing traffic movements, its already hard enough to drive direct routes between places and trying to find parking spots, making drives longer and more stressful is hardly going to lower emissions. I already avoid certain local shops and precincts because its almost impossible to find a park.	
26857			
26859			
26861		Improving pedestrian space, public spaces like parklets, making cycling much safer and more convenient, and improving public transport will be extremely beneficial to the community, people and businesses in Yarra city council, and I fully encourage the move to a more inclusive and people friendly area!	
26862		Some of the smaller east west roads with current bike lanes has to be remarked and redone perhaps with some noise marking not high kerbs not bollards	
26863			
26864			
26865	It's awesome	Wish more councils produced such a good report	
26867		Commit to major bicycle links between surrounding councils . Commit to maintaining the main Yarra trail - widening paths and creating distinct separate shared paths to offleaf dog areas.	Commit to safe paths - regular flora control around bends/turns on shared paths. Create scooter safety - blocking footpaths and

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			blocking shared paths with left behind scooters is hindering everyone.
26869			
26871		Walmer bridge.... And replace the steps in the other bridge so we don't have stairs. Sharrows are a start, but other traffic treatments, chicanes speed bumps 30kmh residential zones, separated paths.	Great direction. Of course residents with opposing views won't get involved until the bike lanes start going in.
26872	Safer cycle routes; safer walking routes at night (better lighting)	I support the policy, but would like to see the proposed concrete actions. Policies read a bit like lofty ideas/goals, without specific measures to achieve them.	Yarra has an opportunity to become a walking/cycling borough like some European cities. Lighting is important- most citizens could walk to a restaurant, but lighting is poor and it can be scary walking home, so they drive. More bike parking in main strips & secure bike parking- bike theft is huge. We need rentable bike lockers.
26873		I particularly support efforts to improve accessibility, being a wheelchair user. Especially in pushing the state gov to upgrade the tram stops on Bridge Rd (I use up so much of my battery power just getting to the current accessible stops at either end of Bridge Rd).	I appreciated the mention of improving the quality of footpath surfaces. As a wheelchair user, I find the patchy, uneven and often very narrow footpath surfaces around CoY to be not only uncomfortable to navigate, but also often dangerous. I would like to see an improvement to footpath camber also included. For example, on Bridge Rd, I think near Waltham St, the camber of the footpath is so steep sideways, that I always lose control of my wheelchair (electric wheelchairs being mostly 2WD, not 4WD). It is dangerous and extremely stressful to navigate. Below - under transport I use most often, I've said walking, but mean moving about in my wheelchair.
26874			

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26875	Prioritising active travel and creating liveable streets is key to building a sustainable future	The reallocation of space away from private car parking to enable active travel should be a priority. The fact that so much road space is taken up storing private property on public land is fundamentally flawed.	You need to push forward and demonstrate progress, talk and nice strategies are the easy part, now it is time to see it come to life. Please do not give in to the noisy few.
26876		This is excellent - the sooner the better. More councils need to adopt this strategy and take it seriously.	
26877	As a bike commuter who goes through Yarra to work, I'm really pleased to see the move to better connected pathways.	I commute through Yarra, and if we want more people to also do it and remove more cars from the road it needs to be safer and better connected. The policy addresses this for me, and I'm keen to see the goals met.	
26879		Whilst I definitely support the policies / strategy (we are a 1 car, 2 bike household who walk, cycle or use public transport as our preference) but that isn't what we are seeing with new home owners or renters around us. Rented accommodation seems to be groups of younger people all with cars. As an example the newest renters of a three bedroom house across the road from us is 3 twenty something females all with cars. The house has a 2 car stacker & isn't entitled to a parking permit BUT that doesn't stop the 3rd car using a space in the street. On a weekend they often have boyfriends stay over, meaning additional cars. We watch them on a Saturday "swopping" car parking spaces, which they don't have to do on a Sunday as there's no restrictions. As another example, a recent new owner has moved in with teenage children & again 3 cars for that house & no entitlement to a parking permit. It's a huge problem getting parked anywhere near our home if we use our car late Saturday afternoon!	We walk a lot around Richmond & the demographics definitely seem to be younger people. We consistently see younger drivers driving the wrong way up 1 way streets or even backing down 1 way streets to avoid going out of their way (yes I know it's 1 way but it's too far round is usually what I'm told if I manage to stop them). I support the strategy but am not sure if it's going to make living here more frustrating with less parking, closed & more 1 way streets! How do you propose to inform potential renters & new home owners about this strategy so they are aware of this & can make an informed decision about living in Yarra?
26880		Very happy to have protected bike lanes, but MUST still be safe for motorists and passengers boarding and alighting from vehicles - Elizabeth St at present is NOT SAFE for	It would have helped to have a few street names on the maps, pages 34, 37 and 42 of the draft.

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		them. VERY happy with reduced speed limits, esp in narrow streets. Happy for improvements in public transport services, but believe the proposed new bus route from Burnley Station to Elsternwick is excessive, as rail users can continue to Richmond Station and access the wonderful 246 Bus from close to that station. Non-rail users in Burnley can access the Swan St tram to Punt Rd for the bus. Likewise the suggestion to extend the 78 tram to North Richmond Station - passengers can travel from the 78 tram by simply crossing the road to catch either the 12 or 109 trams. The construction of tram tracks and adjustment of the intersection to allow trams to turn west would be money wasted. On a personal note, I'd love the traffic in Rowena Pde to be SLOWED DOWN and maybe not be using it as a rat-run, especially trucks.	
26881		Yarra can lead the way in active transport. Our community needs to prioritize sustainable forms of transform.	
26882		One issue for older people is the safety of shared paths, for example along the Yarra, Merri Creek and so on. The paths are often crowded and not safe for older pedestrians in particular.	I would like to see more in road pop up bike lanes, to encourage separation of cyclists/scooter riders from pedestrians.
26890		The continued delay to replace the dangerous Gipps St steps with a ramp is appalling. I have no faith you can deliver on this "vision".	The continued delay to replace the dangerous Gipps St steps with a ramp is appalling. I have no faith you can deliver on this "vision".
26891			
26892			I think there are a lot of people who see this as mostly using a stick to reduce convenience of driving without clearly providing an alternative, or expansion to the alternatives already available. Some initial ideas are;

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			<ul style="list-style-type: none"> - In a similar way to the rebate on compost bins/worm farms. E-bikes (especially e-cargo bikes) should be subsidised for Yarra residents. This could be linked to parking permits. Eg, if you chose not to get a permit, there is a subsidy available on personal transport. - Have a free tram zone through Yarra tram network. This could help with the 'park and ride' type of utilisation for people from outside Yarra who visit. It removes the disincentive to jump on PT when the car is close and parking is being paid for. (Integration between a Pay-Stay system and local transport could be interesting, for example, if you have a 4hr park, you are entitled to that time of free PT, e-bike, e-scooter using within Yarra, helping to justify the higher parking prices) - Increase e-scooter and e-bike speed limits to be a more reasonable alternative to Cycling (30-35km is easily achievable on a push-bike) - Just be clever with the network roll out for cycle paths. There are so many instances of good paths ending unexpectedly or getting squeezed into traffic without warning. Map the bike network properly, then actually ride on it. It should be intuitive and continuous
26893			
26894			
26895			
26897		Would love to see more bike lanes	Would love to see more bike lanes,

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26899		Similar to previous talking points from many levels of govt, at least in particular contexts	Proper funding proper plan. Yes we're better than Sydney . Way way off global benchmarks . I ride, my life is regularly threatened. A risk, I shouldn't have to take
26900		P#7? - INCENTIVISED - Eg. Use incentives for Zero or low car ownership per household. Use disincentives for multiple car ownership P#2-New Deal for Schools- encourage schools to implement an ongoing program (also organise for schools to have a program up and running prior to your direct involvement)	YCC need to have SPECIFIC SHOWCASED objectives, identified for STRATEGIC engagement and motivation of community, that will translate to SPECIFIC SHOWCASED projects and, that go well beyond reasonable expectations, delivered to WORLD CLASS standards. (SHOW US AND OVERWHELM US!!!!!! - you want to be "innovative" in what you propose and, 'likewise' Yarra need to be more innovative in method and medium for creation of such well intentioned visions. COMMENT - as example: Gliedel St precinct - from closely observing the recent development and, future plans for this key urban precinct, I am not overly confident that City of Yarra have the conviction to deliver and capitalise on the intent of its well considered STRATEGIC DOCUMENTS.
26901		Stop trying to reduce car use and parking. People need cars	
26902		Policy looks good. I understand that the policy isn't looking at specifics at this stage however - please consider changing the timing of the traffic lights at the pedestrian crossing near the Fitzroy pool (that crosses Alexandra parade). The wait times there are very very long, to the point that many cyclists and pedestrians will make the unsafe decision to jaywalk in the face of oncoming traffic. Cyclists and Pedestrians need to be prioritised at these traffic lights over car traffic, or at the very least the wait times need to be reduced. The item I mention above aligns with your first priority item "Prioritise walking, cycling and using public transport over car use".	Looks good

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		A further item that needs to be addressed urgently is the shared pedestrian/cycling footpath along Nicholson St near the exhibition buildings (between Gertrude St and Vic Pde on the west side of Nicholson). This is too narrow and unsafe for both cyclists and pedestrians as a major route for cyclists leaving CBD.	
26903	There's no mention of public transport. It's very difficult to navigate between different parts of the city of Yarra without multiple convoluted journeys. Eg Burnley to Fitzroy	The proof is in the pudding. The current bias towards car drivers over all other modes of public and active transport doesn't inspire confidence	What I'd like to see is actual and useable public transport provision to link the City of Yarra and a clear policy of providing a safe environment, space and priority to active transport users. As an example most pedestrian crossings at intersections in Yarra have no dedicated pedestrian cycle. Why? This creates conflict and danger to the most vulnerable road users.
26904	But needs strong leadership and decision making to ensure it happens	Ensure broader policies support this also. For example canopy coverage encourages walking.	
26939		How will Yarra shift peoples minds on believing that the roads will become safe to ride?	The draft transport strategy was for most part a negative focused document highlighting all the current issues. Many motherhood statements which remain unsubstantiated on how and when they will actually be delivered. Very broad terms of how success is measured.
26945			
26948	E-Scooters are a great form of independent transport. However, the rules forcing users to not ride on footpaths is ridiculous. The situation with riders in the cycle lane is	In order to successfully transition away from carbon rich transport, E-Scooters and similar independent transport options should be supported. The current rules barring scooters, bikes and e-scooters from footpaths is actively stopping people using transport options that are not cars. People are terrified of receiving hefty fines for riding an E-	The goal should not be to overload the footpath network with cyclists and scooters. The rule changes should aim at removing the massive penalties for riding on footpaths to entice more people to use active transport. Knowing they will not be heavily

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	inefficient and unsafe. Let E-Scooters ride on footpaths!!	Scooter or Bicycle on the footpath. I understand the safety concerns that arise from cyclists on footpaths with pedestrians. However, there must be some middle ground. Give pedestrians priority and direct cyclists/scooter riders to always practice the utmost caution if they need to ride on a footpath.	fined for a few seconds of riding on a footpath if that is the safest option at the time.
26950	Whilst reducing car use is a good outcome, the use of EVs surely goes a long way to addressing the environmental concerns of petrol powered vehicle and means we don't need to be quite as anti-car.	Ensure the strategy takes into account the use of EVs. Whilst reducing car use is positive for the urban environment, the use of EVs means that some environmental concerns are addressed compared to petrol powered vehicles, and the general urban environment is improved, e.g. quieter vehicles. Whilst acknowledging that EVs are still cars and removing cars can improve road safety especially for vulnerable road users, the use of cars, particularly EVs, should always remain a key component of how we move around. More street-based EV charging infrastructure (such as in light posts), would be welcome particularly as a lot of residential parking is only on-street,	
26953	It's ludicrous to think all people can use bicycles, or public transport. We need cars whether you like it or not!		
26955	Stop trying to close Trenerry Cres to vehicles. Please keep it open both ways!	"Use innovative approaches to deliver projects" - please just speak to residents directly impacted by the changes you propose!	Please add a policy that includes listening to AND hearing what residents have to say.
26956			
26957			
26958	Yes	A New Deal needs to be created for Electric Scooter use.	One area that seems to have been missed has to do with emerging technologies.

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			<p>The NSW productivity commission has a report on emerging technologies, which includes the use of cargo bikes and also electric scooters, and says that the benefit to the State economy is in the order of \$100 million dollars over the next 20 years. Whether or not electric scooters become legal to use is really quite irrelevant. They are now so prolific and so cheap that they will be here to stay, no matter how much police try to stop them, and that's because they are reasonable. The general population wants to be able to use them, and the laws simply haven't kept up with demand. So Yarra needs to cater for them.</p> <p>That report is found here, and contains a lot of very good points around allowing for scooter use: https://www.productivity.nsw.gov.au/sites/default/files/2021-11/nsw-productivity-commission-regulating-emerging-technologies-research-and-discussion-paper.pdf</p>
26959	reducing car parking access in sporting and recreation areas is a bad policy and causing unnecessary angst by sports participants. This is relevant in the Alphington Park area where parking has been decimated & parking inspector activity increased.	Community needs for parking in areas of higher growth areas and where recreational facilities combine need parking. YarraBend / Alphington Park / Parkview Road has been narrowed and where previously there was parking both sides of the roads, Angle Parking on one side, now has no parking on Right Hand side and limited parking on Left hand side down past bowls club. No provision for easy access for sports participants from local or visiting clubs and supporters	Review Parking spaces outside bowls club along Parkview Road Alphington! Much more/ angle parking can be provided in existing place!
26961	Your overt hostility to road users is making the roads in Yarra less safe, for motorists, cyclists and pedestrians, more crowded, less efficient, and more complex to use.	Have a look at policies 7, 8, 9 and 10. Living in an area served by one bus, that doesn't run on weekends, I have to use my car to get to other parts of Yarra. Re policy 7: I live close to Fairfield Park and have seen how the removal of on-street parking spots has forced more traffic into the park, creating regular close-calls with pedestrians. The turning	Yes. You need to get out of the business of social engineering via traffic policy. Your condescension, that you know what is best for the simple people out there who seem incapable of making the right choices, is insulting. You are reducing the public's capacity to exercise choice about how they get

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		<p>arrangements you have introduced for vehicles at road junctions (viz. Heidelberg Road and Station Street) have made those junctions more congested, less safe for cars, bikes and pedestrians. Your consistent reduction in speed limits creates confusion: within a few hundred metres speed limits can change three times (between 50, 40 and 30 km/hr). Your aim to reduce traffic congestion is vain given that your introduction of 'pop-up' cycle lanes on Heidelberg Road has made traffic along the road in the morning and evening rush hours more congested than ever before. And please stop using the word 'encourage' when you mean coerce.</p>	<p>themselves around. Where persuasion fails you are only too happy to fall back on compulsion. If you want people to use public transport provide a comprehensive set of services to all of the city, not just those who live in Richmond or Fitzroy.</p>
26962		<p>It's clear that City of Yarra wants all cars removed from it's municipality. Unfortunately there are many many many residents and visitors to Yarra that cannot ride a bike or walk. Are there needs catered for? Of course not. Car owners are treated as second class citizens with increasing hurdles put in front of them by City of Yarra. Rather than deterring people from driving, people are just made to feel ignored. But regardless of the feedback, City of Yarra thinks that cycling and protected bike lanes are the answers to all of its problems. What about better walking infrastructure? More pedestrian crossings. Nope. It's just bikes or nothing. What about making parts of City of Yarra safer for people to walk? Forget it.</p>	<p>All these policies are very clearly part of the Greens political agenda and nothing to do with what the community wants</p>
26963		<p>The area desperately needs more parking to be made available. Living in the YarraBend estate, where hundreds of new residences have been built is becoming extremely difficult with limited parking. Our road is being redone and for some odd reason the street parking has been reduced by more than half. How are we supposed to park in our own neighbourhood? People do not want to visit this area as parking is a hassle. Much of the community owns a car and there is no space for people to park. Things become</p>	<p>Increase parking spaces and reduce ridiculous parking restrictions in residential areas. Imagine only being able to park outside your own house for 2 hours at a time. Completely ridiculous changes being made by the council - makes me want to move out of the area.</p>

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		dangerous when people make carpark out of areas that aren't meant to be car spots. The council is wildly out of touch in this area and it is endlessly frustrating for all community members I've spoken to.	
26965			
26966			
26969		<p>Figure 8 - While I generally agree with the prioritisation of transport modes, this policy does not recognise that in many situations other modes should be prioritised to achieve the best overall transport network outcome. This more nuanced prioritisation should consider time-of-day. This could be reflected in the strategy by adopting an approach similar to the referenced Movement and Place framework for Yarra streets.</p> <p>Figure 12 - The cycling compliance assessment doesn't appear to take into account the directness of the route. For example, there are 4 alternative east-west routes across the Richmond East/Burnely area. The 'green' ones might be safer but they are circuitous. In particular, the Bellevue to Rowena local street street is tortuously slow, poorly signed and riddled with crossing issues. It's an orange at best. My wife is a very inexperienced cyclist and she even prefers Bridge Road over this route because she often gets lost following it.</p>	<p>I think the strategy could be more specific around traffic/pedestrian signal priority. Road space reallocation is important but hard to do. Traffic light prioritisation is simple and very effective when done well. As the strategy points out, DoT manage most of the traffic signals, yet Yarra Council is a key stakeholder that should be much stronger in voicing it's needs.</p> <p>A simple example of this is the pedestrian lights near Yarra Boulevard. This is a key pedestrian (and cyclist) crossing point of Bridge Road. However, the activation of these lights is not set up to support this movement. Instead priority is maintained for through vehicles even at off-peak times and weekends. There is no reason that these lights couldn't be instantly activated outside of peak periods and on weekends.</p>
26971	Removing car spaces is creating a council where people don't want to live as they are restricted by how they move around due to no car parking available for those that need and want a car. EG) YarraBend Development		

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26972	Car parking near Yarrabend(Parkview Road)need more car parking for community users of the soccer/cricket/bowls club (often 2 recreational spaces used at a time). No Fences to stop parking on grassed area,unsafe for peds, ugly for residents	ALPHINGTON public transport available that is reliable is the train and this is standing room only, weekend timetables for buses are non-existent and unreliable. This suburb is not densely populated not services by pockets of shops/services close enough to make quick trips that would avoid cars. Richmond comparitvely has more provision for this, we are not the same. Not all areas of the council area will benefit from this reduction of utilising cars/having somewhere to park them.	
26975		I live in the Alphington Papermill site and the parking is atrocious. It shows a total lack of foresight by the council and a total capitulation to the developer. The only winner is the Council and the Greedy developer. The council definitely are using the restrictions as a money raising opportunity with parking officers constantly booking people because there is not sufficient parking.	People still drive cars and have visitors to their homes who invariably have to drive. Dispensation for parking is a joke.
26978			
26981		As a resident near Yarra Bend I have witnessed the severe degradation of amenity around Alphington Park and the bowling club. New residents have moved into residences with too narrow streets, with properties sold on the assumption (lie) that car use is unimportant. And most occupiers will only have one car (another lie) What we see is garages used as storages and gyms with occupiers shuffling their cars around the area to gain a parking spot. This has had a severe and detrimental effect on park users who are now forced into spots with restricted times or who are moving further East into neighboring streets. Many bowlers are of and Age and live at locations away from the club where access to the club via a car is the only option.	

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		Likewise the dog obedience club which attracts participants from across the municipality. There are limited public transport options available to these groups. A narrow focus on reducing car use with being cognisant of car use is useless	
26982			
26983			
26986	The strategy fails to factor future changes in transport with the rise of EV's. EV's will provide sustainable and environmentally friendly transport. We need to factor their ease of use by residents and how they integrated into Yarra roads and homes.	We need to ensure that policies enable fair and equal access to all forms of transport, including cars, which will be mainly EV's in the coming decade. EV's will provide environmentally sustainable transport and will be critical into integrating in home solar systems to provide cost effective power. Yarra's population will increasing have a larger distribution of older people and young families which will rely on car's (EV's). We need to have a road system that encourages the use of EV's (ie changing stations) and allows for ease of movement for vehicles. We cannot have a policy that simply prioritises cycling which is a minor form of transport that families and older people do not use on a day to day basis. If you walk around Yarra you can see vehicles are and will continue to be the main form of transport - we need data based traffic design and planning that allows for ease of movement and traffic for all forms of transport within and through Yarra.	Overall Yarra must have a progressive and non partisan vision of a vibrant, green and sustainable transport future. Recent transport strategies have failed to use actual data to provide for balanced road use and ease of access for vehicles as well as bikes which has resulted in unnecessary vehicle congestion impacting the ability of Yarra residents to move around and through their suburb and to find adequate parking to do their shopping, parks around their homes and access their local shops and amenities. The current strategy risks compounding these past mistakes (by not adequately factoring the rise on EV's and need for balanced road use). If not corrected Yarra risks a future of more congestion; disadvantages to movement for families and older residents that will content to rely on cars (EV's) to access local amenities. I suggest you seek non partisan input from academic transport specialists to model future scenarios and create a balanced and sustainable strategy.
26987			
26989	I think is great that the Council is providing a long term plan and projecting it to 2036	In terms of policy I would have liked to have seen more about pricing and the true cost of cars to our city. Discussion on the price of land v parking and what better this land could	You have spoken about the need to have better bike routes and more inter-connectedness but until we start actually designing roads for bikes first and cars

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	incorporating a 2050 transport vision.	be used for. I would like to see a goal of pricing parity by a certain date (2036 or before??) - eg, the land currently used as car parks to be valued at its full commercial rate with the cost of permits rising accordingly. People with genuine reasons to NEED to park their car on-street could then be given a discount. In cities like Amsterdam, large car-parks are available on the outskirts with plentiful other options to access the central area.	second, this won't happen. I would like to see more in this document about how the council proposes to change this mindset within the Yarra City engineers. Just a small example is the bluestone "entrances" to community streets. These are clearly designed to deter cars rather than attract riders but the reality is car drivers hardly notice them while for riders it's a teeth chattering ride. Other examples are narrowed streets without a bike channel which then forces the cyclist into direct confrontation with the vehicle.
26994		I am extremely happy with these policy directions!	
26999		Parking around Yarra Bend development needs looking at. People who want to play sport at Alphington Park (bowls, cricket, soccer) in organised teams face parking fines due to limited parking, How can people be active if they can't park their cars for longer than 2hrs??	I understand the need to reduce car use, but visiting sports teams to Alphington Park face parking fines due to lack of decent parking times. This is not in line with being active in Yarra.
27000	See below comments	Removing cars is a great idea but with regard to Alphington Bowling Club, most players and the competitive bowlers visiting are retirees. Over 60 and some with health conditions. Walking a big distance from a parked car will wear them out before they even start playing or be a reason to give up. Not a good outcome when we need older people fit and healthy, doing sport and socialising for mental health.	
27002		Overall this is a positive strategy, and I applaud Council for the general direction of the draft document. The recognition that Council must have bias to action rather than to endless consultation and status quo, and the proposed hierarchy of transport modes, are particularly pleasing. The suggestions in relation to Policy 3 (encouraging and supporting walking) is particularly pleasing to see. Unfortunately the overall proposed strategy is not nearly strong enough. None of the proposed policies are achievable	I suggest some further actions and policies to move Yarra closer to where it needs to be with regard to transport policy and a more pleasant public realm. P2 - "New Deal for Schools" This "policy" is extremely vague. Any casual observer would notice the significant decrease in traffic around Yarra during school holidays, suggesting that much of the traffic around schools that parents may be concerned about (in terms of the

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		<p>without rapidly and significantly reducing the number of cars on Yarra's public roads. The overall policy highlights the need to halt or reduce the increase of and incentives towards car use, but the fact is there are already just too many cars in Yarra's public spaces. Yarra's strategy must explicitly be to reduce the number of cars and car trips, not merely to reduce the incentives and growth. Cars ruin cities.</p>	<p>safety of children using active transport modes to travel to school) is these very parents and children travelling to school. The nature of Yarra's density, and Victoria's school zones, is that most pupils live within walking or cycling distance of their school. Yarra should explicitly have a policy (with effective strategies and tactics) to discourage the use of private motorised vehicles to transport children to and from schools and childcare centres. This should include the ultimate aim of simply banning "school drop offs" by car (in partnership with the schools, centres, and parents). This policy is already in place and effective for child care centres in Japan, so it can be done.</p> <p>P3 - "New deal for walking" This policy would be strengthened by:</p> <ul style="list-style-type: none"> - mandating and enforcing a maximum speed of 30km/h on all residential streets - changing all pedestrian light sequences to automatic greens, so that pedestrians (like any other road users) are not required to press a button in order to receive a green crossing light. - setting meaningful targets backed by tactics and strategies to reverse Council's current practice of allowing private vehicle storage on footpaths. This is a particular problem in Abbotsford. <p>P7 - "Manage car parking" This policy is weak. Owners of private vehicles in Yarra need to understand that storing their private property on public land - including streets - is a privilege, not a right. Stating that the policy should not encourage people to "own more cars than they need" is meaningless: all car owners believe that they "need" every vehicle they own no matter how rarely they use it. Residential parking permits are absurdly cheap in Yarra. The fee for non-concession permits should be</p>

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			<p>at least doubled immediately, and pegged to at least the rate of CPI.</p> <p>Clause 8.2 in the current Parking Permit Policy should also be amended. Any residence not currently issued with three parking permits should no longer be entitled to them. That is, instead of merely "grandfathering" the eligibility for permits from 21 October 2014, Council should "grandfather" the permits themselves from the date this strategy is approved. If permits have not been requested, clearly they are not needed - why continue to offer the opportunity, if Council's stated objective is to reduce car use and ownership?</p> <p>My final suggestion regarding car storage on public streets is that Council should investigate and implement mechanisms to force real estate agents and property owners to include a clear statement (wording to be provided by Council) on all advertisements and any other statements in regard to the rental or sale of properties that are not eligible for parking permits. The fact that many properties with newer buildings are no eligible for on-street car storage permits is a fairly unique and progressive policy, and thus rarely understood by prospective residents. Forcing vendors to provide this information clearly ahead of any sale or rental would reduce conflict and anguish. Whilst I understand real estate agents are currently "encouraged" annually to inform prospective purchasers of this policy, compelling them to do so on penalty of significant fines would be a much stronger and effective policy.</p> <p>Finally, this strategy requires stronger arrangements to ensure that Council follows through on its stated intentions. Over many years I have seen Yarra Council approve positive and progressive policy, but fail to actually fund or deliver on the stated policies and strategies. This strategy will be meaningless</p>

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			without sufficient ongoing funding and mechanisms to ensure it cannot be undermined by special interests insisting that their particular street should be an exception.
27004		The majority of road users are car drivers, even though more people would like to cycle they are still a minority and the social and enviromental implications of a policy is huge. This feedback form is also biased. You don't state would you prefer to remove car parking in favour of cycling it just wants feedback on the 'vision' and do we think it will be implimented. This council continually ignores the needs of the residents and only focus on what is their priority they are not a council for the people	
27008		I like the emphasis on active transport, wonder if there could be a little more on community transport as well as PT. I would love to see explicit adoption/promotion of electric/solar vehicles	
27010		<p>All of this is great but the most important part of the strategy is Council actually acting on the following two dot points under P7:</p> <ul style="list-style-type: none"> - Maintaining existing on-street car parking should not be a primary reason for failing to implement policies in this Strategy. - Loss of car parking revenue should not be a primary reason for failing to implement policies in this Strategy. <p>Delivering the Cycling New Deal, the Walking New Deal, prioritising public transport and making "places for people on Yarra's Streets" are all reliant on removing a small percentage of the 48,000 on street parking spaces in the municipality to provide space for other uses. Council needs to be bold in acting on this policy.</p>	I think the strategy would benefit from some specific do now actions. Figure 9 and Figure 12 (and Figure 13) are so high level it is hard to know what specific projects Council will deliver. Perhaps a list of priority intersection upgrades associated with Figure 9 or priority corridor upgrades associated with Figure 12 would be beneficial. EG. there are probably a dozen council roads where the treatment identified in Figure 7 could be completed with some temporary protection for cyclists tomorrow if they were identified as priorities. Those improvements would help to improve the "very poor" roads in Figure 12 which includes some of the highest priority cycle links in Yarra like the northern end of Wellington Street and much of Nicholson/Lennox.

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27013			
27016			
27017	Must be realistic with helping that those that are willing and able to replace car trips, with those who are unable to reduce car use.	1. How do you 'prioritise' other forms of transport? In what way is this achieved without penalising others users excessively. 7. 'Manage Car parking' seems to be a way of saying "Reduce parking or force residents to pay for parking. 8. Is this preventing traffic and inhibiting traffic flow to cause an issue? How are safety issues judged? This has certainly not worked well in Clifton Hill so not sure we have the smarts to really think about this. 9. Who decides what is excessive, lots of people transport through Yarra to other places and we are part of a larger road network. If we don't want to inhibit this traffic then this policy inhibits residents? 10. Lower from what to what, based off what. 12. Difficult to close public roads and again, needs to take the whole community into account. 14. Yarra has been painfully slow on EV charger uptake so real action needed on this.	Please listen to community feedback and guidance, and don't engage when the approach/decision has already been made or decided on. Listen to the whole community not just 'special interest' groups who are embedded in council. Don't try and be to 'clever' and cause a bigger problem some where else.
27019		Bring back weekly recycling!	
27020	I believe the strategy itself needs to be questioned. How to isolate a "transport system" for innovation just in the City of Yarra? Basically, the outcomes aims to reduce cars and add bicycle access and provide for an age group which I am not part of.	Again, these visions or policies exclude me. Cycling or taking kids to schools are not activities I am involved in. Providing fewer car spaces will discourage car ownership, but makes it difficult for current car users and owners. We already have lower traffic speed limits, yet not much evidence of enforcement. We already make use of public transport where possible, but there are times that such mode of transport is not suitable or unavailable in areas we need to get to. As for using streets for community development activities, my concerns are how that adds to the already busy "major activities" streets, and what time frames these activities will happen in.	Not many of these policies or strategies addresses noise pollution and impact on amenities all of which adds a stressful background to the environment of our local communities 24/7.

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27022		People need cars to get around and especially with Melbourne's climate.	All trains to be underground and make bike / walking paths above the lines
27023		You clearly hate cars. This council is a joke	
27024			
27025		It's very narrow minded. As a Yarra business owner, canceling car usage takes a massive toll on us. People drive from the suburbs and it's just about impossible for them to use PT. Pushbikes/Ebikes cause massive mayhem as they do not slow down when the tram stops nor at intersections when cars need to turn right, their first reaction is usually to get aggressive towards the driver. I see this everyday on Brunswick st.	Please take in consideration business owners as they play a huge part in Yarra being Yarra. Thanks
27026		Well, it all sounds good, but this questionnaire is so non-specific, it's impossible to answer.	
27027	No consideration for workers that need cars, the elderly and disabled who can't walk or use other methods of transport		Need to really reconsider. Yarra is becoming an awful place to live. A council that seems to have no idea what its residents actually want (as evident from numerous complaints on social media and being referred to as a 'joke' of a council), no areas to exercise 100's of dogs that live in Yarra (as evident by the packed citizens park oval when free from sports activities as it's the only fenced area in yarra), how are businesses going to survive without passing car trade...I could just keep going

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27028	Stop removing car spots. It's already difficult finding parking as a resident or visitor to the area. We can't all ride bikes for various reasons. We have an elderly generation that lives in Yarra who require the use of cars and can't ride scooters, bike	Stop forcing your extreme ideologies on climate change down our throats when you can't even get the rubbish sorted out. No to closing streets, reducing speeds and taking away the use of cars and car parks.	Start listening to the wider community not just a small minority and stop pushing political party ideologies.
27029	What percentage of the community has this vision? It is not my vision.	What percentage of the community supports this vision? It is not my vision. The City of Yarra is an inner city suburb that both outsiders and locals commute to and commute through. Restricting cars will simply make life for local residents harder. We don't all work in this area and require easy access to work and amenities which require the use of a car.	
27030			
27031		Moving car usage to main roads is really important, so that cycling and walking are safer and more pleasant in Yarra. The 30km/h trial on Wellington St is great. Increasing the tree canopy is also important to encourage cycling and walking in summer.	Anything to encourage connection within the community through better transport is a great outcome. During COVID lockdowns when everyone was walking we met neighbours, kids rode on streets, we reclaimed our neighbourhoods. How might we manage that now?
27032		I think the "vision" is ludicrous & has only been driven by internal council politics & the voices of a overly vocal minority. Additionally the way this survey is worded & the tick box options for responses assumes that residents believe that there should be a discussion about " the vision " This survey & questions are biased towards councils preferred objectives, for instance, if I disagree with "the vision", there is no opportunity provided to disagree with the	More unbiased scope to actually agree/disagree would be very much appreciated from a democratically appointed council.

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		council vision. (i.e. for the response " Not at all satisfied that they will deliver on the vision", where can I actually disagree with the vision? This is a biased questionnaire.	
27034	Very vague and unclear	Get a grip you're the Council not the Government. You're just wasting time and money on all these policies you'll never implement.	
27035	I agree with points 2 & 3, Point 4 about reducing car trips doesn't make sense, as it assumes other transport options are equally viable. Point 1 is only practical at small scale	Prioritising walking and cycling assumes the majority of trips by the majority of people can be switched to these forms of transport. This only works for some people and for short distance return trips where not needing to carry anything or make multiple stops over longer distance. Can't assume this can be done at scale, therefore reducing traffic volumes significantly is unrealistic. Large investment in shared infrastructure needed for electric cars in suburbs with majority on-street parking. Separating all forms of transport from each other should be the priority instead of trying to fix dangerous shared road/ path use which is bad for everyone. Please focus investment on this to make a real difference for everyone, rather than spreading limited budget across 15 different strategies. Then I will be hugely supportive of the transport strategy, rather than a detractor.	
27038		With the amount of appartments approved by the City of Yarra the traffic is only going to get worst. Due to Covid people have stopped catching trams & trains. And bikes & scooters are mainly used for recreation not as transport. No employer would encourage an employee to come to work sweating.	Get an independent analysis & not rely on anybody who has affiliation with any political group. And use someone who has lived & worked in the city of Yarra. Someone who knows the people, lives in the area.
27039			
27040	That's very inconsiderate to people with mobility issues	First of all, Yarra council need to remove those ridiculous oval shaped 'round'abouts so that cars can actually turn	How bout a vision to fix the residential roads so that it's safer for cars, bicycles, scooters, skateboards

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	that don't qualify for the 'disable parking' pass. Public transport, bicycles and taxis/ubers are not safe nor practical for single parents who have to juggle with young children or pay for taxis.	properly at a roundabout and not have their cars damaged AND they don't need to stop, reverse then continue with the turn. It's the most ridiculous traffic feature and an absolute waste of rate payers money because it only causes traffic conjections. Council should focus on making the area safer for people to walk if they plan on prioritising walking, cycling and public transport over cars. Has council even considered weather conditions that can impact a person or family's mode of transportation? It's a different set of challenge for people during Summer and Winter. There aren't adequate tactiles for blind/vision impaired people so they struggle the most in darker seasons.	and rollerskates because there are way too many pot holes in residential streets that have been abandoned for years. Some roads have poor quality patched up potholes that make it worse than just leaving the pothole
27044	Yes, great, I very much support all of these aims.	All of this is brilliant and I sincerely hope they can be implemented.	
27045	Not catering for the whole community, people that need to use their car due to illness/ disability	Catering for one group only - cyclist Reducing car speed , maybe reduce bike speed, currently bikes are the danger on the road for ever with the speed they go , no consideration for children, parents with prams and the older person	
27046		Not enough emphasis on pedestrians. Particularly elderly and frail walkers. "Shared" cycling paths put walkers into direct danger of being HIT by cycle riders. As MOST shared paths are fast riding commuters, getting from A to B as fast as possible, NOT leisure riders. SEPARATE pedestrians to protect us!	To much emphasis on cycling commuters not enough emphasis on separate paths for pedestrian walkers.
27047		More SPECIFIC plan relating to my area Alphington, Fairfield & Darebin. We have ONLY one access to Alphington Train station. Besides that public transport is VERY POOR... virtually NON EXISTENCE??? We need more attention and help in this corner please!!	Public transport need to be more readily available or frequent in the Alphington area. Otherwise more parking spaces for family to have car if that's the case.

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27050			
27054		Biking, walking, rolling, and public transport, shared cars, logistics via active transport and e cargo bikes - and a 90% reduction in privately owned cars by progressively removing parking, and increasing fees	
27055	These outcomes can be achieved on many Yarra streets. The big challenge is to make the main thoroughfares safer. The streetlights are timed to keep traffic flowing, not for people; and the thoroughfares cut neighborhoods off from one another.	We just moved to Yarra from New York City, where a program to enhance pedestrian and biker safety was largely successful, especially in school zones. One of the worst aspects of being a pedestrian in Yarra is that the lights are timed for cars. The "walk" signal doesn't last long enough for small children or vulnerable populations. And pedestrians/bikers must wait for long periods so that cars (including left-hand turns) can advance. This is not only unsafe, it also creates a frustrating and unhealthy experience for those who want to have an immersive experience of the city, which includes foot traffic that contributes to small business livelihoods.	
27056	Make sure that pedestrians are catered for, as a transport option... proper pedestrian crossings at intersections with sloped access to footpaths, traffic lights, marked crossings, and policing of bike riding on footpaths. Work with Vic Roads to make foot	Widen footpaths and make sure that cafes are not encroaching on pedestrian access.. wheelchair width at least, if not enough space for two people to pass each other in opposite directions. Put bicycle parking on the road. Put speed humps on shared paths so that bike riders have to slow down.. imploring drivers to stop never worked, we need bike calming measures.	Think with your feet or your pram or walker or wheelchair. Most of you seem to be bike riders. We love bike riders but for pedestrians they are a hazard, and the current development of pop up bike lanes by vic roads, and new crossings often exclude pedestrians. Think of the intersection of Canning and Alexandra pde.. where is the pedestrian crossing. Similarly the intersection of Hoddle and Heidelberg Rds there is no clear foot path for pedestrians even though cyclists are sort of catered for... this gives me great annoyance every time I have to deviate through clifton hill station, and even the new Capital City bike trail manages to skirt around the oval on the other side of Heidelberg road, so we have to

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			<p>walk right around the oval to get to the pedestrian underpass under the flyovers...</p> <p>and there is no footpath from the turning lane into Heidelberg Rd near the collingwood leisure centre until queens parade.. this is a huge deviation of at least 4 blocks to walk what cyclists and cars can cover in one block.</p> <p>PUt your shoes on and walk to chekc out safety.. even the new gas works development has no safe pedestrian access its all shard bike paths... put the bikes up in the air and leave us to walk in the shade underneath.</p> <p>It is possible to think of alternatives that are not going to hinder the bicycle speeds..</p> <p>Even speed humps can have gaps that allow a careful but slow cyclist, or wheelchairs to pass through.</p> <p>And the safety rails at the stations were moved apart several years ago to allow bikes more easy access to the subways, and now big enough that most cyclists just ride around them, without dismounting..again pedestrians come off worse because why do cyclists have to just 'goo goo gooo'</p>
27058		The vision does not reflect any form of community consultation. Council have not bothered to ask residents what they want. Stop imposing your ideology on residents without any form of consultation.	Yes. Community consultation.
27062			
27069		<p>Some of the policy directions require Council to think and act more broadly than Yarra.</p> <p>An example: On Sunday 2nd April I was travelling along the Monash Freeway to my home in Richmond. Traffic into town was heavy because of major sporting events and was tailed</p>	

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		<p>back for many kms as there were signs on the Monash advising traffic to get off at Punt Road because Batman Avenue was closed for the Run4 Kids. Traffic was being diverted through Richmond and many motorists chose to try to exit at Yarra Boulevard. There was chaos. It took me nearly three hours to get home on a journey that usually takes 30 mins.</p> <p>The inbound Monash Freeway traffic was being actively diverted through Yarra for an event that could have been tweaked to have less negative impact than it did.</p> <p>Council has a responsibility to work with the State Government and Community institutions and sporting bodies to ensure this doesn't happen.</p>	
27070			
27073			
27075		<p>Reducing traffic for locals is favouring one group of residents (bike riders) over others. 2 major freeways come through City of Yarra and extensive works didn't fix the congestion issues. Until an east/west link is built we can't fix the issues but making locals responsible for reducing vehicles is not council acting in the interest of all residents</p>	
27077	<p>Doesn't matter what Yarra does to the transport system, if Yarra doesn't stop increasing population density, it will constantly have an inadequate transport system & insufficient open spaces for the increasing population</p>	<p>Council is using political rhetoric to put forward policies without any substance. You propose policies without thoroughly considering how you will implement them. How you will force the changes. The changes you are proposing are not for the better, all you are doing is working out how to allow more people into the City of Yarra. It is time to say no more residential developments before we destroy the usability and amenities of the suburbs we live in.</p>	<p>You need to consider all residents in your plan - including car users - they too are residents</p>

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27079		<p>The Strategy is a Council document that I believe actually reflects a significant volume and depth of Community engagement, has the courage to publish what the community is asking for and acknowledges the previous shortcomings and failures of Council to deliver Strategically consistent outcomes in the past. This document regarding transport in Yarra is a substantial accumulation of all the wisdom, discussion and reflection of personal experience that I have personally participated in or seen over the last decade. I very much like what it says and the outcomes it says Council will deliver. Will council deliver is my question? The Strategic Objectives in the document need to ensure people at Council are accountable, transparent and unified in its vision for managing transport issues within Yarra.</p> <p>My review of these documents was hampered due to the individual policies are not available on the link you provided.</p>	<p>In order for outcomes to reflect this strategy there needs to be budget and resources dedicated to executing matters consistent with the strategy. This is not addressed adequately. Yarra has had decent policies and aims on paper for supporting a more liveable and safer community for some time. Walking and cycling have been the clearly stated as priority modes in Yarra's transport hierarchy etc. Yarra continually fails to execute, deliver outcomes and do what it says it will do consistent with its existing strategies, policies and priorities. The paperwork is not the issue its the budget (lack of allocating funding) and Councillor politics at vote time that cripples outcomes. Our built environment doesn't reflect existing policies. Supporting people driving and parking still have the most money allocated to it in each budget. Prioritising motorised modes in the budgets continues to place a significant and ongoing burden of building, repairing, replacing and maintaining the expensive infrastructure motor vehicles require. Not only does walking and cycling infrastructure cost less to build it costs less to maintain but Council insists on spending enormous amounts for people to continue driving for all/most journeys. All too often Councillors vote against strategy, policy and stated priorities for their own purposes. This does significant harm to those in the community who have been engaged in the processes leading to the adoption of Strategies, Policies and stated priorities only to have them dismissed at voting time. It's incredibly disheartening to those who have participated in good faith and expect Council to do what is says it will do.</p> <p>I believe the most effective measures Council could introduce are:</p> <ul style="list-style-type: none"> - 30kph speed limits on most/all streets in Yarra - Effective wayfinding infrastructure for walking and

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			<p>cycling</p> <p>These two elements will do more for people walking and rising than all the white and green paint Council has ever put down. For the continual lack of funding for "big" (lol not compared to car spending) ticket cycling safety initiatives like the Wellington Street separated lanes. They are cheap, they are straightforward, they work and best of all none are innovative they are just catch up.</p> <p>It will be critical for Council to establish true measures of performance based on outcomes rather than activities. Council performance measures in the past tended to simply require actions be taken rather than effectiveness of the chosen action(s). Effectiveness should be the priority in setting measures of success.</p> <p>Other comments</p> <ul style="list-style-type: none"> - Don't dump what was in place prior to this strategy. Council still haven't delivered on the North Carlton LAPM or undertaken the Park St detailed transport review post Project 96 which was promised to the community. Council has all the contact details for the participants and it would be respectful to advise the community participants of what is happening. I don't want this new Strategy used to avoid past promises that have not yet been fulfilled. - There is no tactical documents or allocation of space for shared vehicles other than cars. Again cars are prioritised whereas shared space should be available for share bikes, share scooters and shared "yet to be invented" modes of transport. - Reference is made to 20 min journeys from home. Could this be clarified if it measures the journey by car, bike, walking or public transport as each have a very different range in 20 mins. - Remove the word "innovate" and replace with best practice. There is no way Yarra is going to be

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			<p>innovative in this space. Nor does it need to be. I have not seen a single thing done by Yarra that hasn't already been done elsewhere. Nothing wrong with that but lets no pretend there will be innovation but rather best practice.</p> <ul style="list-style-type: none"> - Please reword "reduce car trips" which will be seen as being "anti motorist/anti car" to "make using alternative modes to cars more compelling".- I don't believe the bike lane ranking system is consistent with the similar Bicycle Network ranking. This should be consistent at the time of publishing. - This document still seems to focus on expensive and big ticket items whereas 30kph limit across all smaller streets would be more effective than all the paint in the world. The lack of 30kph limit in VicRoads recently published speed zoning policy demonstrates a failure of Council to successfully influence on this matter. - Cycling in Yarra - People riding bikes in Yarra are overrepresented in formally recorded annual crash statistics. Elsewhere in this document it is mentioned drivers crashing into trams are found 97% at fault the fault. Same at fault should be mentioned for bicycle crashes where I understand it is in the order of 85% driver fault despite the community and media thinking its the people on bikes doing harm. - In the Looking Forward section: "implementing parking management approaches that actively discourage non-essential car ownership and car travel, while also continuing to provide convenient parking for those who need it" REPLACE with "implementing parking management approaches that recognise the value of public space occupied by private vehicles, while also continuing to provide convenient parking for those who need it". There is no mention of reducing speeds. - I disagree strongly with many aspects in Appendix

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			2. Overview of effectiveness of various cycling treatments in different environments. Value of paint continues to be overstated by Council officers and wayfinding dismissed. There are other elements I believe are just wrong. Do Council officers not realise that the population they are trying to reach i.e. people who will ride bicycles in the future, have no idea where to ride as the wayfinding is appalling.
27082		I am concerned about the elderly, the disabled, and others that cannot walk, ride or use public transport. It is not feasible to do weekly shopping, go to appointments or take families on holiday without a vehicle.	
27083			
27093		These policies should recognise that whilst the increasing use of walking/cycling/public transport should be prioritised within Yarra and to get around, that due to the poor public transport system for Melbourne as a whole, getting to many parts of Melbourne is still very challenging and therefore cars, and car parking for residents is still absolutely essential. Any moves to decrease car parking space for residents should be abandoned.	Please do not decrease car parking space for residents. Cars and car parking is still an essential part of life unfortunately until our public transport system can be dramatically improved.
27100	I live in Yarra, but I need to use my car to get to work as there is no reasonable way to get there using public transport. It shouldn't be so hard to travel in Yarra	A new deal for schools and families walking to school etc has to work BOTH ways. They (school users) actually need to obey the road rules AND respect other users. Just because you & all of the prams, bikes & scooters CAN take up the entire footpath, doesn't mean that you SHOULD! How does your policy even ask people to share resources or demonstrate courtesy? Where in the policy does it ask adults to teach their children that when they're grown they need to actually use the bike paths? Yarra wants to demonise car users who pay more in rates & taxes than every other user category, but there is no shared responsibility in this "new	It can't just be anti-car and anti-car parking. It is so expensive to live in Yarra and not everyone is fortunate enough to live & work in Yarra, so need to use a car. They shouldn't be demonised as a result. Footpaths must be set up so that walkers have priority over wheels (bikes) AND it has to be enforced to ensure safety for all. What is the strategy for Food delivery riders on motor bikes/ motorised scooters just driving in the footpath? I can't drive a car on the footpath yet I can be knocked down by a motorcycle? How can this be

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		deal" - just priority to families, bikes & scooters who don't even attempt to understand the road rules making it dangerous & unpredictable for all users.	possible and how does Yarra plan to address? I've also seen so many near-misses as bikes race along the footpaths in Queens Parade & St George's Road putting the elderly & children at risk. I've seen hospitality staff lose an entire tray of food & hot coffee after they were hit by a cyclist.
27107		Need an easier and quicker way to alert council to illegal parking (eg parking on footpaths). The cost of parking permits should go up. They are way too cheap, nowhere near market rates. Parking should be priced all over the City of Yarra at all times. Eg Sundays on the Yarra Boulevard, Weekends at Kevin Bartlett reserve etc etc. Do innovative approaches include trials?	More zebra crossings. Maybe set a target to add 100 zebras across Yarra. 30 kph in all residential areas
27119			
27124			
27125	Agree people need EQUAL priority to cars - and today they don't have that - not even close		Fantastic!
27126		Loss of on street parking is short sighted when population is growing. New developments don't provide enough parking. On street parking is already inadequate to meet current needs. Removing parking does not remove cars. Stop with this nonsense. Roads in Clifton Hill wrecked for bike lanes that are hardly used. Don't close Trenerry to cars. It's an important thoroughfare. If bikes can use it so can cars.	You missed the but about being equitable to all road users.

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27127			<p>Be careful with these kinds of surveys as they can be weaponised by special interest groups - particularly those who are 'against' change and push fear/anger. People will mobilise to respond to fear/anger far more than through any other motivation, so your response rate will be significantly higher from these people. They will use this survey to justify that 'the majority of people' wanted a particular outcome, when we won't know what the majority of people really wanted.</p> <p>I have just seen one of these groups posting on many social media forums with VERY political and fear/anger inducing messages telling people to fill this out or your all of car parking etc will be taken away. Your results will definitely be skewed as an outcome of these actions.</p>
27128			
27129	The strategy is what the Greens Council has cherry picked, not what the community wants	It's clear that City of Yarra has a war on cars however we live in a municipality where a large proportion of people NEED to drive. Their needs are completely neglected and cyclists are prioritised at every opportunity. Enough parking has already been removed in Yarra. Look at the disaster on Elizabeth Street and what City of Yarra tried to do on Trennery Crescent and Coppin St. It's ridiculous. Instead of improving amenity, you are making City of Yarra unliveable for many many residents.	This is a terrible strategy. I do not support it at all. I can't wait to move out of Yarra. It's policies like these that make Yarra the least liveable municipality around.
27130			
27131	How can an outcome beginning with "Enhanced" be measured? Outcome one might best be met by giving everyone a skateboard or an		I would like to have confidence that the Council will be more aware of the individual needs of neighbourhoods rather than blanket ideological impositions.

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	electric Smart car, what emphasis is to put on practicality and individual needs for example older rate payers?		
27132	Need to make it easy, convenient and safe to not use cars.		
27133			
27134			
27135		<p>this is completely ignorant of the fact the City of Yarra does not exist and function in a bubble and Yarra residents may need to connect to other parts of the state. How do you suggest this infrastructure assists someone commuting outside of the inner city? How do you think this services visitors to the area? How is one meant to travel from the southernmost point in COY to the northernmost in the rain? People don't just travel by themselves, they have kids to take places, loads to carry with them. Take a leaf from Stonnington's book and look at converting areas like in Prahran square to underground parking. Offer communal parking areas to residents, or better yet take a stronger stance on development and require car parking. Until the entirety of Melbourne has a subway system and local amenities within close vicinities akin to New Yorks - this is crippling residents.</p>	<p>Stop allowing large developments to be built without adequate parking. Invest in infrastructure to service residents so the neighbourhoods are actually walkable - what's the use in getting rid of car parks to create more walkable areas when nothing is within walking distance?</p>
27136	Residents have cars - people who visit the area have cars.	Listen to the rate paying residents and stop pushing ur own agenda.	

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27137	This is so disconnected with the reality of how people in Yarra live our lives. This is an anti-car strategy and not considerate of families, the disabled and people who simply preference car as a mode of transport for work or lifestyle.	<p>Yes - it's difficult to comprehend that a council that talks about themselves being inclusive, open and transparent could support something that is so unbelievably anti-car and anti-family.</p> <p>You position this as being inclusive and forward thinking. but in reality it is simply an anti-car strategy. It is so grossly greens ideologically focussed that it cannot be taken seriously.</p>	<p>How about actually thinking and considering how people want to live their lives. How about actually considering how people get to work and school and other events.</p> <p>How about actually thinking that people don't buy into the rampant ideology and actually need and want a car to get around and live their lives.</p> <p>This is shameful.</p>
27138	This is little more than an anti resident policy to make it harder to drive	The policy is hugely divisive in the community and needs to be reworked in an open and transparent manner with the community. Taking away parking and closing roads is not what the community wants.	
27139	Places like Victoria St need to be able to use some of the carparks for greenery/enhancement of the space - it's too concrete and ugly.	Needs to be more emphasis on disabled/elderly people's needs	I have a disability and have to walk most places. I am a slow walker. I find it very difficult as the footpaths aren't wide enough and cars are often parked blocking access to things. I also regularly get beeped at or nearly hit by cars going through red lights or not looking when going around corners. Bike riders and scooters are nearly as bad as cars and they tend to break more rules.
27140	I do not agree with the vision. It seems very anti cars. As an aged resident I have no alternative but driving. When younger I would walk most places as Yarra. The pro cycle seems to favour commuters not residents walk	As previously stated I feel the policy favours commuters who pass through the suburb at the expense of residents. I used to walk everywhere but now have no option but driving, cycling is def not an option.	<p>Improve the safety if turning out of Trenerry into Johnston.</p> <p>Put in light that synchronises with lights into the carpark and convent (unbelievable that a private car park has its own lights)</p> <p>It could have a long cycle to dissuade car commuters from turning there, even a cyclists only turn as well to give them a go.</p> <p>It is such a poor intersection and living in Turner St</p>

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			and often commuting in Johnston St I see many near misses
27142	I am not satisfied with the council's war on cars. You are making it impossible for those of us who need a car. You need to make fair for Everyone & not just a minority or cycling lobbyist	Stop bowing to the cycling lobbyists	
27143	Just that "space-efficient" seems to tend toward being efficient for only some road/space users.	I think the removal of angled spaces needs to be better considered. I drive, cycle, catch PT and walk around Yarra every day. I can see how the removal of angled parks may seem like a good idea, but in places like Queens parade, where there is no other parking, it makes it difficult for us to access our nearest supermarkets and amenities. This is almost the only time I need to use my car, to help me to carry heavy things. It's also important to think about whether it's safer to direct cyclists around Hodgkinson St or similar, as Queens Pde being a main thoroughfare is not a great place to ride as a cyclist, angled parks or no angled parks. Parallel parks in this case are also not necessarily safe. I have only ever been hit/car doored in my 15 years of cycling in Yarra by people getting out of cars in parallel parks and not checking their mirror. At least people reversing out of angled parks are looking behind them, and as a cyclist you can also see the car is reversing.	While I support the general gist of the strategy, I don't think it is remotely nuanced enough. The reality is that people need cars for a number of reasons, and just taking a blanket approach as this strategy does in many aspects, does not realistically address the needs of residents and users of Yarra's streets and spaces. 8 million people by 2050 does remove parking spaces for people, as they become more scarce because of there being more residents and users of the space, people will need to become more used to not driving, but taking car parks away is not the simple answer to that. Making improvements to how we are able to access transport amenities does. This requires more focus on how Council works with the State Government to provide better public transport, better paths, walking and cycling routes and more bike parking and end of trip facilities. If Council wants to support behaviour change towards car usage, then it needs to think about effective ways to change that behaviour, not simply make life difficult for those of us who live in Yarra.
27144			
27146			

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27147	Cars dominate our streetscapes and decrease walkability and safety. I agree we should be implementing changes which restrict speed and encourage walking, riding or scooting.	Yarra has a long way to go to making walking safe. We have many wide roads which encourage vehicle speed.	
27148	I am not at all satisfied with your vision. It is short sighted. Cars are necessary and every existing car park should be valued as a resident and visitor amenity and should be increased.	I am a elderly long term resident with a number of health issues including immunosuppression so public transport is out and a car is vital for me. I am finding it very dangerous to walk in the City Of Yarra. The footpaths have become crowded with tables/chairs/waiters motorised scooters/bikes and the walking tracks are now more like velodromes. Once, I did all my shopping in Richmond, now I am going to other suburbs to walk and shop. The Council claim to be 'Inclusive' but they are ignoring large sections of the community.	Stop this madness.
27149	Should support car users who live in the area too. And how will you deal with the majority of traffic that comes from people who don't live here? Nothing addresses this	Conflicting objectives. E.g; reduce car use, but encourage electric vehicles. Which is it? What is your overall objective? How will you measure it? If you made electric vehicle use viable in Yarra then you wouldn't have to be so anti car. You could be considerate of all forms of sustainable, environmental ways to get around. You're myopic	Yarra can't make this change alone - public transport is a state issue. Also Most road issues come from people travelling into Yarra, not from those who live here. You can't control this and will just discriminate against car users who live and pay rates in our area
27150		Some of these policy aims are mutually contradictory with the actual details of the 'New Deal' strategies. For instance, closing roads to traffic (or otherwise introducing traffic calming measures aiming to reduce 'rat runs') can introduce unsafe driving behaviour, particularly when drivers get 'stuck' in a network of closed or one-way roads. It is impractical to assume that every person living within Yarra can operate their lives in a car-free manner; while I use mine on average twice a week, I don't have children yet. Families will simply move out of the area if it is too difficult to manage the	The strategy doesn't reset the balance in a way that is sensible or fair. It doesn't appear that the strategy considers sensible amendments such as permanently removing parking on major corridors (Smith St, Brunswick St, Nicholson St, Johnston St, potentially Gertrude St) where they are genuinely a hazard for cyclists and contributes to rat-running (it is faster to travel via Gore St than Smith St on a weekend). This might need reopening of some of the 'no entry'/one way roads but is a better solution for

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		<p>necessities of carting children to sporting activities and other activities which are impractical on cycling or public transport, particularly on the weekend. Doing a weekly shop without a car is both inefficient (meaning multiple trips) and more expensive, if it means relying on the local and very expensive Woolies and Coles. This is just one example</p>	<p>what we have currently on those roads. As the council immediately north of the city it is Yarra's responsibility to maintain these major arterial roads for what they are. Enforcing a 24/7 clearway on these roads would ease the traffic burden on local roads, particularly on the weekend.</p> <p>It is interesting that the strategy identifies Brunswick St as a 'rat run' from Punt Rd and Nicholson St. It is not. Brunswick St to St Georges Road is the major connector between the city and the northern suburbs and growth corridors (Thornbury/Northcote to Lalor and beyond), especially as High St is effectively a highly congested suburban road sharing space with trams (unlike the fully separated St Georges Rd) for much of its length.</p> <p>I am too uncoordinated to enjoy cycling but I am a regular user of PT and also walk most places. There are many things Yarra can do to improve these that don't involve cars (other than removing parking on the arterials, which would improve PT along those roads), including ensuring footpaths are wide and well maintained. Improvements to bike lanes, including fully separating them and removing a traffic lane, typically ignore the needs of pedestrians with regards to footpaths and many are in poor and dangerous condition. Solutions like the 'sharrows' road on Napier St north of Johnston can and should be replicated elsewhere, acting as an unofficial traffic calming measure while maintaining decent parking density using angle parking for many of the adjacent businesses who seek patronage from people OUTSIDE Yarra. Angle parking should be increased in Yarra where possible, not removed.</p> <p>It is good the strategy is considering scramble crossings and reducing wait times. Working with VicRoads to amend pedestrian crossing timing arrangements is well worth the jurisdictional effort, as</p>

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			<p>small increases in allowed crossing time can have a big impact. It is also good that the strategy identifies proactive repair of footpaths, although I would have thought this to be core Council business anyway. Contrary to what is stated in the strategy, "Permit parking is available at relatively very low cost at less than a dollar a week and households can obtain multiple permits with ease which further drives up demand", permits are very restricted in Yarra, with many households only have one permit allowed per household. This is a major disincentive for people who have two cars out of necessity, or for multi-family households such as the many sharehouses in the area. Only the wealthier residents of the area (large, heritage terraces) realistically have multi-car parking permits due to Yarra's permit reduction scheme based on house tenure.</p> <p>Bike theft is a problem in Yarra (and elsewhere) and a major disincentive for bike ownership. The local police are not interested in pursuing bike and other petty theft. Might be worth having a word to them about that...</p>
27151	This is ideologically-driven zealotry driven in part by a need to raise revenue to hide the Council's profligacy.	Older people and many others cannot ride bicycles to do daily activities such as shopping. You need to stop this zealotry and deal with reality. The proposed plan is yet more socialist 'we-know-what's-best-for-you' imposed from above.	We need an external review into the mismanagement and financial ineptitude of the Yarra Council. The sooner than an administrator is appointed the better.
27153	Fantastic active transport focus, and love that there is intention for cars to lose some privileges.	Through traffic is a problem identified on p19. Yarra Council must address the issue of through traffic more holistically - as long as Yarra continues to heritage protect 90% of its residential land for single level dwellings that can barely even be altered, it is not doing its part to provide more affordable infill, higher density development for Melbournians. Instead, Yarra's anti-development attitude and its super-protectiveness over heritage homes is contributing to the	You've missed runners (joggers). Runners, as well as walkers, don't like concrete. Exercise injuries happen so, so, so much more when there are only concrete options. Duplicating the Park Street shared path with a gravel path for runners and walkers would be amazing (assuming that the traffic light signalling actually does get hugely improved to decrease wait times too). For the general expansion

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		<p>growth of car dependent suburbs on the urban fringe, whose occupiers then drive through Yarra, rather than being able to take part in a local lifestyle with active transport options. For Yarra to truly be doing its part in making Melbourne less car dependent, it should allow more affordable apartments (with no car parking requirements) to be built, helping people live closer to their activities.</p> <p>- Super great to see that traffic light signals for bikes/peds will be improved, MUCH needed.</p>	<p>of the pedestrian and cycling network, it'd be great to see some more gravel and dirt paths, rather than just concrete and asphalt (also a huge sustainability issue). I also make the point that running is a key (and growing) means of exercise for women in particular- another reason why Yarra should support it.</p> <p>The graph on page 17 is not clear.</p>
27154	They are not practical or reflect the way the majority use the roads	They are not practical for the every day resident nor those that wish to visit yarra or people that live in yarra. Visitors from different suburbs already cannot park in the yarra bend development. Im not going to ask my 70 yo parents to take 90 mins of public transport instead of a 40 min car. They really dont reflect the way the majority live instead pandering to the loudest voices	Work on public transport reliability, service and routes first before worrying about taking away transport options. You are really making life harder for everyone and that is reflected in many yarra policies.
27157			
27158	I disagree with this vision to begin with. Why is the Council so determined to punish rate-paying residents?	<p>This strategy and vision is basically intended to punish working mothers, who are the ones who most need cars - to drop their children to daycare, for quick grocery pick ups and drop offs, and to load up their prams for quick parks walks. We get such little time to manage everything, and cars are indispensable, especially in Melbourne where the weather can turn anytime. Imagine constantly trying to battle the winds and rains with babies in prams. If you want young families out of Yarra, why not just say it instead of using these lofty words.</p> <p>I also don't think Councillors are elected to fight climate change. You are elected to ensure that our garbage gets collected and our roads are car-worthy. If you want to support sustainable climate change policies, please figure out a cheap, effective way for our garbage to be sorted for</p>	Councillors should be looking for ways to make the lives of the residents easier, more comfortable and effective, not harder, more expensive and miserable. Yarra Councillors and officials have become delusional in their power. They have started viewing residents as their serf and themselves as the overlords.

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		us, instead of turning us in unpaid garbage sorters for the Council and punishing us for not doing it right.	
27159		I live in Yarra and work mostly in Yarra and Moreland and can't commute other than by car due to needing to carry equipment and supplies. A policy of obstructing local vehicular traffic negatively impacts that 80% of households in Yarra that do have a car. Reducing on street parking for residents is at odds with CoY's willingness to give concessions and waivers to planning applications that don't comply with the of street parking requirements set out in the planning scheme.	
27160	I don't believe the strategy of reducing cars is realistic or actually desirable. More people need and use cars in Yarra than bikes!	These policies are biased and will not make our community better. The community will not just walk/cycle/catch public transport. I will when able, as will my family, but I need our car to get to work, to drive kids to multiple sporting activities, to visit family, to go on holidays!	The strategy is politically motivated, biased and has not taken into account the actual needs of the community. It caters to the desires of a minority few with a desire to impose their views on everyone else. I do not pay rates for this flawed logic!
27161			
27163			
27164	Residents have cars and it should be an outcome to accommodate that fact	Implementation will be the key and based on this council's past efforts I am not at all confident that it will be done competently	
27165			
27168	This does not take into account the actual needs of the residents. The council is there to serve the needs of the residents in the area. This feels like a politically driven	These policy directions are not based on how residents live and conduct their lives and the support they need from the council to do that. I don't believe the majority of residents are asking you to phase out cars. I don't think you understand how we need to live. As a single full time working mum of three and foster carer, having a car is critical to allow me to	Yes, you have missed the whole point of asking the residents what they most need from a council. Instead of the council telling us how we should live our lives. Provide us with options, but don't dictate how you believe we should live. It is awesome if you individually have decided not owning a car and

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	ideology driven outcome rather than one that meets the needs of the residents.	get enough work done, meet all my kids needs and volunteer in a valued role as a foster carer. Ask us all what we want and need. Stop deciding what we want and then asking us to validate it. There are also people for whom riding a bike or walking isn't an option, consider the wellbeing of those people as you marginalize them with your strategy aimed at young families. I feel like you all have the bicycle lobby group as your most important constituent instead of your residents who pay their rates to pay your salaries and pay for services.	cycling everywhere works for you. However, you don't represent the average citizen in Yarra. Look at spending this money improving our parks, offering more opportunities for community interaction etc. you cut out the movie at quarries park on New Year's Eve without asking us if we valued it either. Focus on community. Focus on mental health and well-being. Focus on asking us what we want and the. Doing it. At the moment it feels like every endeavor of the council is something the residents have to keep fighting against and giving negative feedback on. This just isn't that hard. Take some time out, think about what councils are really there for and reshape your connection to the whole community you serve. We want to be heard. We are ready to provide input. You just need to ask us first instead of last. Have you considered creating a range of profiles of a local resident. Maybe 20 of them. And then working out how each policy enhances their lives? I think you have worked out how to enhance the lives of maybe 10% of the population with this policy. Let's get out of theory and a utopian view and into every day peoples lives. Stop serving your own political agendas and political careers by serving on the council and start putting the residents first. Your time on council is to serve the residents, not to further your political career. Our council has completely lost its way. I ask so little of our council, and serve my community through my volunteering. But I ask that the council consider my views in this matter and for future matters. Very happy to discuss this further in person if you need first person accounts and feedback.
27169			

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27171		I think we need to further restrict parking in Yarra. People have too many cars. Share houses with 4 or 5 cars buying and borrowing visitor permits for permanent parking!	
27172		How many more of these questionnaires do we have to do? People need cars to move around and shop. I try to walk or ride where possible. In inner city Melbourne the residential accommodation requires on street parking. Please do not alter parallel parking.	Can you please monitor dangerous bicycle usage? There are cyclists/ scooter users that use footpaths and expect you to jump out of the way. They also go through crossings and red lights. Can we ask them to ride around parks and use the new cycling tracks?
27174	Currently Yarra places significant resources into assisting north south cycling commuters. This does not help Yarra residents. Further, previous interference in Rathdowne Street in favour of cyclists diminished access for residents. Reverse this please.	Yarra has consistently promoted cycling above any form of transportation, including walking. Cyclists should be slowed down around schools, parks and shops. Many are dangerous and inconsiderate, especially those commuting north south through Yarra. As a rate payer, it is fundamentally unfair to spend as much on bike paths for commuters ex Yarra who lead to lower utility outcomes for Yarra residents. Rathdowne Street is a classic example of poor road design at Princes street intersection where cars are forced into one lane for cyclists. Likewise cyclists are a threat to small children along Canning Street during their morning commute with two kindergartens and a primary school. Cyclists are told they have primacy over pedestrians. This is insane. As for making movement more difficult we do not want to return to the dark ages where everyone is forced to live in a village and is stuck with only its facilities. If you want a vigorous community, freedom of movement is critical.	I feel frankly that a council that is need of an administrator and takes several months elect it's mayor is not fit to make major strategic decisions on key areas such as transportation. I think a focus on basic issues such as graffiti removal, public garden and median strip maintenance and proper rubbish collection are areas more deserving of focus than attempting to ideologically interfere with residents freedom of movement.
27176		The council is blind to those who live in the area but are not privileged enough to have a cushy city job they can ride to, and instead have to drive out to the suburbs for their factory jobs which are not served by public transport.	

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27177	People who live in yarra travel out of yarra. They need cars to do this.	Too many of these decisions are made for people that dont live in yarra and dont pay the rates for yarra. How about you listen to what rate payers want.	
27178		I support the 15 policies I just don't think CoY will take action to make it happen. For 20+ years I've seen greenwashing at all levels of government. Fringe minority groups raise personal inconvenience s and so nothing changes. Words on pages	How it will happen
27181	These anti-car strategies must stop.	These anti-car strategies must stop. Cars are a necessity. Vast majority of residents are against these policies led by bicycle lobby groups like streets alive yarra. The council has made living in yarra extremely difficult for the residents by constantly trying to impose policies against the will of the people.	
27182			
27183			
27184	I'm concerned the policies don't prioritise residents	I don't support the restrictions proposed for vehicles and reduced turning options.	I'd like to see more options to charge electric vehicles in Yarra
27186		It's criminally arrogant to assume that people are able to organise their family, caring and work commitments without their cars. Citizens are more than capable of availing themselves of the public transport / cycling options available. To deliberately make it harder to own a car in Yarra is an absolute disgrace and assumes that everyone in Yarra is a 20-something rich, able bodied person able to jump on a bike or walk to a tram stop.	Scrap it all. The status quo is sufficient. Just because you use the words "new deal" doesn't mean you're AOC.

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27187	We want to use our cars! Not all of our family and friends live in Yarra or it's surrounds!	Any reduction in parking is criminal! We deserve to park near our homes.	NOT EVERYONE'S JOB/FAMILY / FRIENDS LIVE CYCLING DISTANCE AWAY. GET OUT OF YOUR BUBBLE
27188		The council continues to ignore that many people who live in Yarra do not work in Yarra and require car transportation to earn income. Many people due to mobility, age, economic circumstance, family situation require personal car transportation - and thus adequate parking and traffic flow (for cars) is still required. We live in an environmentally responsible community (relatively and generally) where other forms of transport are used when appropriate. The council's approach to cars appears to be led with an authoritarian manner that smells of the privilege of people who can use other forms of transport without risk to their employment, health, safety and welfare. It is not inclusive.	
27189			
27190		Yarra Council is a disaster for families. The policy is not inter grated into Victorian Government objectives. Transport policy is across the State and Yarra being outside of the State Framework doesn't make sense.	
27191	I'm not sure reducing 'car use for trips within or through Yarra' is a solution. It may deter some road users to enter Yarra, however for those of us who live and work in the area but need to use their car it simply becomes a nightmare to do so.	The policies are geared towards very specific groups. As a cyclist myself, I do find riding through Yarra to be somewhat dangerous. That said, I do appreciate that roads are an essential part of our infrastructure and bring a lot of business to the area. Nowhere do I see in the policy any positive movements towards motor vehicle use. It seems the councils solutions are biased towards pedestrian/cycling users and only infringe on drivers ability to access the area.	I would appreciate being represented by a council that represents all the people of Yarra. There has been an ever increasing focus on tailoring Yarra for minority groups or implementing strategies that greatly negatively impact the majority. Yarra should be thought of as an inclusive council, but looking at these policies it can be seen that an ever increasing focus on a panacea without addressing any of the realities of living in the area are being perpetuated once again.

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27192			
27193			
27194		<p>I object to this, it is not a vision for the residents, it the personal vision of the councillors. The traffic around Richmond is already terrible, by removing access for cars will only funnel the traffic onto already bottle necked roads. People need to drive out of necessity and will continue to drive regardless of the COY vision and policy. You will only make the traffic around 3121 worse than it already is. I also object to removal of parking, where are people coming in to go restaurants or have their hair cut going to park?? This will have a huge impact on the businesses along these roads, Bridge road between Church st and Punt rd is a great example, the tramway decimated those businesses. What about the population of people with disabilities who have to drive as that can't get public transport or ride a bike, this is very discriminatory to them and the elderly population, cutting off an already vulnerable population from medical care and food supplies.</p>	<p>Far to focused on the Greens own political strategy rather than what's best for the residents of COY. Remember we the people voted you in, myself included and after this short and very self centred governance, I will never vote Green again in any election. You have lost my vote forever!!!</p>
27195	<p>its not about your vision, its about what residents need and this is NOT IT! we need more permit zones, more parking available, how dare you pretend to be a green council when you approve high density construction like its going out of fashion.</p>	<p>Yeah stop virtue signalling your individual aspirations and manage the jobs you actually have.</p>	
27196			

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27197		The policy on good urban design is admirable but even its detailed explanation is very sketchy. It is important that Yarra involves an all of council approach to street design and that urban greening and heritage are integrally considered for all street change. Reduction of bitumen and water harvesting and re use for parked Cars and traffic should be a metric for all works undertaken in implementing this policy - not an after thought!	The performance indicators should include reduction of on street parking spaces, area of bitumen converted to green space, increased tree canopy cover in Yarra streets and water capture and storage for each project or year.
27199		Working closer to an environmentally friendly area is certainly important but unfortunately these actions you're implementing will not only cause stress and inconvenience but will overall make travel around my local area a lot harder. My primary mode of transport is a car because public transport does not allow me to get where i need to go in a sufficient time or manner. Removing parking and lanes will not promote a greater use of cycling and walking but increase traffic and travel time more than it is now. It is just not valid or useful in the grand scheme of things to implement these actions.	
27201	Missing from the outcomes is a measure for innovation, sustainability and accessible. What is the measure for innovation?	Development and transport have to be linked so that as density grows the transport availability is commiserate with the area density. So there should be policy linking to other policy direction so there not competing requirements	Links with green space and corridors
27203	Thank you for your leadership City of Yarra. This is an important strategy for the 21st century that I hope other councils can emulate. It's important that minor roads have limited traffic. Google	Excellent job - very comprehensive and it is important they are implemented as a package, not cherry picked.	I think the City should implement a strategy limiting car parking in apartments and actively promoting shared vehicles. This is the next step in the City becoming more sustainable, and critical given so many apartments are being built in the area.

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	encourages rat running, which we should avoid.		
27204	There are a huge amount of assumptions & lack of clarity behind these outcomes & no transparency on how they will be measured. They could be achieved & yet the lived experience in Yarra worse, with increased inequity, decreased wellbeing & sustainability	It is important to consider context and develop the solutions in partnership with community. 15 blanket policies for the whole of Yarra is not helpful. These are also not policies but statements that could be enacted in many different ways, I cannot support something so vague and out of context with a particular situation/context. By partnering with locals to develop approaches based on localised context with some guiding principles is a lot more helpful and building awareness of unintended consequences and quickly adapting.	I think that the way of engaging with Community is broken. This strategy document has not been designed to be engaged with and understood by Community and it feels like Council are trying to curate the answers they want to serve another agenda. We need to shift the relationship between Community and Council to one of partnership, respect, appreciation and trust. There is so much talent and leadership in our Community that can be partnered with, nurtured and amplified to create a regenerative, thriving City of Yarra. The experience and learning from working together in co-creation is what will enable the emergence of Yarra's vision not a top down curated engagement, with a survey and demographic diversity representation (visible diversity is not diversity), that clearly misses the opportunity to tap into the passion and leadership residing within the community. It all seems very shortsighted and developed from an old mechanistic model of the world, quite unlike the reality of complex adaptive systems.
27205		The assumption that people live 20 mins from work - that we can all ride bikes everywhere is erroneous. I babysit for my grandchildren they live 45 min away. I need car seats to put them in. They are no where near public transport. Life includes cars. Also to punish people who HAVE to park in the street is wrong - no one wants to park in the street - there is nothing good about it for anyone. Trying to make changes retrospective is untenable. You should be focusing on making sure all new construction have not only enough parking but surplus parking - for visitors / deliveries/ trades people. Do what you can to enable people	Please don't make life harder than you already have. I applaud your direction but a lot of your assumptions are just wrong and very discriminatory to older people & disabled people. You are not being inclusive. Not everyone can ride a bike or walk long distances carrying heavy parcels / shopping. Shared cars will not include car seats appropriate to every child. Have no guarantee of a car being available when needed. Again I say no wants to park in the street. If we could park elsewhere we would.

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		to get electric cars. I have seen the bike paths in Elizabeth st blocked daily by deliveries & tradespeople, emergency vehicles and council trucks. This is because there is no where near enough car parks in the area. Daily. Our parking had to be taken away for active transport - mostly the users of the bike lanes are electric scooters and electric bikes!	Do all councilers ride bikes to work? Especially at night - in the rain ? Focus on forward thinking - accept that cars are a part of life and work with the vast majority of the people. Not just the young bike abled ones.
27206	n/a	I compliment the City of Yarra on their Draft Strategy. The focus on walking, cycling and new mobility (eg scooters) is commendable in light of the heavy congestion on the roads within the City of Yarra. The policy directions are comprehensive in general.	One suggestion for improvement is for Policy 5. to amend it to ensure that trials and pop-up infrastructure is cohesive and links to existing infrastructure to create larger scale networks to facilitate walking and cycling (and scooters). There are a few poor examples of pop-up bike lanes that do not go far enough in creating connectivity. The pop-up bike lane on Heidleberg Road is one such example. It does not link well to anything and impedes road traffic putting cyclists at risk.
27207	I don't want less parking and less movement for cars. I would like more focus on for electric cars.	I want more street parking and no more focus on bikes. I want more focus on electric cars	There is very little or nothing at all done for electric cars.
27208	For the City of Yarra to revisit their identified core responsibilities and undertake action on these areas.	These are vague, feel good statements, not supported by the Councils responsibilities outlined in the "Moving Forward- Yarra's Transport Statagy 2022" Roles and responsibilities for transport in Yarra Table 1. Roles and responsibilities regarding transport in Yarra Local government Streets Providing, managing and maintaining 225km of local roads and 85km of laneways in Yarra. Providing, managing and maintaining public on-street amenities, such as seating, bins, trees, other landscaping, lighting, bicycle parking and signage (That	This plan is not based in reality and make assumptions about mobility options for people in such a diverse community. The Council needs to have a good look at what infrastructure is actually there. it's condition and how it IS used- not base a plan on a utopian vision. Just an example- has anyone in the Council looked to see how patients from Epworth hospital (often in wheelchairs or on crutches) manage the footpaths? If these policies include" Increase independent mobility for vulnerable road users in Yarra", and "Implement a New Deal for Walking – make the

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		would be a welcome change!) Maintenance of footpaths is missing, which is vital for the safety of people with a disability and older residents with mobility issues to be ABLE to walk safely in their community. To expect older people, those with impairments or disabilities to no longer require a vehicle is disrespectful and dismissive. Riders of scooters and bikes are an increasing danger to vulnerable people in the community, yet this is ignored.	network suitable for all", it would be a good place to start.
27216	The strategy states that the majority of traffic in Yarra is through traffic. This does not appear to be addressed by the strategy.	The strategy states there is significant conflict over shared pathways. This does not appear to be addressed by the policy.	The data on accidents is misleading in the strategy document. While bike hospitalisations are 4 x the Melbourne average, this would be expected if the bike use is 4 x the Melbourne average. However the data on bicycle usage compared with the average is not supplied. Without usage data to match the accident data the information is uninterpretable. The emphasis in the document on e-scooters is almost certainly going to lead to increased injuries, both for pedestrians and e-scooter riders: https://newatlas.com/urban-transport/study-e-scooters-injury-rates-motorcycles/ https://www.news.com.au/travel/travel-updates/health-safety/increase-in-electric-bike-and-scooter-casualties-postlockdown/news-story/dfac3ba5cb0690459523e14449e6c221 https://www.sciencedirect.com/science/article/abs/pii/S073567572030944X# https://injuryprevention.bmj.com/content/27/5/490 It would seem to me that as land locked as Yarra is, there is no discussion of limiting development and population growth in the region. More people is going to put more pressure not just on transport but on all council facilities. Lastly, since there is no way to validate the identity of anyone filling in this form, it is impossible to stop spamming of the feedback which frankly makes the process itself somewhat invalid since it can be

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			abused. One would think the people that live and work in Yarra should have more priority to this feedback than casual visitors.
27217			
27219	Electric cars will be the dominant cars sold in less than a decade. There is literally nothing in your plans to accommodate this move to greener transport. Cars are needed, especially for those families with multiple children and elderly relations.	It's counter intuitive to reduce accommodation for cars as the actual demand for them will increase	
27221		These are all motherhood statements. And without real context do not help advance a solution.	
27222			
27223	It's great for the suburbs that have easy access to public transport but I live in Alphington in the Yarra Bend precinct and we don't have easy access to trams and buses and trains hence our visitors that come to visit us need to park their cars	You need to consider the location and suburb in your policy. A blanket policy for all suburbs does not make sense. There needs to be exceptions where it doesn't make sense to reduce parking and impact the residents and their families. I have families and friends that can only drive to visit me but stress about visiting because of the lack of parking and the time limit restrictions.	Review your policies to take into account of the area. Policymakers need to visit the area and understand how it's been used by their residents before writing policies that cover all suburbs. There needs to be exceptions for areas that don't make sense.
27224		Yarra should make the roads clearer by looking after the disastrous number of bins. Bins! Bins! Bins and over flowing rubbish everywhere. Blocking roads and footpaths that could otherwise be walked along or cycled along. Even DRIVEN!	Let the community decide or evolve. Bugger off control freaks.

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27225		The policy should ensure new options are added rather than taking away from existing modes of transport. This policy just makes it harder for the average resident getting about their business.	Is this true consultation or just gathering support for a predetermined outcome ?
27227			
27228	This seems at the face of it a great plan but it overshadows the rights and needs of residents in favour of those 'just passing through' and lack of consultation and considering the needs of residents makes this look more like council being self serving.	Simple - have you considered residents that live here in this 'vision' who would already be undertaking these sustainable behaviours without needing 'encouragement'? All for these environmental improvements and would welcome more green spaces. For many of us that would be the very reason to invest in the area in the first place. But proposing actions that on overview anyone would support, should not be a reason in reality justify increased fees and reduce amenity for residents - arguably the biggest stakeholders along with local small business - in the development and safety of the community. When we moved here there was no fee to park outside your own house. Now it increases annually while other, practical measures like recycled rubbish collection is halved and no green food scraps /green waste bins in sight! Please listen to the concerns of residents and suggestions those whose interests you are actually tasked with representing. Are we not supposed to be on the same side?	As above - actually consider the concerns and suggestions of stakeholders (residents and small business) and install action, practical measures to support sustainability, harmony and movement in the community. Who wouldn't want all ages and abilities supported for cycling/services? Everyone wants that! But blocking roads that allow residents movement/who will become landlocked under the banner of 'cyclist safety'?! Reducing car spots for residents but continually increasing their parking fees to make up the difference in revenue loss for council? Reducing services that encourage environmental sustainability (green and recycling bins) but increasing rates? Council would be very aware of these resident concerns but don't seem interested right now to work with them (and local business) to come up with mutually beneficial outcomes. Then there's the incredible noise pollution caused by continual rail works allowed to regularly operate around the clock near Vic Park within a stones throw of residents bedrooms so they can't sleep at night (now reported in the media) while being covered in dust and witnessing the destruction of greenery. How is this acceptable or 'good' urban design? Council could be helping them to lobby that aspect of a service they ultimately actually support (public transport in the area /safety) so all parties are considered and enforce permits. These are practical aspects that need to be part of these programs to

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			make it truly sustainable for all. That would be an innovative approach to delivering projects. Thank you.
27229	I assume that this strategy is to meet the needs of the current and future community. This needs to be articulated in the outcomes more clearly explaining how this meets the needs.	I can't see enough in the strategy on what the cause of the problems are and think the strategy needs to identify and address the root cause of the problem not just the current outcomes. Need more consideration on the impact of these policies in the short and long term. Is there an impact assessment? Doesn't address the needs of a diverse community. Interaction with the level of development is needed. Overall the policies and strategy need more work.	The long term vision makes sense. What I feel is missing is the transition ie putting the practical with the idealistic. I can see that the strategy has ticked off covid influences as being considered. However I don't think it has considered enough the changing role of the CBD and how people live and work now and what is expected in the future. For example, the direction and distance of travel now and in the future. The linkage with high development needs addressing. I don't think the current strategy is addressing the root cause of the problem and it isn't clear on the question you are trying to answer. Overall the policies and strategy need more work.
27230	Get in the real world. Green car haters with a predetermined and corrupt process to attack real people and families living in Richmond. Just like your corrupt sham consultation which has seen the Sustralian Fla torn down off our town halls.	Get in the real world. You are the experts on sham consultation. You work from Putin play book. Try looking after real people and families in Richmond not your Green mates, favoured consultants and political staff appointments paid to spin your farcical pronouncements and achieve your predetermined outcome against the interests of residents who pay your wages. Further embarrassment from the Peoples Republic of Yarrowhich brings ridicule to our community. APPOINT AN ADMINISTRATOR NOW PLEASE DANIEL ANDREWS.	Resign all you clowns
27231	The statements are too broad. How can you include public transport, when you have no control over them.	You have no control over public transport so why is it include. Parking of ride share rides and scooter.	Over Development, this is something the council can control. It's the amount of development that this council has and continue to allow that has lead to the over crowd of our roads, footpaths, bike lanes and car parking. Missing in the report is Street Clutter on

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			<p>footpaths caused by council decisions e.g. the parking of ride shared bike and scooter (as seen in the past with the Obike) and the 4 bin system and property not having room for them. Local residents involvement in the road closure or parking changes. With the role of the CBD of Melbourne post Covid changing how that effect this plan as traffic loads could be decreasing.</p> <p>The Yarra council not attacking issue they have full control over but instead spending too time and money on fringe issues</p>
27233		Accessibility of this survey was difficult. I couldn't find it on my computer. Phone is too difficult. I feel it needs to be more available for all and discussion and consultation.	It is hard to read and decipher.
27234			
27236			
27237			
27238	The outcomes are reasonable if the strategy is actually implemented to deliver these outcomes. That has not always been the case in the past.		
27239			
27241	Packed streets with cars when Alphington bowls club has games on, so we don't visit	With the great development at the old paper mill, it hard to get a park when the Alphington bowling in on to visit the parklands etc, why can't you move the club to a new location	

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	the park on our preferred day Saturday		
27243			
27244		Making car parking excessively difficult for residents, renters , cafe owners and customers, school drops, restaurant precincts etc etc. Cyclists are well catered for, I know, I am one.	
27245		There is very little information on plans for zero emissions (electric) private cars. As detailed in the strategy, personal car use is going to grow. Irrespective of how successful the proposed draft strategy is at reducing private car use, and encouraging active modes of transport, there will still be thousands of cars using the road every day. Whilst the report states that a sizeable portion of the traffic is "through" traffic, and not local, there are still plenty of local Yarra members who don't have off-street parking and would like infrastructure to charge their zero-emission private cars. The number one outcome is "Increased use of environmentally sustainable forms of transport", and this needs to include private vehicles.	Other than the lack of private vehicle charging plans I think the strategy is outstanding. The report covers the challenges and conflicts associated with achieving these outcomes, which is important when defining a realistic strategy. I personally feel the core focus areas are spot on and look forward to seeing the strategy being formalised and executed. Thank you for all of your hard work in getting to this point.
27246			
27247			
27255	This should be a lot more about electric and other zero-emissions road vehicles	Walking, cycling and using public transport is not realistic for the majority of Yarra residents. I am sick of the council using my rate payer money on bike paths for majority males and non-Yarra cyclists. When cyclists pays bike registrations they can benefit from bike paths funded by MY rates.	We need to stop non Yarra residents from using unrestricted car spaces in Yarra Streets. They park all day and stop local residents from parking in their streets. I have been trying to get time restricted parking for over 12 years with no success. Just once can the council look after the concerns of

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		I am pro electric and other zero-emissions road vehicles and the council should have at least 50% of its focus in this area.	your local residents rather than the majority non-Yarra residents that use the bike paths etc.
27258		It is an excellent initiative to support public and active transport	
27261		Lots of this sounds very good, but doubtful that it will become reality.	
27264	I support the reduction of car use and the reallocation of road space, particularly parking. Too much of our streets in Abbotsford are used for private parking or dangerous roads.	I support the reallocation of road space to walking and cycling and parks. In particular, we need to reduce the amount of parking on public space (streets) and give it back to the community to use and enjoy. We need more bike lanes for it to be a safe option. Trams need separate lanes and parking needs to be removed from our main shopping streets like Smith St and Brunswick St, giving that space over to footpath extensions, dining and separated bike lanes. This is the most impactful action for the environment that council could take and it should do so.	We also need a commitment from council to plant street trees in the road, replacing or between car parks, and not the footpath. Even recently planted trees in the footpaths make it dangerous and difficult for people to walk along, particularly the elderly or those in a wheelchair. We're giving up footpath space for trees while streets remain empty and hot, this is particularly so in Collingwood and Abbotsford. We also need a commitment to end the practice in Abbotsford of allowing cars to park on the footpath, and this needs to be enforced. Regularly cars park partially on the footpath which makes it difficult and dangerous to walk along. Council needs to have courage and ban parking along one side, planting trees or plants or using it for footpath or dedicated cycling space. Some minor streets like Park St should be closed off at the end and used only for local traffic, or turned into pedestrian priority shared streets. Council needs to actually identify priority roads for bike lanes, like Johnston St, which desperately needs them (along with greening and footpath extensions) as it is very dangerous and there is no safe East-West route currently in the north. Finally, cars should have to pay higher street parking fees depending on their size. Big, luxury SUVs and oversized utes have no place in Yarra. They are

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			dangerous for kids, have poor sight-lines and are incredibly dangerous for kids or anyone walking or cycling. They are unnecessary and take up too much space in the city: smaller, more fuel efficient, electric and hybrid cars should have cheaper parking fees and larger, dangerous and high fuel-usage cars should face higher fees.
27265			<p>ON-STREET CAR PARKING PERMITS should be reduced from 3 to 2 per household in total. An example is where I live - the 7 houses that I live within, there is:</p> <ul style="list-style-type: none"> - 1 household owning no car - 1 household owning 1 car - 1 household owning 2 cars - 4 households owning 3 or more cars <p>This clearly shows that there is more than 50% of households owning at least 3 cars. This is phenomenal especially for an inner-city suburb with multiple public transport and cycling/walking options and shows exactly why there is limited on-street parking, especially as we live next to a park, near a school and close to the high street shops.</p> <p>ON-STREET TIME LIMITED PARKING should also be regularly checked by inspectors to ensure that car users are not using these as all day/permanent free parking. Again, as cars are often parked here all day/multiple days, it exacerbates the parking situation where the street is next to a park, near a school and close to the high street shops.</p> <p>LANEWAYS should be cleared of objects that can obstruct vehicles, bikes, etc. This includes household bins that should not be placed in laneways but instead should be placed within the owner's property. This ensures easy access for all using the laneway.</p> <p>MOTOR VEHICLES should not be allowed to park</p>

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			on footpaths to ensure footpaths are prioritised for foot traffic and wheelchair easy access.
27268	Would like some consideration of walking as a mode of transport. The needs of walkers is largely ignored in the strategy and they often have to compete with bikes and now scooters that have no limits on the speed of travel	measures such as reducing wait time at traffic lights will NOT benefit older, parents with kids or disabled. more focus on reducing through traffic would be useful.	seems Yarra has missed the opportunity to embrace technology such as driverless vehicles (shuttle buses) .
27273	Remove stairs at the end of the trail - needs disabled access	As above. Cleaner streets, people picking up rubbish, not blowing it into the gutters. More lights in less desirable areas	
27274	Good that place is recognised and not only movement	Good approach taking an integrated approach to many modes of transport, good detail to support later decision making, good detail in targets	Parking section needs more detail on the specific outcomes to be achieved. Parking is a very contentious topic and it would be good for the transport strategy to be upfront about what it is to be achieved, trade offs, how disbenefits are to be managed, etc
27275		Cars are required. Better strategies would be to improve parking for train stations and tram stops in Yarra. Have a bike path that is actually used as intended and on roads that are suitable.	Stop trying to make cars disappear! Do your job properly! Where is our green waste bin rollout!
27304	I am pleased to see an explicit commitment to reducing car trips within and through Yarra		
27306			

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27308	Reduce, delay or remove vehicle turning movements where these create safety issues for other road and path users - close end of Gipps street beyond Victoria Crescent in the context of new bike path increasing traffic hazards from cars.	integrate transport considerations with access to public open space to encourage walking patterns and bike movement as a priority.	See above about turn-around at river-end Gipps Street which is highly congested and conflicts between cars, cyclists, walkers and trucks is a growing issue.
27315			
27358	Bicycle infrastructure and tram stops upgrades need to be prioritised	Public transport stop upgrades need to be DDA compliant. Footpaths need to be DDA compliant. This is the law, and is not currently being met Cycle infrastructure is the biggest draw card for new riders, they need to feel safe and don't currently. Bicycle security is also an issue, bike hoops are great for short stays but secure cages or lockers would be wonderful for longer stays at venues (i.e. Hospitality workers, retail workers, long lunches/dinners)	Bicycle security is also an issue, bike hoops are great for short stays but secure cages or lockers would be wonderful for longer stays at venues (i.e. Hospitality workers, retail workers, long lunches/dinners)
27361		I am very pleased to see a focus on active and sustainable transport, aka reduced car use (EV or petrol, they're both space inefficient)	
27388			
27391		I think that when planning any new paths/bridges etc they should be designed to cater for both walking and riding	
27393	Your policy clearly targets a section of the population that cycle or uses public transport. The council continues to	People outside of Yarra visit the city of Yarra and public transport and cycling is not always viable. Often not at all. The council has made car travel to the area impossible, but I believe that is their object and they are discriminating against	

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	ignore that people out of the city of yarra visit and use their services and people with disabilities that require a car. P	those with disabilities where PT is not at all feasible, the cost of Ubers and car share is expensive and car parks are expensive not located to where individuals need to go and already at capacity due to the car space shortages. The council refuses to listen to individuals and takes on board feedback that supports their own values to eliminate cars. They do not represent the people of Melbourne but only those who share their ideologies and are oblivious to the repercussions of such extreme decisions.	
27402	a rentable electric bike station would be great, and if you don't have to use your phone and can just use your card that would be even better! also more seating for disabled/elderly people to take breaks when choosing an active means of transport eg. walk	please make sure to consult with wurundjeri people in this process! indigenous knowledge of place is incredibly valuable and helpful and gets neglected too often	I think this is a really great project and I'm very glad I moved here, it's lovely to see you listening to the community
27404		Funding of new Active Transport bridges takes considerable time to materialise, these need to be prioritised and advocacy commence ASAP so that the infrastructure that supports this strategy is made available to the community.	DOT has conducted a business case into the Hawthorn to Boxhill Shared Path (an extension of the existing Ringwood to Boxhill shared path). Links within Yarra will ensure access to this Active Transport infrastructure.
27408	Increased use of cycling for trips within or through Yarra should be a specific outcome to support the strategy.	re a New Deal for Cycling policy * I think the jury is still out on the net benefits of separated cycling infrastructure on roads. Several of my most dangerous near misses as an experienced cyclist have been exacerbated by separate cycling infrastructure (lack of escape routes when vehicles cross without giving way). Simply improving the connectivity and continuity of painted cycling lanes would go a long way without some of the costs and downsides of physically separated lanes.	

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		<p>* The Yarra river bridge crossings in various places are a high priority to fund - also by the City of Yarra not just State Govt (stop passing the buck!*^)</p> <p>* Improving the diversity of connections and cycling options should be prioritised (e.g. cyclist cut throughs wherever cars are not permitted, cyclists permitted signage on one way no entry, shared pedestrian cut throughs at blocked streets & barriers)</p>	
27413		I am very supportive of the goal to make the network more useable for cyclists. In order to achieve this goal, there need to be lanes dedicated to bikes (not shared with cars) that are protected from the danger of car doors and ideally separated from the road (elevated on the footpath level). These measures will ensure cyclists feel safe and will maximize use of the infrastructure.	
27420		I cannot see much purpose in single councils having transport strategies, in fact it is probably a waste of time and money. There was once (still existing??) an inner-city group of councils that co-operated on common policy and issues such as bike path connectivity. It had some wider political weight, so was able to deliver. I suspect right now, neighbouring councils are wary of YCC, given its green politics and mixed governance record. If this is the case, then YCC would better direct its efforts in getting its house in better order, then look for common causes with other inner city councils, more sustainable inner city living being an obvious one.	<p>At the micro level, I dislike of the plethora of street signage regarding bike riding. Even for a local, some signs are hard to work out as to exactly where to head. The worst are the brightly coloured blobs and dashes on the street surface showing where road users other than cyclists cannot go, eg. Kneen at Falconer. Close to graffiti.</p> <p>I assume local businesses and traders dependent on vehicles are being consulted on this proposed strategy.</p>
27422			
27430		Upgraded bridges are important for bicycle and pedestrian safety. Existing bridges do not offer adequate protection for vulnerable road users.	

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27431	The need to reduce car usage on our roads and cut the speed to 20 on certain roads and streets.	The need to push ahead with these policy directions	
27432	Totally ignores placement within Metropolitan Melbourne and its use as a transport corridor. Penalises small business	Not Council's role - get out of this and start delivering proper Council services. Council is not State Government. Stop imposing these outcomes. They are not realistic. As a small business owner none of the above supports efficient business and encouraging access. Yarra had its opportunity to require developers on major roads to enable dedicated bike lanes by requiring "donation" of community offset funds to be onsite with setbacks that enabled pedestrian and cycle access separate to road users and transport. Lost the opportunity and abandoned local communities.	Start again - this is seriously more about penalising locals than actually improving the area. Yarra has squandered the opportunities with misguided overdevelopment and no actual plan for streetscapes and their adaption to something practical.
27454			
27461			More transport and commuter support from East to West (& vice versa). Trips via bike, walk or public transport to get from one side of Yarra to the other are often dangerous and congested due to traffic on the roads. Utilising the empty space in the middle of Alexandra pde from Wellington to Lygon Sts as a bike/pedestrian path will create more opportunities for people to commute this way without having to cross dangerous roads.
27462	The outcomes seem to elevate lifestyle issues above the fundamental use of streets to enable the movement of people and goods from place to place	Improving public transport should be the highest priority for service providers. Also, innovative approaches to delivering projects should not be a euphemism for bypassing real consultation with stakeholders.	Asking people to approve the package as a whole rather than the individual policies is likely to skew responses, as there's no way to indicate disapproval of certain elements of the overall package. This seems poor survey design, aimed to elicit a given result.

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27463			
27464	Stop being woke	Stop being woke. We really don't care. We've had enough of the glabolist elite agenda. Stay out of our lives, provide rubbish collection and maintain the park, that's it. No more wasting our money on ridiculous virtue signaling, programs to eradicate our freedom and initiatives that hand more of our decisions to you	
27467			
27471	I have a physical disability. Stop closing roads for bicycles. I will never cycle to work or shops. I will only use bike lanes for leisure.	I have a physical disability. Stop closing roads for bicycles. I will never cycle to work or shops. I will only use bike lanes for leisure.	Fix access to freeway from Johnston street and make road safer with 'keep clear' on the road so locals can turn safely in their car.
27477		more money for bike lanes	
27478		3 and 4 - fix the missing links re off road paths, wayfaring signs to tell people where they are and where they need to go, and stairs on the yarra trail. Provide separated paths where space allows. 11 - ensure shared transport doesn't disadvantage other active transport users, eg shared e-bikes and shared e-scooters go too fast and will disadvantage active transport users if you are not very careful in controlling them. They can also be very dangerous because people take the speed limiters off them so that they can go 45 km/h, this is not safe for shared space use with bikes or with walkers.	All age and all ability should be applicable to most of the policy directions, not just one.
27479	reducing car usage is not efficient or sustainable. Cars themselves are not the issue and making car use more		

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	difficult makes residents life less efficient. Electric vehicles are an environmentally sustainable option which allows car use as well.		
27481			
27486	This ideological path will continue the destruction of amenity and lifestyle in Yarra. Greens councilors approving ridiculous density and waiving car parking is destroying our community. Marxist environmental war on quality of life and fairness.	These policies seek to punish the majority to potentially benefit a small minority. Just appalling ideological policy with no basis in lived experience and therefore truth. To force density into Yarra with your ridiculous planning approvals and make it impossible or pointless for residents to use a car just restricts our ability to engage in society and wastes time on travel movements rather than the life experience at each end of the travel.	Typical of council you have looked at this in isolation and not considered associated requirements in other policy areas that will be required or severely impacted by this ideological push. You might as well have policy to ban cars, ban business, ban technology and modern life resulting in restriction of family time and a reversal of work life balance back to most of one's day being wasted getting somewhere.
27491		RE Policies Nos. 1, 3, 4, 5, 9,10 & 12: Use the area of Cremorne bounded by Cremorne, Stephenson and Balmain Streets as an innovative 'pedestrian priority' precinct by making all the streets in it into SHARED VEHICLE/PEDESTRIAN ROUTES with a speed limit of 20 km, thus deterring vehicle access to this area except for journeys that start or end within the precinct. All streets within the precinct are already one-way, except Kelso, which should run one-way westward between Stephenson and Cremorne. Cremorne, Stephenson and Balmain would become one-way in a clockwise direction round the precinct. Residents and workers driving within the 'pedestrian priority' area would spend a few minutes longer at the start or end of their journey but the advantage for everybody living and working here would be walkable streets (all one-way for vehicles) with more room for trees etc. Drivers from outside the area would stop using the narrow	

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		streets as ratruns between Punt Road and Swan/Church Streets.	
27494			
27500		Rather than "lower traffic speeds" specify a target speeds.	Include provision for more bike parking. A crossing over the Yarra to connect the Hawthorn to Box Hill Trail to the Main Yarra Trail should be a priority.
27512	It is currently a nightmare to cycle along the roads around Yarra and even walking isn't so pleasant, so making road use fairer and safer for cyclists and pedestrians would make Yarra significantly more liveable and equitable.	I hope you implement infrastructure and awareness campaigns to encourage motorists to share the road in the desired ways, rather than relying on signs and painted lines which in my experience make little difference to cyclist safety.	
27514			
27518	My wife and I are in our late 70s. My wife also has a disability which prevents her from walking other than a short distance, consequently we need to use our car for all transport needs. there are many older or injured people who cannot cycle and rely on	The use of cars will always be necessary and should not be disadvantaged. My wife and I are in our late 70s and my wife has a disability which makes walking any distance impossible. we are not able to cycle. you need to move your priorities away from the younger generation as there are many older people living in Yarra who cannot make use of cycle lanes and require a car. You need to maintain the roads and keep cycle lanes to a minimum.	
27520	It's impossible to walk down footpaths such as on Bridge Rd, Swan St, Victoria St etc	Prioritise walking, cycling - Why when Swan St was dug up recently for tram works wasn't the sides of roads where cyclists travel re-paved? Such as waste. Perfect opportunity for council to step in and oversee this on behalf of residents	

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		<p>by talking to State Govt / VicRoads / whoever involved in the works. Now I ride over uneven roads, cracks and rubble whilst a beautifully laid road is just either side of tram tracks - not idea for riding near</p> <p>Prioritise walking, cycling - Street furniture and signage is a menace. Leave the pop-up hospitality spaces (free of charge) and it will help reduce people using cars, as they won't have places to park and instead will use PT and/or cycle etc. Let footpaths be footpaths and/or mobility scooter paths :-)</p> <p>Use good urban design principles in transport projects - This includes parking signs. It is a mish-mash of impossibility to read and understand. They seem to be deliberately designed to confuse and have people pay unnecessary fines</p>	
27522		Very excited for the New Deal for Cycling	
27528	We support the long term vision and specific outcomes identified.	<p>Policy 11 "encourage the use of shared transport" in the context of carshare can be best achieved by Council reaffirming the goal of at least 283 carshare bays by end FY2024 and proactively ensuring this goal will be reached. GoGet would like to propose a demand responsive approach to areas of the LGA where carshare bay applications are currently not being accepted - such as Fitzroy and Collingwood.</p> <p>The benefits of carshare are in-line with the Transport Strategy's high priority objectives of encouraging active transport and public transport. Research shows that a well utilised carshare network encourages residents in the community to use public or active transport rather than a private vehicle in the first instance.</p> <p>It is also important to distinguish carshare from other shared transport. Each should be judged on its own merits and the unique benefits it brings to the community (eg every carshare vehicle removes 10 privately held vehicles from the road).</p>	We would like to see recognition of the benefits of carshare within new and existing developments to residents, developers, and the wider community. Making the provision of carshare a requirement of planning permits would go a long way in supplementing the council provided dedicated bay network and meet the ever growing demand for the service.

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27530		Yes. I'm all for encouraging more walking however whilst you allow an injecting room in my suburb of Richmond and the numerous mentally disturbed people walking the streets my enthusiasm for walking is close to zero.	
27536	Very supportive of moves that open up shared space for use that is not cars. Green space, cycling and walking should be prioritised wherever possible.	I think the focus on shared spaces being more accessible to non-car based transport are good, and the council should continue to provide pathways for people to use their car less. I think the diverse tactics, to achieve these outcomes are also good as cycling or walking will not be suitable for everyone. Car share, accessible public transport and engaging with other partners are all good.	I think the only thing missing is the impact of other electric transport options like scooters and ebikes will have on cycling infrastructure. Bike lanes are not designed for mixed pace commuters, unless they are wider and seperated from cars. Other cities globally have struggled with scooters in particular and the safe usage of them between cars, bikes and pedestrians and council should look to other countries for lessons learned. I would also like to see some ambitious trials of 'bike highways' though major North-South and East West routes. Double lane bike lanes for faster and slower commuters. Major bike routes like Canning, Wellington, or Park St others would be good options.
27541		Supportive of all but lowering traffic speeds. Speeds in Yarra are already very low - as someone who works in law enforcement, I believe compliance will be low and it will set people up to fail.	A push for all night trams during the week - I'm a shift worker and its ridiculous to drive my car 1.5km because there isn't another safe way to get home 4am.
27542			
27548		These policies will make a positive difference to my family's experience of walking and commuting around the area.	Prioritising pedestrians can be done in numerous ways and I'd be interested in how we could make improvements to some of the major roads, which are the border of Yarra and City of Melb (like Vic Pde and Hoddle St)
27550		I'd like to see policy 7 specify 'reduced' role of cars in an urban environment.	

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		I'd love it if the benefits of these policies were spelt out for the community; reduced emissions, better health, more livable streets.	
27551		Regarding bicycle friendly intersection design: there's a "Dutch style" intersection in east Melbourne. These are proven to be "best practice" and the safest and most comfortable for cyclists of all ages and abilities. Is there any room in the strategy to advocate for a larger rollout of those types of intersection in Yarra? There are a few intersections that would benefit e.g. 3 intersections on Gertrude St, where it intersects Wellington, Smith and Brunswick Streets.	Very good strategy In general. I wish it every success.
27553			
27554		Please read the below section.	<p>Would be amazing to close streets to cars! Make streets like Swan St. or some ends of Fitzroy car-free on some days - demos in Berlin, Germany, have shown 71% increase in spending in carless streets and makes the city more liveable. https://www.berlin.de/en/news/7008014-5559700-friedrichstrasse-permanently-car-free.en.html If that wasn't feasible (can imagine would be difficult to convince people), banning heavy vehicles like trucks from two lane roads like Swan St. would be amazing, they really have no place driving a B-double down Swan st. on an afternoon. I live on Swan St and it totally confounds me.</p> <p>Making it cheaper for businesses to implement parklets as well is so crucial. Prioritise seating for restaurants and customers over parking places for 1 person's car - its totally nonsensical to prioritise 1 person parking on busy Yarra streets to pop into a supermarket over a restaurant potentially putting 3-4 tables out onto the street for people to safely sit on and enjoy being out in the evening. I believe the</p>

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			current cost is in the thousands, which is insane, and the city of Melbourne is way cheaper, Yarra must implement something similar.
27555		Cars are necessary for travel within Melbourne and Victoria. The distances to be covered make cycling impossible and public transport is too expensive and only adequate for travelling into and out of the city. Safer cycling would be good but not at the expense of driving or parking space. Cyclists don't pay for roads and infrastructure, drivers do.	
27556		Can you stop all of those delivery bike people riding on the footpath? There are also ready cycle lanes on Bridge Road for them to use and it's dangerous	Prioritize people, walking and public transport over the bikes. But bikes over cars.
27557			
27559			
27560			
27562			
27563	You didn't consult about Elizabeth St and haven't listened to feedback. It is NOT SAFE. Not fair to arbitrarily remove parking. Thus zero trust in your initiatives.	You have not listened to the community. You do not serve the community. We want safety from crime and are ignored. It is not safe to use public transport in Victoria street. Yet you build seating for drug dealers? I would have supported bike lanes until I saw what you did to Elizabeth St and the appalling contempt for residents and ratepayers. We already walk and use PTV where possible, but we also want parking.	Start listening to residents. Leave your own agenda at home. Understand that we don't feel safe to walk in North Richmond due to the injecting room. No we don't want a committee or lighting. We want it gone.

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27564	I'd appreciate a clear description for 'enhanced places' - enhanced in what ways and to who's standards, needs or preferences?		
27565	They city of yarra prioritizes cyclists above all other members of city of yarra. They completely ignore the needs of those residents that are not able to cycle and have to drive	City of yarra feel that cycling and bike paths are the answer to the municipalities problems. It is not. The basics (rubbish collection, public amenity basic safety) are completely ignored. You team up with cycling lobby groups. It's a disgrace. City of yarra does not represent or address the needs of the majority of residents	It's terrible and only caters to a tiny proportion of people in yarra.
27567		Very supportive. However, the 'new deals' should prioritise areas with the greatest deficiencies in access to schools, walking and cycling (Richmond, Cremorne and Burnley) rather just throwing money to the already well served areas than Fitzroy and North Carlton.	The Strategy like all other of Councils other Strategies largely ignores Richmond, Cremorne and Burnley. For example, Figure 9 includes comparatively limited locations for advocacy of intersection upgrades in Richmond compared to the north, despite Richmond having greater numbers of State Roads. Figure 12 shows how the investment in the past has focused on the north. It shows only one east-west route in green in Richmond, but this is a joke as the route includes a one-way street with no cyclist exemptions (Corsair Street), signalised pedestrian crossings without cycling lanterns, and requires bike riders to ride along the footpath in places (not a shared path)!
27569	A greater focus on safety and ease of navigation for residents is required . They are not currently emphasised enough. Also too much emphasis on "wheel " and little on walking transport. Important to encourage	The intersection with other strategies need to be considered. For example outdoor dining parks in some areas are but onto public transport facilities and block pedestrian access to footpath so approval of such permits need to be carefully considered. A specific example is the great Northern hotel . Similarly the payments in Yarra are not maintained adequately and are often uneven and do not assist walking	Better capture intersection with other strategies more emphasis on walking and payments not just wheeled traffic recognising that through traffic through Yarra in Yarra needs to be facilitated and limited to certain areas

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	walking as ensures better health and safety o	or other forms of transport for people with disabilities with prams or elderly.	
27570			
27571			
27572	I like these outcomes but i don't trust you to do it the right way because you too often prioritise cyclists over walkers. walkers should be first but you do thinks like make footpaths cycle or shared paths where cyclists cross the footpath	I cant support them unless you had a clear hierarchy. It is not acceptable to have walkers and cyclists as equal, older walkers etc need priority. Sick of your shared paths and cyclist priority. If you made it clear walkers were first, i would very much support.	
27574			
27575		It's possible to provide for all forms of transport. Cars are part of this.	Biased, political, arrogant
27576	More cycling infrastructure has been provided which isn't used, for example Park Street Fitzroy North. The Shared path along Park Street is no longer safe for the elderly and children particularly West of Nicholson	Not enough is done to stop cyclist riding on footpaths. This has now become dangerous for public transport users, for example the tram stops on St Georges Rd at Miller Street North Fitzroy. It is now a dangerous struggle for people getting on and off trams to avoid being bowled over by cyclists. This is particularly bad at peak hour and unessecay given the bike lane and clearway. What is C.O.Y liability here when accidents occur, many of which don't get reported ?	
27577	This is a hopeless approach to the problem- you need perfect public transport to replace cars. A transparent gift to developers so they are no	Yes, you actually need to provide perfect public transport to get rid of cars, otherwise this is just more gentrification making Yarra unliveable for anyone who needs to drive anywhere. I beleive the real motivation behind all of this is making it cheaper for developers to avoid having to provide	

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	longer forced to provide parking spaces, and it is outrageous that you pretend it is environmentalism.	parking. You want to ruin our neighbourhoods with apartment complexes none of us could ever afford to live in, ruin the skyline and clog up the roads but letting them build without providing parking. How much are you all getting paid off under the table to pretend this has anything to do with environmentalism?	
27578	Listen to the community!	Listen to the community! You're not in tune with them.	Play fair and responsible, listen.
27579			
27580	Totally agree with the prioritisation of sustainable and independent mobility over cars and heavy vehicles. Looking forward to seeing more cycle ways, safe and appealing walking paths, and greater access to public transport	Anything that can be done to encourage walking, cycling and public transport is positive	Need to ensure that these goals align with the council strategy for local business and ensure that people are truly able to walk/cycle to their planned destinations. E.g. having shopping hubs and supermarkets equally distributed
27581	It's all about cyclist , no regard for those that cannot cycle or walk or use public transport ,		
27582		The dominance of parking in local narrow streets needs to be addressed to ensure there is adequate space for tree planting and walking unhindered by park cars	
27584			
27585		Wishing you all the best in implementing at least some of these policies! We must aim high ❤️	Maybe you could find a pocket of Yarra that is really keen to transform its urban environment and use them as a case model. You could quantify the uptake of active transport and the happiness and

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			accessibility of the residents. If everyone sees the full policy in action they will not be so scared and then more people will want it. I nominate the Gold St Precinct in Collingwood. The traffic calming that has been implemented in our area, without fanfare or protest, has made our pocket of the inner city so liveable and the envy of others. Let's show people what a truly environmentally sound neighbourhood looks like ❤️
27586	Reduce traffic congestion and make it safer for bike riders	Why has the council neglected the Yarra Trail, for example the deterioration of the Walmer Street Bridge and risk to users	Victoria Street is a major arterial for bike riders into the city, yet is enormously dangerous. Many more people would ride to work if these dangers were removed and investment in dedicated bike routes made
27589	You are NOT increasing mobility for vulnerable people because you are trying to limit vehicle movement not considering that a majority of vulnerable people rely on their vehicles and easy access and parking outside their homes but you are trying to limit	You are trying to limit people's right to own and utilise their vehicles as all you are concerned about is bicycle movement. You are against our individual rights to own, drive and park our vehicles outside our homes. As a ratepayer I think this is not what I pay my rates for. I pay to keep our streets upgraded and support those who wish to drive a car not have a council that is against my basic rights to use my vehicle that I have worked hard to purchase and own. It's a despicable act by this council that doesn't care about us the Ratepayers.	
27590	Can you reword 'Increase independent mobility for vulnerable road users in Yarra' - is it more Make trips safe for vulnerable road users in Yarra. Then you can measure it by e.g. crash stats.	See below	I think the strategy is good, your vision and outcomes are strong. Yarra is a leader in this area and others look to you so be bold in what you're trying to do to reduce car use and make sure you have a system to monitor it. 1. Role for ongoing education - a lot of people move into apartment blocks thinking they can have two cars or another car on the street via a parking permit. This can't go on with the development Yarra needs

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			<p>to accommodate.</p> <p>2. Perspectives need to change on parking, I know some street permits are likely historical but if you have an apartment or house you shouldn't get a street permit. It is still 'too easy' to park in Yarra, I know because I do it. I always find free parking in the evening on residential streets, and sometimes on the main shopping strips.</p> <p>3. Safety - I would prefer to walk in the evening more but as a woman who lives alone it can feel unsafe especially on Victoria Street and Johnston Street. On the eastern side of Hoddle Street there is no safe north-south street to walk down at night - there should be. Smith and Brunswick are fine on the western side as there is so much activity going on. Then I feel like I have to drive or get a ride share for my safety. I would take the bus or train more but at >\$4 a trip, there is really no incentive. It is easier to drive, pay nothing for parking and feel more safe as you can get straight into the garage. I am all for sustainable transport during the day but I also need to feel safe when using it at night which I currently don't. Please ensure active frontages in new developments, better lighting and more activity in the evenings e.g. the street festivals would really facilitate a feeling of safety.</p> <p>The other thing is travelling between the shopping strips where you often have to go down dark streets, I think scooters and bicycles play a role in this but we need better lit paths so we can feel safer taking these at night and not going to hit anything by accident.</p> <p>4. Incentives to try bikes / scooters / car share - incentivise this monetarily? New residents of Yarra get a \$100 voucher towards a bike or scooter. You could subsidise this through parking permits. Young people will take it up definitely. You could also offer</p>

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			bike mechanic course or learning to ride courses for those who come from overseas and don't feel comfortable cycling here on the road. Then you could measure this take up. Developments also need more car share. I am sad mine doesn't have any - I know this is happening more now in new developments but could Council facilitate car share companies to approach developments that were built over 5 years ago.
27591	The changes made, be it queens parade at Napier st, or near Fitzroy primary has made it more dangerous for bikes and pedestrians due to the vagueness of the changes. No one understands what you have done.	I feel the opinions of politicians in local council, and parties who don't live in the area are dominating how we live. The roads are worse than ever, I feel unsafe to ride, and find it difficult to drive in the area.	Speak and act in what rate paying residents are asking for. Stupid traffic conditions are unsafe, I would love to see those that put these in place try to navigate their way day to day around here.
27592		Your survey does not allow for the respondent to respond in any other way than agree with the community vision. I disagree with aspects of this vision. For example we still do not have true zero emissions vehicles. Fossil fuels are still required to manufacture the vehicles, batteries and power the vehicles so this policy is just blowing smoke.	The community vision is able-ist. Not everyone has a disability that requires special accommodations but many have conditions that limit walking and cycling. Improving public transportation is not in the scope of the council. The council has supported higher rise offices bringing more workers cars into the area. Blocking streets and re routing traffic means rat running thru the st you want school children to walk. In the age of pandemic and social distancing sharing is discouraged. "Innovative approaches" are empty feel good words without substance. And how are you ensuring the results of this survey are representative of the community when there is nothing to prevent it from being stacked or abused?

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27593	Streets Alive Yarra will send a separate email with further feedback.	Streets Alive Yarra will send a separate email with further feedback.	Streets Alive Yarra will send a separate email with further feedback.
27594		I'd like to see more electric vehicle charging stations and parking dedicated to electric or hybrid vehicles.	
27596	Increased congestion on bridges for cyclists and pedestrians needs to be urgently addressed		
27597			
27600		I would love to see the extension of the bike lane networks. I have been loving the Elizabeth Street trial lanes, and use them every day. I also cycle with my children to daycare, and feel very safe riding along this strip, which I did not before. I find the Highett Street bike lane very stressful, due to the angle parking. Angle parking offers very poor visibility, and I have had near misses along there several times. It makes me really nervous riding along there. Also, the bike line on Highett Street from from Lennox Street to Hoddle Street is so narrow, and cars pass within inches of you. I would never cycle along there with my kids. I would love to see the removal of car parking, and the extension of the bike network.	
27601		Roads were built for cars and the taxes we pay in petrol and car registration as car users pay for the roads and maintenance. They should be for the sole purpose and use of cars. Build additional bike paths and charge people to register their bikes to pay them. There are wushu ally in most places paths on both sides of the road have one side for pedestrians and one side for bikes. You also have to provide	

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		for enough parking in all of your new building plans. Stop allowing large buildings to not have enough parking on site this is increasing the pressure on already limited parking	
27602			
27603			
27604		The statements try and have cake and eat it too... we need to actively encourage more walking smaller forms of transport (including 3 and 4 wheeled e-transport) whilst actively DISCOURAGING driving.	Where are my policies about charging stations for ebikes in houses? Or public? Where are the policies that make car users pay? Where are the streets being taken back from cars and given to the community? Ultimately you won't active your goal because a strategy is a choice and you are choosing 'a bit of both'. Go hard or go home. Our climate burning up. We need to be a part of showing the world a drastic change.
27607	I think their should be more awareness for drivers to think of cyclists before opening their doors. Richmond streets are very tight	Make it harder to drive through Yarra	More awareness for people cycling on main roads like swan and church
27608		Yes. I feel you are over reaching with 15 policies. Some policies I don't support and could be removed without impacting the higher importance policies.	
27609	These appear to be your pet goals, not ours.	We've given up on bikes - got stolen too often. Sticking to public trans, which doesn't feel safe anymore either. Streets are dangerous.	Wish I hadn't voted Greens as you guys major disappointment. Never again. Your actions are undemocratic and embarrassing.

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27610			
27611	Much needed for a growing city	Great to see much needed progress	
27612	Let's make it happen	We need space for walking and cycling	
27613		Johnston Street from Yarra River to Uni Melbourne is in desperate need of a dedicated bike lane. I would prefer to commute via bike however I am forced to use a car because it is simply not safe to ride a bike down Johnston street.	
27614			
27615			
27616		Yarra streets are usually full of Yarra from people commuting to city from outer suburbs as well as rubbish, uneven footpaths and limited tree coverage. It is hardly a pleasant walk and trams are expensive for a short trip within the area. I often ride my bike but this is difficult with children and the weather. I think the current system where it is relatively easy to drive a car within the area (outside of peak hour) is good and would not like to see policies or strategies which seek to make driving more difficult for rate paying residents.	As above. How about a focus on improving sanitation, reducing graffiti and making moving around the suburb sans car a more pleasant experience. Also lobbying the state government so a tr ride from Fitzroy north to Fitzroy didn't cost more than 4 dollars!
27618	The reality is that many people need to use cars to travel to/from/through Yarra for various reasons. Failing to acknowledge this will result in greater congestion. Outcome 4 should be more efficient car	The vision and policy directions fail to acknowledge the reality that many people need to use cars for various reasons. Developing infrastructure for other modes of transport should not come at the expense of ensuring good road infrastructure that enables efficient car trips. Additionally, the increase in shared scooters and bikes being left on footpaths, and bikes being ridden at high speeds on	

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	trips, rather than reduced car trips.	shared pathways (e.g. Yarra River Trail) is becoming an increasing safety hazard for pedestrians.	
27621			
27622	You cannot just create bike spaces all over CoY & hope all road users will be safe .. you don't improve services in CoY by trying to delete cars .. majority of people hav3 to drive for many & varied reasons .. you cannot just take away parking ..	Common Sense needs to prevail	Yes get rid of the ridiculous blanket Greens policies & listen to CoY businesses & residents .. CoY is a laughing stock 🤡
27630	Might need to look at additional signage on separated bike lanes to reduce turning problems and cars driving into them	I don't know that traffic speed is a particularly big problem - I think more detailed thought about how to keep bikes and pedestrians safe from cars is more useful (e.g on Wellington st, right turn lanes to keep straight-on traffic from pulling around right turners in the bike lane would be much more beneficial to safety than the 40km speed limit). Love point 12 and very pro closing streets to non-local traffic. Think it's important to be honest about where the real high-traffic streets are in Yarra and how we deal with them - eg clearway on Victoria is totally unnecessary when all the traffic is on Victoria Cres/Murray st. Don't want to turn Yarra into a huge traffic logjam for locals. Hopefully soon small weatherproof EV's will be standard and we should futureproof for those!	
27631	Every council needs to do this!		
27633			Please consider in greater depth the needs of Yarra residents compared with those of people transiting through the area.

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27634		I think you're onto this but I believe the goal is to reduce dependence on cars and that simply swapping to EVs wouldn't be a massive step forward.	Bring it on. Cars are destructive and damage city life. The Covid reduction in traffic showed what a blessing it was to have fewer cars on the road.
27635	Very supportive, there are so many easy wins that can be delivered by council to create a city where we can all move around easily and sustainably, and leaving the car at home!	I support these policy directions, and welcome the prioritising of walking and cycling as the best ways for most people, for most trips.	Looking forward to seeing changes that deliver on the strategy!
27637	Great direction, but far too timid in tackling the completely unfair dominance of car transport. No key measures for safety outcomes. No mandatory measures of gender or age outcomes. Level crossing removal is a \$\$\$ car project, not a pt project!	Great direction, but far too timid in tackling the completely unfair dominance of car transport. The measurements of success are not specific enough. A key stated aim is safety and accessibility, but there are no actual measures of these in the outcome indicators. No key measures for improvement in crashes. Also there aren't any outcome indicators about use distribution of paths by age, gender, ability. This is an important indicator. Level crossing removal is a \$\$\$ car project, not a pt project! The funds for this will "far" eclipse anything being offered to pt, cyclists and pedestrians, and I'm very disappointed to see this listed under PT projects in the strategy.	
27638			
27639	I agree that reduced car usage for local trips is a warranted policy, but we also need to keep infrastructure for residents that do require cars. It doesn't need to be one or the other.	As a resident of Rowena Parade, I am increasingly concerned about road safety for our neighbourhood, particularly children, as the volume of non-local traffic has dramatically increased following the upgrade of the Swan St/Punt Rd intersection. This traffic, which has included large B-double trucks on occasion, travels at speed to avoid the main arterials of Swan St and Bridge Rd. I have seen instances where families and elderly neighbours have had near misses with traffic. Additionally, there are traffic jams at	I'd like to see additional bike and walking infrastructure to allow school commutes to be conducted safely. Also, if you want to prioritize walking and cycling as active transport, the footpaths need to be maintained appropriately for all abilities and families (ie wheelchairs, prams, kids scooters etc). They are often in disrepair making it difficult to navigate.

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		various times due to the narrow nature of the street. This requires addressing to ensure through and non-local traffic are utilizing main arterial roads and not local residential streets, such as Rowena Parade. A potential solution that local residents would like explored is a pocket park at a mid point in the street and/or additional traffic calming infrastructure.	
27641	Appreciate the focus on pedestrianised areas and spaces to park bikes in Collingwood	Happy to see the council prioritise active transport. Fewer cars on the road will make Yarra more appealing to visit and it's pretty well serviced by public transport.	Love the parklets, hope they stay.
27643		Council needs to take into account the many high rise apartments and increasing number of residents in their strategy. Also if we are going to remove car lanes we need to have public transport run more efficiently and frequently, especially trams, off peak to encourage PT usage.	PT running more frequently and accurately would greatly increase the effectiveness and success of the strategy.
27645			
27646	We need to reduce cars and increase passive transport	Excellent recognition of passive transport options	Parking is a nightmare - increase the area for permit parking to reduce the ingress of cars to the area.
27647	Excellent and much needed		
27648			
27649			
27651	Yarra already has too few car parks for the population. With the population growing and more and more apartments	I don't agree with any of the policies except #5.	

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	going up we need more parking not less.		
27652			
27653			
27654		Public transport. Could Yarra increase the frequency and directness of bus along Heidelberg road to Melbourne University. Every 30 minutes and a long circuitous route make it an impossible choice of travel. Also Increase in housing at Chandler highway has increased cars on Heidelberg road dramatically.	I think the focus on public transport is crucial.
27655	Residents need their cars to transport children, to get to / from work after hours safely, to transport elderly and infirm family members. Taking away their parking is a detrimental move		
27656			
27658			
27659	We cannot achieve these outcomes without more accessible sage public transport and changes outside Yarra. Our lives are car dependent. E wise we travel outside the municipality. My	Radical change isn't feasible in the short term. People's whole lives are designed around travel and time, and sadly cars make up part of that for all sorts of reasons. My children are schooled outside Yarra. They can't walk to school. I can't walk or cycle to work - it is too far and too unsafe, and the public transport is too busy to get on at times they work. Don't force people to have to choose to live outside Yarra	No

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	job and my kid's schooling rely on car Transport.	because of their lifestyles which are, given the city we live in, partly car dependent.	
27661			
27662		Incentives for uptake of electric vehicles	
27663		<p>Yarra needs many more subsidized accessible, community buses for elderly & disabled people to move around Yarra(to a range of appointments & to social activities-not just limited for shopping or to formal Yarra groups etc). Such a service would save taxis driving into Yarra for very short trips and would allow elderly & disabled residents to move around Yarra at low cost. Community buses could act as a form of social engagement & on occasions. as a welfare monitoring service of some of Yarra's isolated, vulnerable residents. Better lit streets at night, smooth pavements & separation of bike lanes from pedestrians need to be considered to address high falls risk, esp from fast moving bikes or dogs etc. Scooters are also an increasing hazard for many pedestrians especially the elderly - scooters need stricter regulations related to their use, incl their speed, where they can be ridden & where they can be dropped off</p>	<p>How Yarra Council manages our transport over the next ten years will make a huge difference to our streets and to our environment, and especially to our carbon emissions.</p> <p>I appreciate this will be controversial and in the short term many people will find it difficult to move from streets which cater primarily for cars / parking etc to walking, cycling and public transport, but this policy direction is vital if we are to tackle the climate crisis. Transport is one of the most significant contributors to greenhouse gas emissions in our community, so I support the proposed hierarchy of transport mode preferences, ie to walking, cycling & public transport, This should guide decision-making but a more explicit focus in the policy should be on how proposed policies & initiatives will reduce emissions & act as a key performance measure. A clearer more explicit alignment of Yarra's Transport Strategy with the Climate Emergency Plan is also needed, as well as more active support in the policy for a rapid transition to electric vehicles and to EV charging infrastructure for residents without off-street parking & for those in large appartments.</p>
27664			
27665			

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27666			These survey questions are designed to illicit a certain response and do not provide rate payers the opportunity to provide actual feedback on the strategy
27667			
27668			
27669			
27671			
27672	<p>People still have to use cars. Lots of us work quite far outside Yarra council and require cars for work. You cannot remove more car parks. We can find a way to increase space for cycles without penalising current residents.</p>	<p>Some of these sound great - but you are painting an unrealistic world. Not everyone can use PT or rideshare for work etc. I have to often drive to regional locations or travel to multiple areas on a day for work and many other residents are like me. You can't just decide cars won't be used anymore - that's basically what your strategies are saying. We need to increase the uptake of PT and cycling, but that requires a whole of government approach and tailored approaches and systems - not just deciding no one will drive anymore and removing car parks and blocking streets to cars.</p>	<p>As above - if you move in this direction and simply remove car parks and make streets inaccessible to cars, all you are doing is disadvantaging residents who aren't lucky enough to live in cycling distance from work, or who can take PT a short distance to work.</p> <p>What about residents with disabilities? How do they cycle or get on a tram? What about elderly residents? What about residents with three children? What about those of us who travel long distances daily for work?</p> <p>The vision, strategy and the directives need to actually consider residents and their needs, the ability to actually do the things you plan, and the support we will or won't have around to actually live this way. One council deciding cars are dead without more PT, better cycling connections across MelBourne is not going to do what you think it is. It is short sighted and thinking just inside the Yarra bubble, which is great if you live and work in Yarra, but outside of the council members, in the real world - this is not common.</p>

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27673		I am very supportive of the policy directions overall, in particular we need more separated bike lanes in Richmond. Lowering traffic speeds is important but some of the "traffic calming" measures that have been implemented in the past are dangerous for cyclists, e.g. rough bluestone.	
27674		I love the overall policy direction. Cycling, walking, and PT should be encouraged wherever possible. There are lots of opportunities to make cycling infrastructure better with relatively low cost, minor interventions. Please look for these as well as the (needed) protected lanes etc.	
27675		Cars and traffic flow are important too.	Negates the need residents have to use cars. Negates the needs of the disabled and elderly. Public transport only works in an efficient and effective way for going to the city.
27676		I will be home bound because I have mobility issues and cannot ride a bike, take public transport, walk long distances and I don't have money to splash out on Ubers every time I need to go to the shops!! It feels like you think everyone can just ride a bike or walk!!!	Your policy does not take into account mobility issues that don't qualify for a disappointing parking permit! I and many others rely on cars to be a part of society! Removing more and more car parks and making more of them paid spots is even worse!!
27677		I think it's too focussed against car use rather than making alternative modes of transport easier to use.	
27679	Putting bike lanes on narrow streets of Cremorne will cause more issues for residents with cars as the roads are already too narrow to pass. One way streets would cause havoc in the community so not sure it's a good idea		

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27680		More bike lanes - a model example would be the Netherlands	
27681			
27682	Reducing car trip within/through Yarra will be detrimental to the vast majority who live and work here.		I live in Yarra and have a small baby. I walk everyday with my baby in the stroller. I have very little concerns about mobility and access. The only time this has been an issue is in bin night when I can't access footpaths due to bins. I also rely on my car when we can't walk. For example, if it's raining or I need to collect shopping. Boxes of nappies and other household supplies require a car. Reducing car parking spaces and this vision of reduced car trips is narrow sighted and doesn't help the majority of residents living in the area. It makes life harder for us.
27683			
27685	It's long past time to stop prioritising motor vehicles on Yarra's roads.		
27686		I think walkers should be protected from cyclists some of whom cycle on pavements, and flaunt road rules. Many (not all). make walking along shared routes stressful and dangerous	Whilst micro transport is a great idea in Yarra in evenings and weekends scooters are being used for a group laugh with revellers taking personal risks and putting others at risk.
27688	Stop trying to change things to suit particular agenda based councillors interests. We all have a right as ratepayers to enjoy our environment	You are so out of touch with this area. It's beyond ridiculous. It's so wonderful that you continue to approve developments with no parking and just expect people to not own a car. Leave things alone and FIX THE DISGRACEFUL MESS BRIDGE ROAD IS IN from all the trucks travelling on it to all the pathetic developments you have approved.	See above but we know the council doesn't listen to its ratepayers. Let's take the OVERFLOWING BINS for just one example

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27689	More bike lanes	Better bike lanes	
27691	Many users require cars to be able to perform their work. Reducing car parking is short term thinking and will just lead to expenses being incurred down the track.	Public transport is great, so are walking tracks and bikes. support more public transport options but not sacrifice car parking to do so. There already is not enough car parks on my street for the amount of cars and reducing cars spaces will do nothing to help with that. We are already very well serviced by train and trams and bike lanes.	
27692		I think these are great policy ideas - unsure about how they are going to reduce traffic in one of the most heavily trafficked areas in Melbourne ie. Hoddle Street	The e scooter debate has not been shown here. Responsible scooter ownership would be similar to responsible bike ownership - you'll always have those who respect their use and follow the law and those who don't (eg. ride on footpaths, use helmets, speed) I believe the use of private scooters would alleviate traffic congestion - they just need to be planned for. This is a measure which could be implemented quickly as we already have precedents in other cities in Australia (Canberra and Brisbane) This 1 year test by private companies appears to be unwarranted. (I have a lot more to say on this issue)
27693			A bus service linking Golden Square south of Burnley station, and servicing Burnley station, to Abbotsford along Burnley Street, servicing Victoria Gardens Shopping complex and connecting with the 109 and 12 trams on Victoria Street and the trams along both Swan Street and Bridge Road will enhance # 1 policy.
27694	Council seems to be unable to reconcile the fact that most of the traffic in Yarra is through traffic, and instead of looking at ways to make it easier for	Yarra acknowledges that through traffic is the heaviest user of roads in Yarra, and needs to be managed, but the solution to the problem just seems to be that Council will REDUCE road space, speed and ability to turn, instead of looking at more innovative options that could be more efficient. Council	Council needs to acknowledge that the population of Yarra is ageing as well as growing, and that no matter how much you wish you could hop on a bike or an electric scooter, it won't happen when you're over 60, or even 50, and reliance on a car is a

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	this traffic to move through the area, it is aiming to reduce the ability of the traffic to do so.	cannot stop the increased use of vehicles over time, nor the influx of vehicles from other areas by simply making it unpleasant to drive through the city of Yarra, and making it even more unpleasant for people who live here who have cars. Focus should have been given to examining whether the current restrictions on our roads are adequate for traffic flow. There are many examples of poor traffic management that actively leads to severe congestion and this directly impacts ratepayers. Some additional changes made by Council actually INCREASES the danger to cyclists (one way streets that now allow cyclists to go in the opposite direction) and should be reviewed.	necessary evil for many people. I am very disappointed in the report itself as it appears to be very biased, and self-serving, with very little actual data or references to back up some of the assertions being made. For example, the comments below on page 30 of your report: "The current situation has other far-reaching consequences and, importantly, impacts the journeys of other people and economic activity. This includes further increases to congestion on roads due to parked cars blocking lanes, or blocking sightlines making it more dangerous for pedestrians and cyclists. Or people being discouraged from visiting businesses in Yarra due to streets being parked out by people who occupy parking spaces because they exist rather than genuinely needing and valuing it. In this scenario, nobody appears to benefit." Furthermore, the curious focus on Brunswick Street throughout this report points towards a future move that Council may be making to ban vehicles from the road and instead hand it over to cyclists, trams, and businesses that would benefit from having additional dining space on the road instead of the footpath. I am not a fan of having changes made by stealth and would prefer to see Council having a more transparent consultation with ratepayers.
27695		I think get the basics right and then if there's money let over spend it creating these kinds of strategies for rate payers to vote on.	Support community gardeners and change the Children's Farm management. Introduce a green waste pick up. Extend library hours. Promote electric car charging stations Force new developments to provide off street parking with charging stations No permit costs for electric cars.

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27696	Climate change means finding new ways. The more we can avoid adding carbon to the atmosphere's the better.	Active transport is enjoyable sensible responsible. I support these policies wholeheartedly.	It will take the adoption of different attitude for some. Needs to be got across in a fiendly way.
27697			
27698		Small frequent free hop on hop off buses needed to go to local shopping strips More street seating needed along areas used by residents to access shopping areas and libraries. If there were more seats people would walk and rest along the way More public toilets needed such as the one in Queens Parade Bike paths separated from pedestrian paths in high use areas Pedestrian malls to encourage people to take ownership of the streets Streets closed oe partially closed to allow chilren safer play and walking areas Introduce bike speed limits and police Bike rider safety education needed	
27700			
27701	More conversion from car parking to shared space and shared bicycle/pedestrianised areas would be good.	There are still way too many areas dominated by car parking. Pedestrianisation and expansion of shared non-car spaces would be great.	
27702	The specific design and implementation of car calming measures does not promote safety - particularly for cyclists	The design and implementation of car traffic control measures (for example) as seen to date in Fitzroy (Brunswick street, Gore street, Napier Street etc) which includes restricting right hand car turning, installing new and deviating bike lanes, car parks closer to car lanes, and	I would like to know the costs of these measures to date and the actual benefit to cyclists and pedestrian safety in terms of measurable reduction in accidents recorded and feedback from residents and road users.

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	at night where these cause obstacles and accidents	installing islands into the middle of what were unobstructed dual road ways causes more conflict rather than reduces it. I say this as both a driver and cyclist. I have been living in Yarra for 20 years and believe the roads are being made less safe now because of these measures.	
27703	More emphasis on walking and cycling	Need real benchmarks to get beyond naysayers and older people who don't represent younger renters in Yarra	
27704	The bike lanes on Heidelberg Road are ridiculous. I travel this road and live on this road and the amount of disruption caused by implementing these bikes for the minority is ridiculous.	The change to the Fenwick and Roseneath intersections without the community input only resulted in major traffic situations in our neighbourhood and then meant more costly changes need to be made to correct the useless decisions that were made. Poor community consultation have been an overwhelming reflection of this Green council's ethos.	The Yarra council want to make decisions that reflect user groups that often do not LIVE in the city of Yarra - such as closing Trenerry Crescent to suit cyclists riding THROUGH the city of Yarra. Come on councillook after your own rate payers NOT other unvested lobby groups such as the bike rider associations. Not everyone can ride bikes
27705	Increasing space-efficient transport like cycling is brilliant	Protected cycling infrastructure along major roads is so important - particularly along Johnston Street.	On-street parking is a menace - it is totally inequitable to let people leave giant chunks of steel sitting dormant on our limited road space where that space could be used to move people more efficiently (extra lanes for cars, protected bike lanes, greater footpath space). Major activity streets like Brunswick Street and Smith Street should remove as much on street parking as physically possible. Similarly, cars should be removed from these streets wherever possible with the goal of totally separating tram lines from moving traffic. Our tram system would function far better if trams weren't caught in traffic.
27706	Being a Yarra resident I feel that the continued focus to reduce car trips within or through yarra are causing more congestion, more	I would like to make some key points. Firstly, all the policies above make the assumption that everyone can walk, cycle get transport, this is NOT the case. Our city (and our council area) are not Paris or Rome - those cities were built without cars and thus a very different approach - our metropolis was	A good example is the excuse for a bike lane on Swan St - this is not a solution but a patchwork. In my option for Swan for example, there is plenty of off-street parking and more can be built - so use the road for cars, bikes and trams with NO PARKING.

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	pollution and as residents we suffer. A strategy needs to incorporate ALL aspects of travel, including cars	built for cars and is now trying to retro-fit the same solution. As I mentioned above - any plan needs to be about cars, people, vulnerable people, public transport ect as ONE - not at the expense of others.	This is the main reason why our roads are congested - PARKING on major roads with the tram network.
27708		This could mean anything. The policy directions vague and not specific. By the way. I no longer ride a bike because I've twice had it stolen. Most recently from a locked security cage. It's not worth it	
27709		Everything is so close in Yarra we shouldn't really need to drive many places, but at the moment the footpaths need improving, more frequent local public transport and connected, safe bike routes are lacking. I'd also like to see through traffic being discouraged more, which would make the local streets much more pleasant and speed up the trams and buses.	It's a great start, but I'd like to see a clearer commitment to making significant improvements each year, and minimum annual spend included in the budget each year for transport projects.
27712	Uncertainty is based on no clear indication of how the various elements of the vision will affect different resident profiles, eg as distinguished by age.	Partly out of omission, it is unclear how these policy directions will affect different profiles of Yarra residents, most obviously those of mature age. While many of these still drive quite competently and legitimately, increasing physical ageing brings various incapacities which render cycling dangerous or impossible and walking only limited, especially in hilly streets. There are problems of easy access to some public transport sites, lack of public transport stops and coverage of various shopping locales. In general this has the potential to be a sledge hammer of age discrimination and needs rethinking.	Consider the ageing!
27713	Fully support.	Needs to be implemented immediately. Scotchmer St in particular is currently problematic. Angled parking should be removed, traditional bike lanes should be installed as cars can't seem to share the lane, and traffic calming / lower speed limits are needed outside shops (Dench and	

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		Blackhearts) as cars speed to get lights. Also the intersection of St Georges and Ried/Alfred needs to be signalised.	
27714			I like your policies in general, but I would like to see something on making the streets of Yarra more green (plant life) to encourage walking and cycling, not just making streets safer.
27717		People who live in Yarra often have family or commitments well outside of Yarra and need a car, which in turn needs to be stored at their home. Spaces in residential streets are very often taken up by tradespeople from local building sites or workers from nearby businesses who move their car 4 times a day. I note this is mentioned in the strategy but there's no concrete ideas of how to address it. Perhaps an extension of permit zones, at the very least from Monday to Friday, would help. People who work in Yarra should have less entitlement to parking than residents and be encouraged to take public transport	
27719			
27720		You will have noone coming in to Yarra to utilise its services or businesses	It is a nonsense. It is already a disaster trying to drive into Yarra and most people will not bother with shared transport. You need to focus on lifestyle and support small businesses in our area. You are attempting to strangle business and drive people away from Yarra
27723	There fine the way they are	The council would be better of firstly concentrating on issues at hand. Roads and rubbish. The bike paths that already exist are under utilised why build more. Don't fix what isn't broke.	
27724			

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27725	The council should leave things as they are		We live in a inner city suburb and it's fine the way it is leave it alone
27726	Where's the button to say council should worry about rubbish first		Pubic transportation is fine the way it is so are bike lanes leave it as is..
27727	Yarra is perfect the way it is my family love it here stop tinkering	Why o why does the council continue to change things when there is nothing wrong..	
27728			Safe, efficient bike lanes
27729	No	No	No
27730			
27731		Yarra residents should have the right to be able to park their car within or close to their home. The statement "streets being parked out by people who occupy parking spaces because they exist rather than genuinely needing and valuing it" imposes absurd and negative assumptions on normal activities that can be central to many individuals' lifestyle and amenity. Council wants to punish residents for parking and using their cars. And the vision of a suburb to be like Amsterdam is frankly irrelevant, patronising and demeaning.	I walk past so many planning notices for new apartments that announce a waiving of parking requirements and a reduction in parking spots within the proposed property. So every new building increases the demand for parking in public spaces. If you're serious about this, make every building developer provide enough car parking spaces for every flat in their development. If that increases their costs - why should this be an issue that the rest of us have to pay for?
27732	Not practical at all.	Again the Yarra council pushing their own agenda. As parents we don't have the luxury of not having a car and depend on it. This is ludicrous. Perhaps invest in electric charging stations to encourage electric cars instead of removing car spots.	

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27733	What is this council doing. Leave things alone	What is it with this council having to remove parking spots. A majority of home owners I know in Yarra want you to concentrate on roads and rubbish and leave things be..	Leave our parking alone how thick is the council in thinking residents want parking removed.
27734	The policy's are wrong I'm not to sure how you managed to come up with them	R	What a joke most home owners are happy with living in richmond the way it is so why does this council proceed with all this garbage about removing parking spots. We have graffiti and rubbish not looked after properly maybe sort these out first. And why ask what my sexuality is. It's got nothing to do with transport..
27735			
27736			
27737	I disagree with strategy your leave things be.	I'm sick of this council pushing to remove car parking a large majority of home owners want you to leave parking alone and deal with real issues related to general running of Yarra. I use a bike and the infrastructure that is in place is barley used, get rid of it..	
27738			
27739		The best way to reduce transport needs is actually to increase both the housing and office density, so that people walk and cycle to work, rather than need to drive or take public transport. Increased density AND more public parks and spaces is both possible and attractive from a work / lifestyle perspective.	See above - population density.
27740		Please make it safer for bicycles	

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27741	What is innovative about removing car parks whilst signing off on every ridiculous high rise development without enough parking? The streets are way too skinny to actually walk anywhere with a pram or children. Making it harder for anyone to drive home is	It's clear that residents who actually live here are not being listened to. Some of us NEED a car, not want, NEED! We frequently have local workers (mainly tradies) parking in peoples driveways, permit parking or simply driving massive trucks down skinny lanes. Richmond is a throughfare for many people and freight and should accept and accommodate this rather than obstruct and push further traffic into tiny streets. Slowing traffic down will simply increase congestion. The streets are far too skinny for large traffic and actually dangerous to walk around with children and prams. Removing parking will further punish residents who haven't developed multi stories with their own parks whilst new high rises are approved every day without adequate parking. These buildings bring further cars into the area and Yarra is completely disillusional for thinking otherwise	Get rid of the greens is what I've learnt from these stupid policies which completely ignore anyone who actually lives here. Must get a lot of brown paper bags?!
27742	Survey does not allow people to accurately state their opinion. Unacceptable- please make new survey. I do not agree with this so called vision and I want that noted.	Council is not working for the interest of the citizens of Yarra. Listen to what we want and not what you tell us we want.	Clean the streets. Reduce bike lanes
27743			
27744	It's crap	Not practical ... you want people to ride bikes then allow new multi level buildings with lots more cars. Just restricting cars won't stop people using them - they're necessity and need to be catered for. There are already bike paths that are hardly used limiting car use and making it dangerous for all ..., I'm sick of you pampering to a noisy minority and not the majority and actual rate payers	Yes, lots you just don't get it - get your heads out of the clouds and look after the masses that pay your wages and not the 'underprivileged' takers who are the loud minority
27745			

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27746		Families need cars.	
27747	Stop telling people how they should Commute	Stop dictating peoples mode of transport	Just stop
27749	This is a terrible strategy. It's just about removing cars and parking. I need parking in Richmond.	This policy is just anti cars. Not everyone can ride a bike.	This policy doesn't represent what I need at all. Why does Yarra only seem to care about cyclists? I need my car and parking to see family.
27750	The vision is deliberately skewed to exclude what the majority of Yarra residents want	This is basically an anti car, anti resident vision and policy. Council has continuously skewed community engagement and framing of the vision	Yes, you can talk to the 80% of residents who drive in Yarra . This vision, strategy and initiative is absolute gaslighting of the community.
27751		The policy visions are NOT representative of the overall community.	Completely missed undertaking transparent & open community engagement & consultation.
27753	Listen to your residents, we don't want this		
27754		I think it is unrealistic to expect people to stop using cars, given that many places in Melbourne are difficult to reach on public transportation. I'm in support of improving infrastructure to encourage cycling/other modes of transport, but not at the expense of people being able to drive when they need to (e.g. even a large grocery shop!). Some of these measures will make traffic and parking even more difficult than it currently is.	
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27758		The policy appears extreme and prohibitive particularly for motorists who need vehicles for work, school, sporting or health needs.	
27759		I cannot do my job via walking, cycling or public transport, neither can my partner. Stop foisting your agenda's onto the residents of Yarra. Don't tell us how we should be moving around our neighborhood and beyond.	
27760			
27761	The strategy is too geared for no cars - this is not a sensible or feasible strategy	The policy directions are not representative of the rate base - they are too far in support of zero car policy and this is not supportive of the overall residents/ workers. If you want a vibrant strong community and economy you must encourage people to be able source all options of transport	Yes you need to listen to businesses and residents about what affects / drives them not react to the squeaky wheels of the zero car minority
27762	Absolutely out of touch plan with the needs of Yarra residents and small business. As a small business owner in Yarra in the health sector, I have hundreds of clients each month who attend my business with Leg and Arm injuries, how they meant to cycle in	Richmond is not Amsterdam. Listen to your residents, stop removing carparks, it's impossible enough already to get a car park for my staff and clients who need readily accessible parking near the front door of my business when they arrive from all over Melbourne- how is someone who has just had a knee replacement meant to cycle?? The clients my visitors bring to Richmond come see us, then they go buy coffee and the local cafe or food from the local pastry shops. Simple fact is, by removing car parks you'll make it harder (again) for small business to survive.	Instead of coming up with new schemes that your residents clearly don't want (just read the Facebook comments which are skewed massively against this proposal) why doesn't Yarra focus on making the area great again, get the basics right for gods sake. Clean the syringes off the streets and out of the ally ways, get the junkies off the street so it's safe for the school children who visit my business, invest in ways to get the empty commercial buildings relet so bridge road isn't a dead zone. Make it easier for business to survive by fixing your horrible permit application processes. Literally everyone knows Yarra Council as being the most difficult and against the peoples council to work with...
27763		Prioritising walking and bike use simply isn't feasible, particularly for families. So unless you want all the families that make this community great I suggest your rework your	

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		draft. Stop destroying Richmond and it's heritage by erecting huge high rise developments which in turn creates MORE traffic	
27764		Would love to see more protected bike lanes	
27766	Removal of car parks, an already limited commodity for residents is illogical. Correct methods of communication to residents prior to implementation is also crucial. I only by chance found a link to this 1 day before it ends 😞	Communication of such important policies to affected residents is crucial, as an owner and ratepayer of 3 properties in Yarra I was unaware of this important policy being slipped through. No mail outs or email notifications have been received, funny how my rates notices never go missing? 😞	Everything, maybe you should scrap this and start again with correct and democratic community involvement instead of the typical autocratic decisions we have been previously subjected to by the City of Yarra.
27767	Your transport strategy and vision pays lip service to the needs of walkers and seniors.	You only talk about catering to seniors. There is nothing in this policy to address the needs of seniors. I need my car to be able to stay independent. Why is there a push to weds bikes? It is discriminatory	Yes, consider seniors and people who need their cars to just stay independent. Thi is discriminatory
27768	I disagree with your outcomes. You cannot provide public transport nor can you ensure safety for residents. This is just council over reach	Stick to basics. You've focussed on building bike paths instead of fixing pavements. Start with fixxong pavements	You are not seniors friendly. The footpaths in Yarra are a disgrace with tripping hazards all over. Focus on fixing them rather than this marketing "new deal"nonsense. You cannot comment on public transport infrastructure as that is a state government responsibility which you have no say on.
27769		I love the focus on active transport for the natural community building nature of it. Important we keep streets safe at the same time through strong policing.	I'd really like for their to be a strong focus on bicycle signage. I've had a few scary moments in Yarra on those contraflow cycle lanes around Fitzroy due to a lack of signage.
27770			

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27771			
27772			
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27775			
27776			
27777		Richmond is a major thoroughfare to and from the city. The roads are for vehicles and taking away roads for car and vehicle use will only serve to make congestion worse for locals.. Build entirely new bikes paths. do not take away the only parking some people have unless you intend to ensure no more new buildings are allowed to be built with less parking. This situation is ridiculous!	
27778	It's not viable for everyone to reduce their car trips in Yarra	Traffic speeds are already low. Further restricting parking for residents is unhelpful. Some of us need to use cars for a variety of reasons.	You haven't asked anything about the barriers to walking. Damaged footpaths, rubbish bins and skips, cafes taking up the whole path, etc. You have asked about disability but not if you've got young children who need to be transported in a car.
27779		I do not support items 9 and 10. I do not think these need to be provided because prioritising cycling and walking by modifying the infrastructure to actually demonstrate this will consequently reduce traffic volumes and speeds. Highlighting these only angers car users unnecessarily.	The strategy is extremely poorly written. There are figures that are difficult to read and others that seem to just be placed in there with no context. Figures are not referred to in the body of the writing which makes it hard to understand what the figures are trying to show. A lot of the strategy was just anecdotal discussion on how the author perceives behaviours with little evidence on who uses the transport network. There was no discussion on collaboration

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			with adjacent councils to improve the cycling network from a whole which is extremely important for those cycling. Yarra could do so much more to prioritise cycling and walking infrastructure and make it truly innovative. Take a leaf out of the City of Melbourne's book and provide some relatively inexpensive "pop-up" bike lanes throughout richmond (and Yarra more widely). Perhaps the author (and the councillors more generally) need to go out into the streets and perform data gathering tasks (like cycle counts) to actually see how their infrastructure is being used by the public.
27780			
27781			
27782		I would like a stronger focus on walkability and prioritise this over commuters - local people getting around their own streets have to be the priority. There is still too much focus on bikes, rather than our short local walking options. I also couldn't see reference to age friendly approaches to walkability - but I'm sure you have cross referenced with that? Please add some age friendly walkability audits of all yarra streets. There are so many outcome measures that are cycling related, that it seems pedestrian related actions are more tokenistic. Putting bikes first does not meet your holistic people focussed aims. Education campaigns for cyclists and drivers about the rights of pedestrians would be very welcome. Can we offer them guided walks to see the road from another perspective?	Please add an action about advocating for 'the green man' to go green regardless of pushing the button - covid safe and makes sure pedestrians don't miss their right to cross the road safely. Also please advocate for longer pedestrian crossing times on Alexandra Pde and Hoddle St (all big roads) - more needs to be done to minimise barriers to walking. Please also review outdoor dining and blocking access to trams - eg red sparrow blocks access to getting on/off the tram safely at the back doors. Love the outdoor dining options, but might need to move the tram stop for safe access
27783		It is incredibly myopic	

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27785			This survey has mobilised the angry right wing groups like the yarra residents collective and has likely not even reached the majority of residents. It won't represent the true views of the community as a result - it will be skewed. It certainly won't represent those who are most impacted - the disabled, disadvantaged etc. As a society, we tend to not want to 'lose' something in order to help others - simple fact. Most people with cars will see this as 'losing', whether true for them or not - they will fear that and thus the messaging has been strong (and easy) from the right wing/conservative groups out there to flame the fear eg removing all parking and banning cars.
27786			
27787			
27788		Make it harder for people to drive cars. So it's safer for everybody else.	Separated bike lanes on all roads.
27789		I know supporting cycling, public transport and walking infrastructure is controversial but it's so important for making Yarra a nicer place to live.	Cycling and scooter should be different options for transport I currently use.
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27795			
27796	More pedestrian crossings	Slowing cars down and helping kids get to school safely (particularly in an over developed Cremorne - Balmain street is an accident waiting to happen) is a must.	At least three pedestrian crossings in Balmain street and remove the weird lines near the cherry tree, no one knows who has right of way
27797	Accessibility must include cars. You make it impossible for disabled people to live here	You prioritise environmentalism over accessibility. Accessibility must include cars. You make it impossible for disabled people to live here	Accessibility must include cars. You make it impossible for disabled people to live here
27799		Yes to more room for cyclists! Yes to more space for pedestrians and more public transport! Make Yarra an accessible council for people without cars and make it to accessible that people don't need to drive their cars.	
27801		Increase designation of shared zones in local streets	Generally in the right direction. Now make a timetable for implementing the strategy with community forums.
27802		As a young person and a cyclist, I think Yarra is by far the best municipality for cycling, I am excited and impressed by the implementation of quality cycling infrastructure thus far. I feel safe riding through Yarras traffic calmed streets and often choose to use Canning street as the best way to get into the city from Northcote by bike. I would love to live in yarra because of the this commitment. This policy direction is exciting, and I implore Yarra to lead the way in walkability in Melbourne. I hope these policies are implemented to their fullest!	
27803		I strongly support policy 1. As someone who took up cycling recently, I often feel very unsafe on Yarra's roads. I especially would like to see proper bike lanes on Vic St,	It would be nice for this strategy to discuss emissions reductions and have this as a performance measure.

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		Bridge Road, and Swan St. When I avoid these roads, it adds a lot of time to my commute. When I use them, I fear for my life! It would also be great to see more community programs that encourage cycling, as there is so much potential for people to cycle more for trips around Yarra, but this is still not a social norm. Finally, I would love to see a program subsidising the installment of bicycle parking at apartments that don't have this. My apartment has no good place to park or store bicycles, and every day I look with envy at the apartment next to mine, which has a lovely bike rack.	I would also like for it to discuss how it aligns with the Climate Emergency Plan.
27805			
27807		All the above are good, but please try and achieve a uniform 30km/hr speed limit for all non-main roads in Yarra, and 30 Or 40 km/hr in all shopping strips. Schools should be targeted to have car free -zones around them to strongly encourage and even higher % of children to walk, ride or scoot to school as per 2/ above	Yarra has led the way for other Councils to follow, particularly in the 'normalisation' of bike use by people who simply want to move around in Yarra as part of their normal daily lives. As a regular visitor by bike from Blackburn to my family in Yarra who live in Abbotsford, I appreciate it every time I cross the Yarra River - usually at Bridge Rd, and then have a nearly unlimited number of routes to take along streets which are marked and as shared streets. This forward thinking policy - started in the the past - must move further forward to a future where car use is replaced by walking, cycling and public transport use. If the above 15 policies are strongly persued and given full and adequate financial support in the budget, Yarra residents and all of us who visit the city will benefit.
27808			

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27809		<p>You cannot encourage these strategies without first addressing the crime in richmond. You only have a join a richmond community page to see the missing, lost, dumped, stolen bikes.</p> <p>I use public transport and a vehicle. Not everyone in Yarra is from Yarra. My friends and family are in country Victoria and I need a car to be able to visit them as there is no transport there. Not everyone in Yarra works in Yarra too. While Melbourne public transport is okay. It still needs improvements and there are so many place you can't easily get to and driving is so much easier and vice versa for people coming into Yarra from other places for work. You cannot remove parking/reduce parking in Yarra.</p> <p>I'm assuming people on council have their own car parks and safe properties to store cars and bikes. People in positions of power and privilege are not in touch with the every day issues and routines of 'normal people'</p>	<p>Has anyone actually seen any benefit from shutting down a road/making to one way?</p> <p>Shutting Jonas street in north richmond only made Shelley street worse. Traffic banks up on Elizabeth street with cars waiting to turn onto the full street. I walk or drive down Elizabeth street nearly every day and the bike lanes are empty.</p> <p>Reducing car use is good for the environment yes but the infrastructure we have now is not adequate to support it. It will be disruptive more than anything.</p> <p>There will be a rainy day and people want to drive and traffic will be at a stand still cause the roads are buggered. People need cars, for all kinds of reasons. By removing car parks you're discouraging families from coming to the area, you're also disconnecting Yarra from other people and places.</p>
27810		I would like to see item 7 strengthened to prioritise removal of on street parking and installation of protected bike lanes instead.	
27813			
27815	See below for comments on footpaths	Footpaths need to be made safer and more accessible. Bins removed.... Commercial bins and residential bins often block footpaths for days. Vegetation also blocks footpaths. This is a constant problem for people walking.	
27816			
27817		Creating gaps In speed humps so bicycles flow is not impeded.	

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27818	You talk about independent mobility and reduction of driving. For me that is a contradiction. I rely on my car to fulfil my basic needs and live independently	There is not enough in terms of ensuring support for older community members. Your policies are just a disguise for more bike paths.	There is not enough focus on walking across the suburbs, not just in a few small locations, repairing footpaths, removing obstacles, ensuring better lighting I have a friend who tripped over a drain cover, and officers said it wasn't their responsibility
27819			
27820			
27821		The changes in Melbourne CBD have made riding safer and easier and more enjoyable. It would be great to have this safety on roads like Bridge Rd, Church St, Swan St and Punt Rd. I have family who won't ride due to very real safety concerns	
27822	I have great amenity where I live but still own and operate a car(hybrid) for one main reason. It is the inability travel on public transport with my dog. this limits my access to those places where I can walk easily . Not sufficient for full life	as above. dogs not allowed on public transport major issue for me as i age and may experience less mobility. My other issue is the non policing of bikes and other mobility devices to speed limits, correct paths and very much speed and road rules. There should be some form of tracability for these vehicles in case of collision and accidents involving pedestrians. Again a wider issue that Yarra But ne tehat a council so committed to use of these should influence in the wider environment.	favouring one means of transport over any other on the roads does not create any equity of movement needs of the ageing and less mobile population. needs to comply with Age friendly cities policy of Yarra more. planning for future needs maybe a little shortsighted at present.
27823			
27825	City of Yarra is perfect for bike travel and i believe safe and accessible bike access must be a priority.		

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27826	It's not councils role to actively try and reduce car trips. Reducing car trips decreases the mobility and independence of a number of vulnerable groups	Your policies are thinly disguised anti car policies. It also has an impact on people who need their cars to remain independent.	You are paying a disservice to older, less mobile community members who rely on their cars to do their chores
27827	Great to see a focus on moving towards active transport	Yarra is appealing because of the exact things this policy is looking to deliver I hope council can move fast to do so	
27829	"In 2021, approximately 700 community members responded to a survey as part of engagement for the development of the Yarra 2036 Community Vision" - I don't agree that 700 community members is adequate to statistically represent Yarra's whole community.	"How satisfied are you that these policies will deliver on the community's vision for transport and movement in Yarra?" - see my previous response. 700 is not an adequate representation of the entire LGA population. "How supportive are you personally of these policy directions?" - the strategy document is lacking in quantitative and qualitative data to support all claims and decisions. I am not against the proposed transport and infrastructure changes, but I don't agree that the document provides data to support all the proposed decisions.	The strategy has incomplete and broad citations in the footnotes, it is not possible to independently review all data reference due to this. There is no author, or authors stated in the report. There are also no dates showing revision cycles for the report. There are subjective statements around some of the decisions, which I have emailed to you separately. For example, "As more roads are built, more people choose to drive", this is a subjective statement, and the report does not discuss or assess why people need to drive, as opposed to choose to drive. There is no discussion around the Yarra population's travel requirements (ie percentage of people that work or have regular destinations not served by public transport). This survey has no control over submissions, one person can submit many times. This means the survey can be influenced by groups with their own agenda. I would like to understand how the survey data is going to be assessed, and how it will be used. In its current form I don't have confidence in the survey results, due to the lack of control over submissions. There is no discussion around how Yarra links up

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			with other LGAs, there should be discussion around how people can cross suburbs without having to take public transport into the city, and how this is going to be improved in the future.
27830			
27831			More bicycles less cars
27832			
27833	I disagree with the outcomes because it is fancy English for excluding a large section of the population. You may as well write "we will do everything possible to facilitate property development and push out anybody that gets in the way".	The Community Vision "A transport system that is innovative, efficient, sustainable and accessible" does not specify environmentally sustainable. There is a VCAT Decision from 2015, Chaucer Enterprises Pty Ltd vs Moreland City Council, in which Senior Member Byard discusses a semantic point about the use of the word "sustainable". Para 8: "The other point I make in relation to the meaning of words is that the word 'sustainable' is liberally used and liberally referred to in policy statements, other documents and in argument. Sustainable normally means able to continue or to be maintained. In this context it is used in relation to modes of transport or moving from one place to another including such modes as walking, cycling, using public transport and using motor cars generally owned by others than the passenger making the trip. Sustainable here does not mean that the mode of transport is able to be sustained or continued but rather, it appears to mean environmentally sustainable..."	Yes. The Strategy and Council Officers Report have not addressed the requirements of the Transport Integration Act 2010 (TIA 2010) for an interface body, which is what municipal Council's are. The Council Officers Report did not provide an assessment against the transport system objectives and the decision-making principles of the Transport Integration Act 2010, nor did it show the weighting it proposes to give to each of these. The Vision Statement of the TIA 2010 has not been considered/addressed either. In my opinion, the Councillors have not been given adequate information so that they understand their powers, duties, functions and roles for transport and roads. It is up to Councillors to look at the definition of a transport system, as per Section 3 of the TIA 2010, and to look at the Vision Statement, the transport system objectives, the decision-making principles and sections 25, 26 and 27. This must be done in the Council Chamber so that the public can see that the Council is using it's powers responsibly and appropriately. The vision statement of the TIA 2010 is for "for an integrated and sustainable transport system that

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			<p>contributes to an inclusive, prosperous and environmentally responsible State". The municipality of Yarra does not exist in isolation, it is part of a city, a State and a country, and a global economy. The Strategy and Officers Report also fails to mention what this means for the existing Parking Management Strategy and local laws that Yarra City Council has.</p> <p>The proposed policies and actions in this Draft Transport Strategy are contradictory to the Parking Management Strategy.</p> <p>If Councillors were to endorse the Draft Transport Strategy the way it is currently written, then they would effectively be amending the Parking Management Strategy but without community consultation and transparency.</p> <p>I disagree strongly with the use of the term "Car Storage" on page 29 of this Strategy. Parking is not car storage. Car storage implies occupation of a street or public space. It has a different legal meaning. In my opinion this section of the Draft Transport Strategy is not consistent with the Council's Local Laws, the Local Government Act 1989, the Road Management Act 2004, the Road Safety Act and other related legislation.</p> <p>It is also not consistent with the objectives of the Planning and Environment Act 1987 for a fair and orderly planning system.</p> <p>To have order requires using consistent language and terminology. The term "Car Storage" is inconsistent and disorderly.</p> <p>If Council Officers and Councillors do not agree with the State legislation, then first they should change the legislation, and secondly they can write a Transport Strategy that refers to car parking as "car storage".</p> <p>In my opinion this Draft Transport Strategy should be</p>

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			rejected. It is irresponsible and reckless and does not reflect well on an authority.
27835			
27838	You propose measures for bike riders (and other factors) but not for pedestrians. It is possible to count pedestrians automatically. This ties into economic vitality as well - such as number of people on Brunswick Street Bridge Road.	It remains unclear to me why there is a limit on car share cars. If people want to keep a private car at the kerb, they can. If people want a car share car nearby they should have the same chance. No car share company puts cars out that people do not use - besides you can check how much they get used. There should be no limit on car share cars. Nor is there enough about half and full road closures. It is possible to make it easier and more convenient to walk and ride by putting in such closures. Canning Street is an example. They make access for someone in a car more circuitous but the Canning Street closures do not reduce access by car at all.	Modest. For an inner urban area lacks ambition. No links to planning scheme changes. As above, only activity goals for people walking no outcome goals. Metres of footpath 1.5m wide and freed of obstacles. Looks very like business as usual.
27839			
27840	Environment is most important - climate emergency	Would like to see stronger support for transition to zero emission vehicles - should be compulsory t incldue charging in new apartment buildings. And need to have a way for people with no off street parking to charge. I'd like to see which policies will have the greatest impact on reducing emissions - has this been predicted? They should have priority.	I support increased rates for parking - it's using public areas. This revenue should go to implementing the transport strategy. It's not fair that some people pay for parking outside their houses and others don't.
27841	Cycling and walking are better for the environment and health	policies for electric scooters? - they can be dangerous How to change electric cars for flats and houses with no driveway	
27842		Very excited by the council's policy and initiatives.	

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27843	Something regarding universal access perhaps?	The directions are great. It would be good if the new deal for walking actually included a commitment to work towards a new minimum, such as 2m footpaths, and to stop planting trees in footpaths, which take up space and cause trip hazards. Trees can go in the road. Also, there could be more on how Council will support EV with new charging stations, and anything else that might help incentivise uptake.	More emphasis on the delivery of corridor solutions, and enhancing precincts and places. Also, consider how funds could be spent differently for road upgrade works, to better deliver the intent of the strategy. If this was reviewed, many of the upgrades and works associated with the transport plan would simply happen as part of this process, which could save Council millions over time, and create less disruptions for the community.
27844	Greater emphasis on the role of Electric Vehicles (all types) would be helpful.	New deal for schools is such a great idea. Very much support this.	Many footpaths are too narrow. More effort needs to be made to widen these so people can walk side by side with their family members or friends, or simply pass each other without being too close. It is a little bit surprising that the impact of the pandemic and how more people are walking locally isn't focused on more, or how to incentivise people to continue walking.
27845		We need more bike ways for kids trying to get to school. The footpaths and walking paths around Brighton st and the end of laneway options (so kids aren't trying to ride on the road) are terrible. Adding to that there are gravel paths that are super dangerous for kids and practically zero crossings around south Richmond en route to Richmond primary. We need safe clear riding and walking routes for kids so they can avoid busy roads en route to school. Thanks!	As above - kid-focused walking and riding routes. Ask the parents and we'll help you plan them out!
27846			
27848	Yes	Changes to existing conditions need to be over time and in conjunction with adequate investments in infrastructure and available technology	

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	Do you want to share any feedback on the outcomes that guide the strategy?	Are there any comments you would like to make on the policy directions as a whole or any individual policy areas?	Anything we've missed? Are there any comments or suggestions you'd like to make on the strategy as a whole?
27849	Better connected means more cycling and pedestrian bridges over the Yarra River.	Better connected means more cycling and pedestrian bridges over the Yarra River.	Better connected means more cycling and pedestrian bridges over the Yarra River.
27850		I would like to see an emphasis on maximum greening of the streets of Yarra in support of the initiatives .I would also like an emphasis on support of local businesses through transport, accessibility to shopping strips and enhancement of historical architecture to dress up these shopping precincts.	
27851	Alphington & Fairfield have limited transport options compared to other suburbs in Yarra. I think the strategy is easier to implement in the other suburbs of Yarra.	The local streets surrounding Alphington Primary School is unsafe for local school children, parents & carers. The existing pedestrian crossings need to be reconfigured & more pedestrian crossings need to be installed plus initiatives adopted to lower traffic speeds in Alphington. As a major route into & out of South Alphington, the street parking on both sides of Riverview Grove reduces it to a one-way street which is dangerous for school children & pedestrians in general. Cars often speed along View Street/Riverview Grove/Park Avenue.	The Fairfield pipe bridge has been identified in the Draft Strategy as a cycling network location requiring an upgrade. I support this as the existing bridge is not wide enough for pedestrian & cyclists to safely use the bridge in both directions. Alphington & Fairfield have no reliable North-South public transport options & the bus service along Heidelberg Road is infrequent. The Neuron & Lime e-scooters is a great initiative but problematic for Alphington users as the geofencing boundary is Heidelberg Road which is the main route in & out of Alphington so the scooters cut out on the northern side of Heidelberg Road.
27853			
27854		The community vision is an important undertaking, and it's really appreciated seeing how it's being used to inform the draft strategy, and how the draft strategy will seek to deliver the intent of the community vision. It's reassuring.	There could be more about how Council intends to make the area safer and more accessible for women, and the infrastructure required to facilitate this, which may also include changes to how different programs are implemented or their parameters.
27855			

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27856			Love love love that it's a 30 year strategy. More of this please with your other strategies! Forward thinking!
27857	I particularly support outcome three. I already tried to do this, but there could be more infrastructure around enabling this to happen.	I really support making Yarra safer for cyclists and pedestrians. Where pop-up bike lanes have been put in, I am finding this very helpful. Particularly linking up different tracks or routes has been great. Even the improvements that were done a few years ago on Wellington Street, really improved it, but now look like they need to be even better. It's hard to navigate all the building works along there. I would like a much safer route to walk my kids to school as well. We walk now, but are very reliant on crossing supervisors to ensure it is safe – even then, the crossings are not entirely safe.	Thank you for doing this!
27858		I'm excited about the direction of this policy. We need to make bike parking more of a priority in our shopping precincts.	
27859	Is there a more empowering term than vulnerable?	I appreciate many of the policy directions, particularly 1 - 4. Why? Because I care about my kids, how they get to school, and ways to get them walking and cycling more, so they can lead happier healthier lives.	If anything, consider increasing the information and emphasis on the importance of why walking and cycling are so important from a physical and mental health perspective, particularly following the pandemic.
27860		Parking: remove on any streets with tram lines to allow for tram-only lanes and general traffic lane. Build, own, operate (profit from) multi-level parking lots on those thoroughfares if needed with the benefits of 1) allowing parking to service retail along strips 2) allowing workers to park for longer periods and not move every 2-4 hours 3) remove council's financial disincentive to remove street parking (why is this not done in Melb.? cf Perth/ Vincent, WA) P13. PTV Advocacy: Addition 1. extend tram route 30 to Vic Gardens to service apartment developments/shopping	Overall, I believe the strategy is a great way forward. I have some slight concerns at the strategic level, and multiple thoughts at the tactical level. Strategic: add elements around heavy vehicle (as much as an LGA can vs federal). The trucks servicing retail etc coming down Burnley are far too large/noisy for such an urban environment. Yarra should regulate where it can, advocate where it cannot. I've lived above a supermarket and department store overseas and never saw such

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	Do you want to share any feedback on the outcomes that guide the strategy?	Are there any comments you would like to make on the policy directions as a whole or any individual policy areas?	Anything we've missed? Are there any comments or suggestions you'd like to make on the strategy as a whole?
		centre, and deliver passengers to north of Hoddle Grid rather than all trams going down Collins/Flinders. Addition 2. Link Burnley stn to Victoria Street and Nth Richmond Stn (connect Burnley Stn to VicGarden shopping centre and provide non CBD link between stations. Could be part of advocacy of connecting Burnley to Elsternwick via bus--massive lost opportunity if the service stops just at Burnley stn)	large trucks--shift to lorry size. Currently trucks reverse through the intersection of David and Doonside to Coles VG loading dock (massively unsafe). They idle outside apartments etc contributing to poor health effects (encourage/enforce smaller trucks or at least electric to reduce noise/air pollution) Success Measures: currently many are actions, not outcomes. Consider how to measure outcomes, e.g., reduced traffic noise, air pollution from traffic.
27861	Regarding 2. It would be nice if reference to the environment could also be made.	It would be nice if the role of the environment in our streets could be strengthened. How we need to make more space for it, such as more trees and landscaping, to make them more inviting, comfortable, and climate adapt places.	
27863	Accessible and safe cycling lanes are critical for the future.	Safe and accessible cycling is critical. Council should make it more appealing for more members of the community to cycle to and from work and school.	
27864			
27865		I'm not sure I agree the order of priorities, eg I would put #12 higher than #11. I fully support the principle of pedestrians first (I also cycle and have a licence for car, motorcycle and medium rigid vehicles). Pedestrians (including people with limited mobility) should definitely take priority. The strategy is 'very light on' regarding zero emission vehicles - further elaboration? Is council responsible for painting road surface? This seems an effective traffic calming strategy. This could benefit in Merri village (at top end of Brunswick Road near creek), along with a reduced speed limit to foster community and enhance pedestrian safety. An education campaign for drivers and cyclists regarding cars turning left across bike lanes. Shared bike and walking tracks do not provide a space for a	oops - maybe I should have typed the above in this box!!!! I would normally use public transport, I have not done so since Covid. As your draft strategy notes, the trams are very slow and I would support measures to restrict car movement (as long as people with mobility restrictions can access the trams). Could a strategy be identified to support the use of electric vehicles by those with on street parking? On the whole I think the strategy is good. Well done to all the officers who have put this together. It is probably the only time the use of the phrase 'Moving

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	Do you want to share any feedback on the outcomes that guide the strategy?	Are there any comments you would like to make on the policy directions as a whole or any individual policy areas?	Anything we've missed? Are there any comments or suggestions you'd like to make on the strategy as a whole?
		relaxed walk. Bikes travel fast especially electric bikes and scooters. Even when cyclists ring a bell (I have found about 25% of cyclists do this) people may have impaired or no hearing.	Forward' is not exceptionally annoying and overused!
27866		As someone who walks and cycles in Yarra, the walking and bike paths are more than satisfactory. What isn't satisfactory is the parking and roads for motor vehicles. I have no choice but to use a vehicle for certain family transport. Not all trips can be made on foot or bicycle. Yarra is a thoroughfare for all the major roads that head into the city. Unless you can build a massive bypass that takes all inbound city traffic around Yarra then you are going to have to accept that you cannot just wipe road transport vehicles and their usage from existence.	Start from scratch and consult the entire Yarra community this time. Not just those you have cherry picked to suit your agenda.
27867			
27868			Why is SEXUALITY a factor of relevance for this survey? Why isn't gender asked? Women have transport issues, why isn't that explored here, they are mentioned twice in strategy, but LGBTQI not once. Hence I've ticked them all for that question in protest.
27869		<ol style="list-style-type: none"> 1. The CoY continues to allow developers exemptions to statutory parking regulations. This is a naïve and senseless policy. ABS data shows that people moving to CoY continue to own and drive cars. 2. CoY transport/parking/bike-riding strategies/policies do not support older adults and young families. 3. CoY Parking Management Strategy rewards owners with developments commenced/completed prior to December 2003 and needs to be removed with a more fit-for-purpose policy based on other criteria, eg. Age of resident, long-term owner occupiers etc. 	Most of the strategy is old and has ignored community responses. CoY seems determined to ignore residents, particularly long-term residents and manipulate to meet their own ends and treat all of Yarra as one. Different areas of Yarra need different responses. Many of us can not or do not want to cycle. Please listen and stop accepting responses and feed back from people who do not live in my 'hood.

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	Do you want to share any feedback on the outcomes that guide the strategy?	Are there any comments you would like to make on the policy directions as a whole or any individual policy areas?	Anything we've missed? Are there any comments or suggestions you'd like to make on the strategy as a whole?
		<p>4. CoY parking strategies do not reward long-term domestic ratepayers</p> <p>5. CoY 'one-size-fits-all' transport/parking strategies/policies are poorly thought out and implemented</p> <p>6. Most of this transport strategy has been around for years and is now outdated.</p> <p>7. Reducing parking to encourage bicycle use discriminates against older residents and young families</p>	
27870			
27871			
27873	The council will receive a lot of complaints about this, but mainly from people who don't understand the policy or people who have never been to a place that does have a similar policy.	If the complainers had been to a place like Amsterdam or Copenhagen then it is more than likely they wouldn't be complaining. To experience it is to support it.	If you are going to adopt this progressive policy, don't forget about the supporting infrastructure. There MUST be adequate bike parking places all over the council area to secure bikes.
27874			
27876			
26487			

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Written feedback from individuals

The following written feedback was received by council by email from individuals.

Table 4. Feedback provided by email from individuals

Submitter Ref.	Submission
YTSI-01	We think that your four objectives, and the various means by which they will be achieved, are spot on. Just make it sooner rather than later!
YTSI-02	Why bother As a Council the consultation is sham and we are run by a Green Party who feel they are above having to consult Time for a new CEO and a New Council
YTSI-03	For starters I am desperate to see less money being spent on darn bicycle signals and lanes. There are many other people besides bike riders in the Council area. More money please on maybe more bins, graffiti removal, CCTV on talented areas etc. A million things to better residents facilities other than bike signals! Many thanks... Signs not signals. Prescriptive text 😞
YTSI-04	I am writing to commend your work on the draft 'Moving Forward' Transport Strategy. Congratulations on an excellent strategy, well aligned with best practices. As a member of RMIT's Centre for Urban Research, I work, research and advocate publicly on urban planning issues in Melbourne and internationally. I rarely see a plan that really steps up with the ambition and clarity of this draft. The plan's willingness to listen to the community when it says it wants walking and cycling to be the priority – rather than cars – takes a lot of courage, but it's what we need. I write both as an urban planner, and as a Yarra resident. I am very excited to see this plan implemented, and see street space reallocated from traffic to create new green spaces, plant trees, widen footpaths and make cycling safer. I strongly support adoption of the plan, and I hope it is backed by strong resourcing to support implementation.
YTSI-05	I have tried to submit my feedback again using a public access computer at the Carlton Library and exactly the same thing happened - in other words nothing. I can't understand why the feedback interface does not submit on the library computer if it's all part of City of Yarra's IT network. I am not going to bother trying replicate the survey in a word document, as suggested. I am just giving general comments below. I support reducing private car usage but it should not be at the expense of pedestrian safety. Cyclists have been running red lights and riding illegally on footpaths for years and enforcement of safe riding practices (fines, education etc) has not stopped this. The problem has been compounded in recent years by the popularity of private e-scooters, which can travel faster than leg-powered cycles. Cycles and e-scooters ridden illegally on the footpath are a danger to pedestrians, yet Yarra does not have the power to control their use. When I rang the council the report the issue, I was told to call the police. Honestly, the police have more important things to do than chase after cyclists and e-scooters riding illegally on the footpath or without helmets. The problem is being compounded by the current e-scooter trial, which seems to have encouraged reckless riding (eg: 2 riders on the one scooter) and illegal riding by children. E-scooters are being parked without helmets

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	<p>attached, meaning they are not fit-for-purpose. The footpath is already cluttered with street trees, planter boxes, kerbside cafes, queues of people waiting for coffee service, and uneven pavements cause by tree root penetration. As a pedestrian with a balance problem I do not feel safe walking in North Carlton and North Fitzroy.</p>
YTSI-06	<p>I'd like to applaud the City of Yarra for the quality of their Transport Strategy 2022 draft report. I wholeheartedly support the 4 outcomes identified and as a fortunate previous owner of 4 properties in the City, and as a sustainable transport advocate and devotee, I would like to advance one project that I feel would enhance the City of Yarra's transport goals, that being - construct a cycle/pedestrian bridge slung under the Wallen Road bridge over the Yarra.</p> <p>The realignment of Swan Street to accommodate the tram superstop has made the merging of trams and cars dangerous and the unprotected people on the narrow footpaths of the bridge may be the resulting casualties. Anecdotally, I've seen the bridge railing damaged from time to time because of the busy and dangerous road traffic. Some of the many reasons behind my proposal include:</p> <ol style="list-style-type: none"> 1. It would allow connection between two very busy walking/riding routes on each side of the Yarra without exposure to the dangers of having to cross on the footpaths of the roadway above, especially as these paths, on both sides of Wallen Road are very narrow and carry two way pedestrian and cycle traffic. 2. It would prevent pedestrians and cyclists from having to climb the steep grades and stairs up to Wallen Road level. 3. This would save so much time and in an era of increasing congestion and travel times, would increase the attractiveness of sustainable transport options. 4. The bridge has maintenance infrastructure already inplace under the bridge which may make slinging a bike path under the bridge easier. <p>Thank you in anticipation of your attention</p>
YTSI-07	<p>As a long term resident and rate payer in Yarra I would like to hear some concrete plans from council about developing public ev charging options across Yarra. As council well know, off street parking and therefore home charging is relatively limited in Yarra. I have seen residents with extension cords across the footpath and this simply highlights the desperately needed local infrastructure needed to meet current and future demand for ev use. There would be considerable air quality benefits, even aside from net Zero ambition. To do this though there need to be options within reach of residents who don't have garages or car ports.</p> <p>Surely there is a partnership that could be developed with rapid charging services as well as the distribution of public chargers to supplement use. Examples of ideal locations would include quiet residential streets where any queueing that occurs is infrequent and would not obstruct traffic. Council need to do more to identify areas and encourage ev use. Brennan St North Fitzroy, the Esplanade Clifton Hill, Dummett Cres North Fitzroy, or adjacent to Mayor's Park would be just some examples but I'm sure there are plenty of good options. Just advocating to other levels of government is not enough. Brunswick and other councils are much more advanced on this front.</p> <p>Thanks for responding to this feedback with clear and concrete plans for how council plans to increase Ev use. Motherhood statements and aspirations are not enough.</p>
YTSI-08	<p>Has Council consulted any of the emergency services in creating this drastic transport strategy?</p> <p>By blocking access to streets and putting more speed humps in them, this strategy will be directly responsible for further increases to emergency services' vehicle response times, which will certainly lead to loss of life and property. If this hasn't happened already!</p> <p>In 2008 an ambulance was called to my property. As the driver said then 'we would have been here sooner except for the ***** humps in the streets'. It has only become worse and twice since then I have heard ambulance drivers make similar comments.</p>

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	<p>Are Councillors and Council employees willing to accept that responsibility and therefore liability? No ratepayer should have to pay for those courts cases or their results.</p> <p>The Councillors' and Council's aim in this transport strategy is 'to support a fulfilling life without the need for a car'.</p> <p>What a narrow minded attitude? It seems none of you shop, travel or have any relatives/friends outside the City of Yarra! Some people need/want to travel in Melbourne, rural Victoria and interstate AND THEY NEED A four wheeled vehicle TO DO IT!</p> <p>I don't consider the consultation of 1200 people 'community consultation'. This policy is a disgrace and I DO NOT agree with the 'vision' at all. In the City of Yarra many residents have to park on the street. DO NOT remove more parking. ie. the removal of angle parking. This 'strategy' is only because many bike riders aren't aware of their surroundings - they're too busy racing the traffic, talking on the phone or talking to each other. And they wear earphones so can't even hear what is going on around them. This also applies to pedestrians - they constantly walk across roads without even looking or pausing.</p> <p>Perhaps Council should educate pedestrians, bike/scooter/etc riders about the road rules and common sense when using a road.</p> <p>Eg Look before crossing a road/Indicate before turning/Have lights on your bike that actually work AND abuse them/DON'T be on the phone while riding a bike/DON'T go through red lights/DON'T walk/ride with earphones, etc. Just 'minor' things that pedestrians and bike riders consistently DO NOT/DO do! And then they blame the four wheeled vehicle if an accident occurs.</p> <p>Pedestrians and bike riders seem to think everyone else has to be aware of them and they don't have to be aware of anyone else. They accept no responsibility for their behaviour on roads, footpaths or combined pedestrian/bike paths.</p> <p>You as a Council by your 'renovations' of our roads promote this behaviour.</p> <p>Stopping cars turning left or right at access points to major arterial roads/intersections because of bike riders is ridiculous. All that does is increase the traffic in certain areas, and reduce resident amenity.</p> <p>As for the idiocy of putting a bike lane running the opposite way in a narrow one-way street 15 metres from a major bike/pedestrian path - words fail me! This is a disaster waiting to happen and naturally the four wheeled vehicle will be blamed!!!!</p>
YTSI-09	<p>Just some feedback / suggestions / commentary in relation to your Moving Forward transport strategy.</p> <p>As a resident of Richmond for the last 20 years, and as someone who prefers to walk wherever possible (e.g. pre Covid I walked to work in the city every day, and we pretty-much always walk to the supermarket), here are a couple of my observations and practical suggestions in response to your proposed strategy:</p> <ol style="list-style-type: none"> 1. Roundabouts have been used throughout Yarra as a traffic calming strategy when in fact they are a traffic flow optimization device that give ZERO safety or priority to pedestrians (and are often confusing to both pedestrians and drivers who don't understand that pedestrians have no rights or priority at roundabouts). I suggest that all roundabouts in any street with a speed limit of less than or equal to 50kph (regardless as to whether it is a street managed by VicRoads, such as Highett Street in Richmond, or a smaller street managed by council) be redesigned / redesignated as a "Pedestrian Roundabout" (similar to what has been done around South Melbourne Market). In line with your strategy desires, this would both improve pedestrian safety and amenability and also provide a clear message to drivers to slow down in and give to consideration to pedestrians crossing these streets. 2. All traffic lights should adjusted so that ANY TIME the lights change to allow traffic to flow, they should also turn green for pedestrians – too many times I've seen lights change giving cars the green light but leaving the red pedestrian sign, with people standing there waiting who have failed to push the pedestrian button. During COVID, there was some push to change this so that people didn't have to push the buttons (for health reasons), but that seems to have been short lived and limited. Also as a pedestrian, I've lost count of the number of times I've arrived at a light milliseconds after it has changed and been left with a choice of either crossing illegally or waiting for another light cycle. The pedestrian button should only be necessary for occasions when there are no cars triggering a change of light cycle.

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	<p>3. Some stand-alone pedestrian crossing lights seem to have longer wait times during peak hours – the wait time should be minimized on all stand-alone pedestrian crossing lights (e.g. Burnley Steet near Victoria Gardens, and Bridge Road near the river), regardless of the time of day.</p> <p>Additionally, as a person with ageing parents and whose wife also has ageing parents, I am concerned with the suggested push to “penalize” people for owning vehicles. Council needs to be aware that ownership of vehicles is already a costly exercise, and Yarra Council attempting to add further financial burden will not change behavior but I believe will demonstrate a lack of compassion on the part of the council. While we minimize our use of our private cars, we have parents who live in locations well outside the reach of any form of reliable or regular public transport (an hour out of Melbourne) and have had to respond at short notice to family emergencies in differing directions – things not reliably possible with car share schemes or “ride sharing” (which is really a misnomer!). I expect that people with young families face a similar issue with weekend sports being in all sorts of diverse locations, some of which are not anywhere near transport hubs (though I do laugh when I see people driving to the Gleadle Street fitness centre / pool).</p> <p>Finally, while street parking is already quite limited, I’ve seen examples of where council has allowed development with insufficient vehicle space – e.g. near us an already small lot was subdivided and a residence built at the rear of that block – a residence with no parking available – and both the developers (who lived there for only a short time – probably long enough to claim they were owner builders) and the new purchasers (who knew parking was not available) had vehicles which they seemed to be able to park without penalty in the nearby local streets. Rather than moving to remove car parking requirements for new developments, I believe these should be more strictly enforced (particularly with the limited street parking), but that there should be an encouragement that these spaces be securable (particularly in multi-unit developments) so that they can instead be used for storage where the residents choose not to have a car (e.g. for bikes, scooters, etc.) – just like stand-alone residences often use the garage as more than just where a car is parked.</p> <p>One final observation that I’ve made is that turn prohibitions have been put in place in many streets, but the only purpose that these seem to serve is to penalise drivers obeying the rules. An example of this are the series of “no right turn” roads along the eastern side of Burnley street between Highett Street and up towards Victoria Gardens – almost every time I walk along there I notice cars turning right either into or out of one or more of these streets. There is no point in setting restrictions if those restrictions are not enforceable (even if it is barriers in the centre of the road to stop illegal turns).</p> <p>Anyway, those are a couple of my thoughts.</p>
YTSI-10	<p>I was unable to actually submit this form.</p> <p>However, there is no mention of electric vehicles (EVs) in this strategy at all. Like both state and federal governments, you are pretending these do not and will not exist as the predominant mode of vehicular transport in the future, and hence do not offer any support for it.</p> <p>May I suggest that -</p> <ol style="list-style-type: none"> 1/ The council consider some forms of charging stations for EVs, particularly for those who have no off street parking - and 2/ Offer skilled and educated advice to Body Corporates in how to retrofit EV charging stations to the carparks for their residents. <p>This will require some work and effort, but it is not a matter of whether this will happen it is a matter of when, and it would be good for the Yarra Council to offer some leadership in this way.</p>
YTSI-11	<p>Its great to have the option to provide feedback on the transport strategy. I filled the form but couldn't submit because it forced me to choose only 2 forms of travel which doesn't best represent me. I cycle, use public transport and drive with very similar level of importance. Choosing only 2 will position my classification in a way that doesn't represent my current use.</p>

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	<p>We aim to use our car as less as possible but cannot easily do without at the moment. I would like to suggest that you allow for 3 options into the answer.</p>
YTSI-12	<p>My comments on the 15 policies referenced in the Strategy. Preface comments.</p> <ol style="list-style-type: none"> 1. Re processes of community consultation. Avoid downstream -ve pushback by using intentional and sufficient engagement in locations of anticipated difficulty e.g. P7, also P9 and P10. Set up conversations with affected persons, provide evidence supporting proposed actions, continue with such engagement as deemed necessary. 2. Carry out appropriate counting - assemble data and define bench marks. Use lessons from other jurisdictions. 3. Include positive values for active travel/transport as a factor in meeting carbon reduction targets and achieving a more liveable urban place; cf. 2022 IPCC Assessment Report. 4. Apply where applicable the Movement in Place approach in delivering this Strategy. <p>--</p> <p>P1. Prioritise walking, cycling and using PT over car use. Fig 8 summarises the core issues hierarchy and must be kept from and centre in ongoing actions emerging from the Strategy.</p> <p>P2. New Deal for Schools. How the selections are made need to be explicit. Agree with the essential process of data gathering to support proposals for programs and especially updating of infrastructure.</p> <p>P3. New Deal for Walking. Spatial issues on footpaths are obvious in too many locations. Defining 1.5m as essential width for CLEAR PASSAGE must be the yard stick. Typically in locations of high pedestrian traffic, ways need to be found to IMPLEMENT safe widths where obstructions can be removed. LEVEL pavements and surface quality such that falls and tripping is minimised must be maintained but defined based on proper investigation and evaluation. Budget constraints will dictate establishing time and cost clarity. The list of topics under this heading (p 33) highlights the complicity of this topic. Does a streets audit already exist? Deal with vehicles causing footpath and bike path obstruction. Define the penalty and provide a reporting option. I agree with the call for scramble crossings as noted, and review any other options. Work to improve signalisation coordination for walkers and bicycle and other small wheeled traffic.</p> <p>Retro inspect the quality of road openings closures. Inadequate compaction results in depression hazards. MAP the bicycle routes and shimmys and accessible to the general public. I support the priorities list. Re Fig 9. a) locate significant LGA boundary crossing points on major roads; coordinate upgrade responses. b) review all the Yarra River crossing points.</p> <p>P4. ... make the network useable for ... all ages... Increase the capacity of Yarra's streets to provide increased bicycle and small wheeled travel by a systematic approach to ROAD SPEED LIMITS REDUCTIONS by appropriate TRAFFIC CALMING measures. Continue the infrastructure development process as per Figs 10 and 11. Fig 12 upgrades data added over the next four years will be a visual description of the rate of improvement. This map must be updated over time and easily accessible via the Council web site. Re car parking. This matter requires a dedicated review and take account of systems and solutions tested in other places and jurisdictions.</p> <p>P5. Innovate to deliver positive results. In addition to pop up or quick build testing situations, review the minor streets, lanes and other byways with a view to defining shimmy route options, and assist getting them better established and use with low cost on-road direction information such as sharrow where appropriate but use smaller on-road transfer technology to add directions guidance and other instructions to users.</p> <p>P6. Use good urban design..... Generally, use Yarra's streets non road spaces to enhance the liveability of precincts.</p> <p>P7. Manage car parking..... Complex and difficult but where modifications are considered, use extended consultation well ahead of any trialling actions. Work with this who are immediately affected to reduce push back. Provide clear and sound evidence for actions which involve changes.</p>

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	<p>P8. Reduce, delay or remove vehicle turning..... Angle parking - where is cannot be removed, test the options of changing the angle so that a 'back in, drive out' arrangement can be used. This can reduce rear end crashes for oncoming bicycle traffic. Other proposals for reducing turning manoeuvres which promote on road conflicts need to be explored.</p> <p>P9. Reduce traffic volumes I support the proposals. Another very difficult matter.</p> <p>P10. Lower traffic speeds. A fundamental issue and cannot be ignored. Trial the use of area wide zoning, as around schools. Advocate for integrate into vehicle digital navigation systems.</p> <p>P11. Encourage shared transport.... Whatever measures lead to positive increases in the current high rates of driver only vehicle use.</p> <p>P12. Streets for community development activities. Can be used as 'demonstrator' examples to encourage public acceptance, not a high priority for this Strategy.</p> <p>P13. Encourage investment. new pubic transport services.... Investigate all potential locations for PARITEER installations. Work with Bicycle Network. All railway stations are locations which should include this secure storage option but especially at interchange points.</p> <p>P14. ...transition to zero emission... Nothing is totally zero emission and emphasis on e-cars overlooks a greater capacity for other configurations of e-vehicles to deliver greater benefits. E-bicycles designed for load carrying have an increasing capacity to provide cheaper and more benign 'last Km' delivery services and need to be actively encouraged. Emerging bicycle designs with higher power ratings and capacity for higher road speeds (with licensing and other details applied) need to be considered and explored, for instance with importers and retail services. Press for electrification of all buses. Be 'forward looking' with regard to electrification developments.</p> <p>P15. Deliver transport projects..... As part of delivering this Strategy, make provision for developing suitable, consistent and regularly updated information to the Yarra community on all matters which encourage and enhance better outcomes. Page 44 and Table 4. Set in place a delivery system for providing details for the 11 stated objectives to the Yarra community. Prepare a costed timetable for adopted Strategy items, at least as guide for future reference and testing.</p>
YTSI-13	<p>I strongly support the strategy's general directions. Well done. A few thoughts:</p> <p>Parking</p> <ul style="list-style-type: none"> - prices for parking permits need to go up - paid parking needs to be installed much more widely throughout yarra including expansion to sundays including sports facilities (Kevin Bartlett). The default should be that all parking spaces should be paid though there may be reasons some cannot be such as lack of demand, or poor cost benefit ratio for council to install payment systems). Millions of zebra crossings - Zebras area great way of prioritising walking. Can Yarra have a target for adding 100 zebras or 200 zebras throughout the municipality. Zebras give peds absolute priority (no news to you - replace the traffic signals on madden Gve near Burnley Stn with a zebra at Stawell St which aligns with the underpass (this would save \$\$ because CoY is currently paying Vicroads to operate this x-ing which is not used by anyone). - replace the traffic signals on elizabeth st with a zebra (maybe a wombat). - get residents to do counts in their neighbouroods to identify locations where zebras could be installed <p>Congestion charge/road pricing</p> <ul style="list-style-type: none"> - Yarra should publicly support a central city cordon charge as per grattan report as a way to reduce traffic going through Yarra. <p>Walking</p> <ul style="list-style-type: none"> - would be great if yarra could support "mobile parklets" in places like bridge rd, Swan st etc. Once the clearways have finished, mobile platforms could be wheeled into some car spaces to provide dining space. - Invite the local member and councillors down to a walkathon which involves doing laps on foot around the roundabout at Loyola and

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	<p>Twickenham in Richmond/Burnley. I nominate this as the most hostile pedestrian and bike crossing in the City of Yarra.</p> <p>Bikes</p> <ul style="list-style-type: none"> - access to Kevin barlett reserve for kids on bikes from the Yarra trail is very poor. The intersection of FR Smith drive and the boulevard is very wide with little chanelisation for cars. There is no ramp access to the trail on the other side of the road. There is no safe storage place for kids to wait to cross the road to get to and from the path. there is no bike path on FR smith drive. <p>Speeds</p> <ul style="list-style-type: none"> - what is happening with the 30 kph trial? 30 kph should be rolled out across yarra. - What is the speed limit on Burnley Street? Trucks sometimes drive very quickly on this street even though this probably does not reduce their overall journey time due to having to stop at traffic lights. The speed limit on Burnley St should be 40 kph. <p>P2- new deal for schools</p> <ul style="list-style-type: none"> - Please improve the western side of Griffiths St on the RHS frontage by converting parking to trees, bike parking, seats and a decent entry for the school. The rest of the parking should be converted to paid parking. The model here could be Princes Hill High where half the road was converted into higher uses.
YTSI-14	<p>A New Deal budget -</p> <p>The ITS outlines the need for a New Deal to improve Yarra's transport network. This will improve quality of life for residents and workers and help reduce transport emissions. Business-as-usual is not an option. This means that a business-as-usual budget won't be acceptable if the outcomes sought in the ITS are to be realised. Providing a high-level indication of what the budget should be to deliver the ITS is recommended.</p> <p>Extending the 78 -</p> <p>The 78 tram is one of the slowest trams in Melbourne. It's also only one of two tram routes that do not connect to, or through, the CBD. Despite this, it remains an important local transport link for residents and workers. Extending the 78 tram would improve access to other parts of the transport network and the city. There is an opportunity to take a broader view to an extension of the 78 tram. I see two options that could enhance the tram network and to create new opportunities to move about the city.</p> <p>Join the 30 and 78 - The 30 tram currently runs between Docklands and St Vincents Plaza, via La Trobe Street. Like the 78, it serves a narrow purpose in the wider transport network. Joining these two routes together would improve CBD access for 78 tram users and Richmond resident, increasing tram frequency along Victoria Street / Parade.</p> <p>To Clifton Hill -the 78 to the Clifton Hill interchange, via Smith Street, would provide direct a direct connection between Smith Street and Chapel Street. It would also help activate the southern end of Smith Street.</p> <p>A new deal for cycling -</p> <p>The approach to delivering upgrades on the cycling network is great. Figure 10 provides a helpful guide on what response is appropriate for a given road environment. While it's implicit in the Strategy, it would be helpful to outline that changes to the function of a street may be required to deliver the cycling upgrade. For instance, where reallocation of street space isn't appropriate, reducing the volume and speed of cars along that corridor may be the best intervention. Making more streets like Napier or Canning Street would likely be popular with residents on those streets and would reduce conflicts about loss of parking.</p> <p>Active transport bridges -</p> <p>The Strategy picks up on the need to improve active transport access over the Yarra River and other major barriers. Other Council strategies have done the same, such as Boroondara's Cycling Strategy. There's a clear opportunity to work with neighbouring Council's to advocate jointly for new and upgraded bridges. This could be through the new M9 group or a specific working group.</p>

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	<p>A new deal for schools - I'm excited to see this outcome in the ITS. Increasing active travel to schools has enormous potential to drive mode shift beyond the school journey and makes areas surrounding schools safer and more pleasant. Other actions, such as implementing Open Streets and encouraging parent active travel would enhance this outcome even further.</p>
YTSI-15	<p>I appreciate the opportunity to contribute to Yarra's Transport Strategy, and would like to make the following suggestions:</p> <ol style="list-style-type: none"> 1. Widen the path beside Trenerry Crescent and give it a 1.5 metre high fence, then the ""No Cycling"" signs can be removed; and ask the Stre Government to connect this path via the freeway median to the Willsmere underpass in Kew, giving cyclists on the Yarra Trail a direct and level run as the motorists have. 2. Bypass the Gipps St steps with a ramp. 3. Request the State Government to put in a light rail connection to Doncaster: Nicholson St - Alexandra Pde - freeway - Kilby Rd - Doncaster Rd to Tunstall Square. Much cheaper, less intrusive, more accessible than heavy rail ending at a Park & Ride. 4. Support its continued rejection of the East-West which I believe the Liberal Party still yearns for. 5. Oppose the superfluous, costly ""Metro II"" underground line. 6. Request platforms at the Queens Parade/High St tram stop. 7. Return a perfectly safe 40km/h speed limit to Wellington St, I cannot imagine why it is considered to be so dangerous that 30 is neededd, even the narrow Smith and Briunswick Sts don't have. 8. Call for platforms at all tram stops within Yarra: they make the vehicles wheelchair-accessible, help those with prams or shopping trolleys, and speed up boarding and alighting of all passengers, making travel more quick and efficient. Even the Church St line will presmuably end up with low-floor trams. 9. In conclusion, a difficult one: the profusion of electric scooters. Presumably they are banned on footpaths in shopping centes? And I guess they'd need to use the paths on High St and St Georges Road bridges where there are no bike lanes and they'd obstruct traffic, but would have to have a 10km/hr limit. Best wishes with that one... I wouldn't ride one myself (I cycle or walk), but they do give people mobility, and are more space-efficient and enviro-friendly than cars. <p>It's not surprising but still pleasing that we're so well provided with public transport including my favourite No. 246 bus, along with the great north-south and east-west bike routes; however please do that ramp, it can't be harder than the fine Coulson one, and those ""steeps"" have been a blot on the Capital City Trail for almost 40 years!</p>
YTSI-16	<p>Thank you for your survey in relation to Transport Strategy. I completed the survey and expressed my concern about the following :-</p> <ol style="list-style-type: none"> a) Speed limit of 60 kph along Nicholson St. In Fitzroy South , the only 60 kph speed limit in Fitzroy South . Such a speed limit is unsafe for pedestrians and other road users such as bike riders. b) Safety issues for pedestrians especially residents who are elderly, disabled, young and others in the above area of Fitzroy South, c) Additional parking for residents in the neighbourhood. <p>I would be grateful if you could keep me informed of the results of the survey especially the safety issues for residents and what can be done .</p>

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YTSI-17	<p>I am writing to ascertain whether or not what my friend (also a Yarra resident) told me is true. I was informed that Yarra is removing angled street parking over time, as well as increasing the fees for residential parking permits. In fact Yarra is committing to a policy of no cars for Yarra.</p> <p>Parking is increasingly a problem - indeed, as a resident, I would say it is a major one. However I strongly disagree with all 3 options described above.</p> <p>Firstly I already pay huge rates compared to other councils and council is often wasteful of its rates revenue. I do NOT consider parking permits should be continually raised each year, along with the cost of other permit types, and with the rates. Council should return to the idea that financial care is important - dare I even say council should stop upper and middle management salary increases, let alone wasting our money for ideological reasons which are not part of council responsibilities?</p> <p>Secondly removing angle parking is simply stupid as it will massively increase parking problems, since fewer cars will be able to be parked.</p> <p>Thirdly, people need cars. I might currently ride my bike every day to get around Yarra but, as I get older, I will not be able to use my bike. Moreover people with friends and relatives in other areas (yes - I have friends who live in places like the hills and even Melton) need cars to get to such places, just as parents need to pick up shopping etc for a whole family whilst taking their children with them.</p> <p>Over the years Council has greatly contributed to parking problems through its continual reduction in the number of required parking places in developments - there should be more spaces for the cars of the people who live in such developments, their visitors, and possibly even a few for public parking! Council placing a greater limit on high rise apartment blocks would also have helped - developments should have been kept to 4 stories or less by an overlay! Yarra already has one of the highest density of inhabitants in Melbourne - over 55 per hectare when over councils have 18-34 and available green open space is being claimed more and more for organised activities. Passive enjoyment of nature is important but Yarra does not seem to regard it so. However Council chose not to look ahead to the future and have better policies but instead catered to developers and their maximising of profits - more and more higher blocks have been built. Parking is not the only problem in Yarra!</p> <p>Nor do I want to hear any comments about environmental matters and climate change - I have been an environmentalist for years and, unless councillors do not own cars themselves or never catch planes for their holidays, I regard such comments as hypocrisy! Cars are climate emitters but council should be doing more to have charging stations for electric models than denying people the freedom to move easily.</p> <p>However I would like however to find out if what my friend said with respect to the below is true :</p> <ol style="list-style-type: none"> 1. Is Yarra removing angle parking? 2. Is Yarra raising permit fees yet again?

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YTSI-18	<p>Good afternoon, Transport Strategy Survey I filled this survey out on your website over Easter but when I pressed 'submit' NOTHING happened. So...</p> <p>Outcomes I agree that the YCC catchment space needs to be: used more efficiently; increased for people using the streets. And that there needs to be: strategies for increased mobility for all.</p> <p>Some additional comments Accessible tram stops are essential. For me the closest if I am coming home is one in Nicholson St on the No. 96 route. From there it is an 11 minute walk to get home. Preventing 'rat run' short cuts is essential. For example in Kerr St tradies going home use Kerr from west to east from Nicholson St to Smith St to avoid Johnston St & Smith St traffic snarls. Making some sections of Kerr one-way west to east would prevent that rat-run. Cyclist bad behaviour must be addressed, including: cyclists riding through red lights; adult cyclists riding on footpaths; cyclists riding past open tram doors. All e-bikes should be ridden on the road only. Minimising street clutter is essential. This should include better placing of sandwich boards, strategies to eliminate plants poking out of gardens & across footpaths, removal of bins left permanently on footpaths, especially large industrial bins. For example in Kerr St, beside the Fitz there are 2 industrial bins that permanently live on the footpath. Re-locate infrastructure, especially rubbish bins. Pro-actively repair & improve footpath surfaces. There are many spots where there has been digging by utility companies; spots where the asphalt has been left uneven. Work with utility service providers to ensure footpaths are re-installed correctly after construction to ensure the footpath surfaces are flat.</p> <p>Answers per your identifiers We live & own in Fitzroy. We are in the 65 – 75 age group. Neither of us has a disability etc. We each walk or catch trams. We also use the shared cars.</p>

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YTSI-19	<p>Resident for > 40 years. Two cyclists/pedestrians One car parked on site.. available for hire through Car Next Door DRAFT DOCUMENT Congratulations on background and date, especially Page 9: Roles and Responsibilities of each level of government Car ownership in Yarra – estimate of 40,000 Types of parking in Yarra available in Yarra Numbers of care parking spaces in Yarra- especially 48,000 on street spaces Melbourne's trams slowest in the world Competing priorities for roadspace Usage report on Heidelberg Rd separate bike lane Competing expectations and incompatible outcomes One important background fact was missing; i.e. that at least half of Yarra's housing, buildings and roads were built before the invention of the motor vehicle. Thanks for the opportunity to comment. PARKING I believe that the expectation and provision of private parking space on public roads and footpaths is by far the greatest impediment to the safe and efficient movement of people and goods through and within Yarra. In many narrower streets where parking is permitted on both sides, only one-third of the road width is left for moving traffic, rubbish collection trucks, delivery vans and trade vehicles. This affects cyclist and vehicle safety and paralyses tram speeds by forcing cars onto tram tracks. It would be interesting to estimate how many square metres of Yarra's road space are occupied by empty parked vehicles at any one time. Not only do residents expect to park their cars on public roads, some also leave their caravans, campervans, large trade vehicles with protruding towbars, private business vans, minibuses, derelict cars, tray trucks, car trailers and even the occasional boat on a trailer. Car park space allocations are now inadequate as private vehicles / SUVs keep increasing in size. Small sedans are a very rare sight. It is my observation that many vehicles now extend beyond the marked car parking spaces in width and/or length – or both. Similarly with on-site parking requirements for many new residential developments.. these are also inadequate for larger vehicles. As a result, the resident's vehicle does not fit in the garage or carport, so they park it the street and use the designated car space for some other purpose, or hire it out to someone else. Parking charges are massively inequitable across the municipality, as shown in the chart on page 15. It is unfair that some residents have to purchase permits to park in their street, while it appears from the chart, that the majority have free and unrestricted access to street parking, regardless of whether they also have on-site parking. And in some shopping streets, you can park for free but others have metered parking. It also is unacceptable that motor bike businesses as able to park large numbers of their motor bikes out on the road as an extension of their retail space. I wonder are they paying for this space in the same way that hospitality parklets are being charged. Yarra is long overdue for a review of its Parking Strategy. It will be a challenge, but the Council must develop a responsible and reasonable approach to on-street parking, including fair and consistent parking charges and permit fees for residential and commercial parking across the municipality. CYCLING</p>

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	<p>The expansion of separated bike lanes throughout Yarra is greatly appreciated cyclists, and is reflected by the increasing number of cyclists using them.</p> <p>However, not all streets can be made safe for bicycles....for instance , the single lane streets with trams - . Smith St Brunswick St, Victoria St. Cyclists should be discouraged from using these streets and directed to a safer parallel route.</p> <p>ELECTRIC SCOOTERS AND SKATEBOARDS</p> <p>Pedestrian and Cyclist safety is also affected by the growing numbers of mainly younger people using these in bike lanes and on footpaths. Some ride quite recklessly, at high speed, no helmet, going through red lights, passing on the left and showing little awareness of basic road rules. I understand this is an enforcement issue for the police not the Council, but this needs to be addressed before someone is seriously injured.</p> <p>WALKING</p> <p>Access for pedestrians is made very difficult, especially those using prams, wheelchairs, pushers and walking frames by:</p> <p>Too many obstructions on the footpath – tables, chairs, advertising signs, sale items on display, bicycle parking and rubbish bins.</p> <p>Uneven footpaths and guttering- particularly over bluestone surfaces. Selected Council staff and Councillors would benefit from navigating Yarra's footpaths in a wheelchair to gain direct experience of this problem.</p> <p>Many of Yarra's 85 km! of laneways are increasingly functioning as pedestrian thoroughfares as a result of new laneway developments - both residential and commercial. Bluestone laneways are particularly uneven and make for unpleasant (sometimes impossible)walking and wheeling surfaces for pedestrians, prams, kids scooters, kids and adult bicycles, wheelchairs, shopping trolleys and garbage wheelie bins. Fortunately there are several laneways with a strip of bitumen or concrete which makes them much more accessible for pedestrians of all mobility types.</p> <p>If Yarra's Transport Policy is serious about prioritising walking and cycling, then the New Deal for Walking - make the network suitable for all (P3 on page 33) must stipulate that all laneways with pedestrian traffic must have a minimum width of 1.5 metres of even-surface material (bitumen or concrete) for use by pedestrians & cyclists.</p>
YTSI-20	<p>Dear officers,</p> <p>A sincere thanks to you for the great work that has gone into this draft, and for the opportunity to provide community feedback.</p> <p>I highly commend this draft. It's a strong top-down vision that will provide clarity on decision making for our street and transport hierarchies, one that is just, fair, and considers the consequences on the environment and our social realm.</p> <p>Please accept the following ideas for consideration.</p> <p>Thanks kindly for your excellent work.</p> <p>Notes:</p> <p>Page 9 – Transport vision</p> <p>A vision is important, it paints a picture in the mind of the reader, priming them to receive forthcoming ideas. What comes first is of vital importance. As such, the vision should reflect the transport hierarchy. The first part of the vision should talk about walking and cycling, and then PT, then car share. Instead, much of the opening paragraphs are about car travel, indeed "living without owning a car" because ride share is the next logical choice? Close your eyes and really re-paint the picture you see – tranquil, tree-filled streets, with citizens walking merrily, interacting on their way. People cycle past, carrying shopping, or kids to school. A tram pulls up and ferries commuters to the other side of town. A ride share picks up couple on their way to a wedding...</p> <p>Page 29 – Car Movement</p> <p>Sometimes the concept of "geometrically unsustainable" is helpful for people to grasp that space is finite and cannot accommodate</p>

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	<p>increasing number of large vehicles. Page 29 – Car Storage These are good points; I don't disagree at all. While it seems logical that parking rates should be increased, I will point out a counter-intuitive argument made by Crystal Legacy in The Politics of Public Space vol. 4 and that is to challenge the idea that public space (often assumed as car-storage-space) must generate some revenue or benefit for the council, rather than just being free and democratic space for use by citizens. Residents can almost freely park a car in the street at any time, but cannot put a veggie garden there. Arguably, the veggie garden has more community benefit, just as a child's swing set may well do. Why may we not use public space so democratically? Perhaps the charges laid upon the use of public space should reflect the harm or disbenefit to the community, or really the implied level of privatization. Every car driving or stored on the street is privatizing that space. The bigger the vehicle, the more this is true, the greater the disbenefit and the greater the cost to rent that space. On that note, in the past councillors have opposed some car-share motions on the principal that they are profiting from public space, however, parking of private cars is still very directly privatizing public space. The ultimate beneficiaries? Toyota, Ford, GM et al.</p> <p>Page 32 – P2 – New Deal for Schools I really applaud this. Excellent strategy. In the past I have invited councillors to ride my kids to school (none took up the offer!) but it would be a great idea if officers and designers travelled with kids to school to really understand what is happening. I'm 800m from my local primary school, with no arterials to cross, and yet it is a terrifying trip, both walking and cycling.</p> <p>Page 33 – P3 – New Deal for Walking Please add in: Remove 'beg-buttons' from signal crossings – pedestrian lights are always activated, so that pedestrians are not left waiting at green lights, or enticed to cross because they have just missed a cycle. Ensure pedestrians can cross on both sides of an intersection, not just one. Making pedestrians cross an intersection laterally in order to continue a forward journey is unjust, does not reflect our priorities and results in "non-compliant" behaviour which can increase risk of a crash.</p> <p><i>Flockhart St, Abbotsford – everything is wrong with this street. It is a street with high-density, new developments, yet it has very narrow footpaths, and two lanes for vehicles. Pedestrians may only cross on one side of the intersection, not the other. Crossing lights are not granted unless the "beg button" is pressed. Bins crowd the footpath weekly, making it impossible to walk with a pram to the childcare facility. This should have been a human-friendly street. <A photograph of an intersection></i></p> <p>Page 34 – New Deal for Walking My opinion is that the intersection of Gipps St and Nicholson St in Abbotsford is very inadequate for the area and should be marked for upgrade. This is a high-volume walking route, current issues: beg buttons are unsuitable here and put the current through-traffic priority over local pedestrians People do not wait (reasonably) for the signal since it does not always activate, increasing risk and setting a bad precedent for walking. Narrow footpaths get congested at school times and are unsafe. Fast-moving vehicles at the corners where school kids wait. Turning lanes make it easy for through-motor-traffic, and difficult for locals both driving and walking/riding (this section of Abbotsford is used by non-locals to avoid Hoddle Hwy) I noted this is marked for intersection upgrade under P4 New Deal for Cycling</p> <p>Page 44 – How we will measure success The focus on work trips may be largely to blame for our current issues. Does transport only exist for people to work? I would strongly advocate to replace (or add) a better KPI: Method of travel to school. This metric works to demonstrate:</p>

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	<p>Is our transport accessible to a wide range of ages and abilities (is it "8-to-80"?)</p> <p>Is our city accessible?</p> <p>Do children have independence and mobility?</p> <p>However, it also puts the focus on an intergenerational change, and focus on:</p> <p>A change of habits for future generations with regards to environmental stewardship</p> <p>A change of habits with regards to active transport</p> <p>A change of lifestyle with respect to our city</p> <p>Vehicle sizes and the risk they impose</p> <p>Not presented here is the disturbing trend of super-sized, and super-massive vehicles on our road. Australia is clearly following the lead of the U.S. which has seen an unmitigated surge in pedestrian fatalities.</p> <p>Vehicle charges (congestion and parking) should reflect that many vehicles are:</p> <p>More dangerous, with higher risk of killing or injuring others</p> <p>Have a more significant environmental toll</p> <p>Are more damaging to our infrastructure</p> <p>Are noisier, more visually obstructive and consume more space.</p> <p>The car industry is literally trying to squeeze out any other mode of transport exactly at a time they should be making smaller vehicles.</p> <p><i>Old vs new <A photograph showing the profiles of an "old" ute/truck and a "new" ute/truck, that shows the significant difference in size, approximately 50% bigger>.</i></p> <p><i>School children stand no chance in the current arms race of vehicle sizes and armoury. <A photograph showing a small child in school uniform walking in front of a parked vehicle. The vehicle has a roo-bar. The child's head is lower than the vehicle's bonnet></i></p> <p>City of Yarra should have a strict policy that all fleet vehicles and vehicles of contractors must not have roo-bars fitted.</p>
YTSI-21	<p>As Yarra residents we were very pleased to read the draft transport strategy and to share with our customers in Yarra. Apart from the survey online was there any other way for us to submit our support as a business?</p>

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Written feedback from organisations and groups

The following written feedback was received by council from organisations and groups. Some submissions are included in full in the Appendix.

Table 5. Feedback provided by organisations

Submitter	Submission
Yarra Council's Active Transport Advisory Committee	<p>ATAC overall very happy with the document, and also had some suggestions</p> <p>Targets - Suggestion to focus some targets on outcomes rather than infrastructure – i.e. counts for how many children use active travel to get to/from school (similar to how the Council Plan reports on, say, the number of people using libraries).</p> <p>Integration with BAU - Questions and a discussion of how projects can be integrated into things like road maintenance/repair/resheeting to use these opportunities and budgets to deliver on Transport Strategy items. And if so, include mention of this in the Strategy.</p> <p>Footpath widths - I know this has come up before, but we may need to consider re-wording how we explain it in the Strategy as it appears to be causing confusion about what it means. It was also raised that the minimum width specified in VicRoads/Austroroads etc. for two wheelchairs to pass each other is 1.8m not 1.5m. They suggested some kind of decision matrix or similar to assist – i.e. "if possible, minimum footpath width of Xm. If too narrow, then 1.8m. If not able to be met, then consider other solutions like shared zones" or whatever.</p> <p>Engagement - Suggestion that we do targeted engagement with people with a disability. I sent an email this morning to Access For All but our Disability Advisory Committee may also be worth contacting by Comms.</p> <p>Electric vehicles – suggestion to include more mention on electric bicycles, particularly regarding their potential for last kilometre freight in inner urban areas (some businesses already doing this). Also planning scheme regulations on catering for electric bikes (apparently Homes Victoria considering this for the North Richmond Estate renewal, particularly in the context of shift workers using ebikes for things like food delivery services).</p> <p>Freight/goods – Suggestion to include more discussion on this, leading on from the electric bike discussion.</p> <p>Mopeds/scooters – Suggestion to include some mention of this. Possibly something like CoM did where they spoke about moving motorbikes off footpaths by looking at dedicated on-road parking areas/corrals.</p> <p>Large vehicles – Question if we can consider some kind of 'carrot and stick' approach to the issue of the increasing size and bulk of vehicles (i.e. the Americanisation of light passenger vehicles). Possibly variable charging for parking or parking permits depending on the size/weight of light vehicles to recognise the safety impacts of them and Council's limited jurisdiction in what we can do to address this issue.</p>
Bicycle Network	See Appendix
30Please	<p>30Please is a community grassroots campaign that advocates for 30km/h to become the default speed limit in residential areas in Australia. 30Please is a member of CWANZ.</p> <p>30please supports your transport strategy and in particular your efforts to reduce speed limits to 30km/h, the global best practice. This is a science-backed low-cost measure that would save lives, prevent injuries, reduce health inequalities, reduce air pollution and CO2 emissions, promote stronger communities, enable more walking and cycling and reduce obesity.</p>

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Ratio Consultants	See Appendix
Yarra Climate Action Now	See Appendix
Abbotsford Primary School Council	See Appendix
Streets Alive Yarra	See Appendix
Keolis Downer (Yarra Trams)	See Appendix

Appendix – Written submissions from organisations

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23 March 2022

Yarra City Council
PO Box 168
Richmond VIC 3121

Re: Moving Forward: Yarra's Transport Strategy 2022

Bicycle Network would like to formally express our support for Yarra City Council's Transport Strategy draft.

The draft addresses many of the salient yet underappreciated issues affecting bike transport and the people who ride a bike: the disproportionate number of rider crashes; limitations of existing rider crash statistics; dooring risks; how poor bike infrastructure discourages riding, and the importance of improving gender equity. Yarra City Council have made a commendable effort to capture and synthesise the current thinking in this domain.

The strategy itself encourages transport mode equity (D1) and prioritises active transport modes (P1), which is extremely important as we move towards sustainable travel, road space efficiency, and more liveable cities. We also support Yarra City Council's commitment to trials and pilots (D4, D5) to test novel and emerging transport innovations. Yarra City Council has the opportunity to be a leader in offering a diverse and equitable active transport network.

Perhaps most exciting is the New Deal for Cycling, a policy framework that prioritises fit-for-purpose infrastructure across key bike routes and safer vehicle parking to protect riders. We are ready to work with Yarra City Council to make this happen.

One minor consideration for strengthening the strategy is a focus on **preventing bike thefts**. Bicycle Network's 'Bike Theft Report' revealed that there were 558 bikes stolen across the LGA in 2020 (541 bikes per 100,000 people), making it the second worst local government area for bike thefts per capita. Thefts have an indirect effect on active travel uptake, so there is an opportunity in the strategy to outline innovative solutions for theft reduction, including provision of secure parking and awareness campaigns.

We hope that our feedback assists the council in preparing the Strategy. If you have any queries, please do not hesitate to contact us.

Kind regards

A handwritten signature in black ink, appearing to read 'Nicholas Hunter'.

Dr Nicholas Hunter
Research and Policy Advisor
Bicycle Network

A handwritten signature in blue ink, appearing to read 'Craig Richards'.

Craig Richards
Chief Executive Officer
Bicycle Network

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Attn: Strategic Transport

28 March 2022

Strategic Transport
Department
City of Yarra Council

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Moving Forward: Yarra's Transport Strategy 2022 Ratio Consultants Feedback on the Draft

We would firstly like to congratulate and commend the City of Yarra for the quality, vision and depth of the Strategy. Ratio Consultants are also very passionate about the Victoria's future and the recognise the importance of this sustainable strategy in guiding the path.

We are supportive of the Vision, Outcomes, Strategic Directions and Policies outlined in the draft Strategy.

We also recommend the following additional recommendation be considered for inclusion in the Strategy:

1. Recommend that travel mode shift targets be identified and incorporated into the Strategy at a municipal level. The targets set should guide Strategy Directions and Policies, enable progress to be tracked and encourage modal shift. The targets should be reviewed and monitored on a regular basis to respond to changing needs.

We thank the City of Yarra for the opportunity to provide feedback on the draft Strategy and look forward to further opportunities to contribute and get involved.

Yours sincerely



Manesha Ravji
Associate - Transport

r:

Ratio Consultants Submission

1

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Yarra Climate Action Now
info@ycan.org.au
www.ycan.org.au

25 April 2022

Yarra's draft Transport Strategy 2022

Submission from Yarra Climate Action Now (YCAN)

The City of Yarra (COY) has been a leader amongst its peers in tackling climate change – as evidenced by its early carbon-neutral certification and, more recently, its Climate Emergency declaration and Climate Emergency Plan (CEP) – including adopting a bold target of net zero emissions across the municipality by 2030. YCAN has been proud to contribute to and support these initiatives.

YCAN is pleased to comment on the draft Transport Strategy 2022 which is an important step towards addressing transport's significant contribution to greenhouse gas emissions.

YCAN totally supports the draft Strategy's clear articulation of a hierarchy of transport mode preferences to guide decision-making. Preferencing walking, cycling and public transport over vehicles with internal combustion engines should help achieve urgently required transport emissions reductions, as well as potentially reducing urban heat island effects and supporting greening of streets and precincts.

We would, however, like to see an overarching recognition that the Transport Strategy (and all other strategies) will be implemented in the context of a climate emergency, with the Climate Emergency Plan 2020 - 2024 (CEP) to guide us through. Addressing the climate emergency is not an added extra. It is critical that we move to more environmentally sustainable forms of transport in Yarra, as the Vision statement says.

The CEP has extensive reference to expectations for the Transport Strategy ("Transition to Zero Emissions Transport" is Strategic Priority 4 of the CEP), but the draft makes only minor reference to the CEP.

The CEP at p67 envisages "Establishing Yarra as a leading zero emissions vehicle municipality". But the draft Strategy does not seem to include such aspiration.

While some of the actions outlined under Strategic Priority 4 of the CEP are addressed in the draft Strategy, others are not.

We propose:

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That the climate emergency is recognised as an over-arching priority in Yarra's Transport (and other) Strategies.

That the strategy include an explicit reconciliation of how it fulfils the relevant expectations about transport in the CEP.

Other comments:

A stronger focus on emissions reduction

Transport is one of the most significant contributors to greenhouse gas emissions in Yarra¹.

As such, a focus on emissions reduction should form a cornerstone of Transport Strategy. But the draft includes only a few references to emissions. While giving active and public transport priority over private vehicles can be expected to reduce emissions (at least while most of the transport fleet remains reliant on internal combustion engines), we do not know which policies will reduce emissions most and quickest. This surely is basic to responding to the Climate Emergency.

We propose that:

- proposed policies should explicitly reference their role in emissions reduction, and
- a key success measure is the magnitude of the emissions reduction delivered.

More active support for transition to zero emissions vehicles (EVs)

The draft Strategy envisages fewer cars in Yarra². YCAN supports this proposition from a wider environmental and public health perspective. However, even if COY is wildly successful in persuading households that they no longer need a car³, there will remain tens of thousands of cars in Yarra for the foreseeable future. It's vital that more of these are zero-emissions. The Transport Strategy needs to include policies to support transition to EVs as rapidly as possible.

Access to charging infrastructure is a key barrier to adoption of EVs in Yarra. The Strategy needs to recognise that Yarra is one of a few Australian municipalities whose residents are particularly disadvantaged with respect to charging. Most Australian EV owners can expect to charge their vehicles on their property. However, this is problematic for most Yarra residents.

Around half of Yarra residents live in multi-user developments (MUDs), most of which have no EV charging infrastructure. Retrofitting such infrastructure is convoluted and costly and will likely preclude on-premise charging for many MUD residents for the immediate future. Many standalone residences in Yarra don't have off-street parking, and currently have no legal means to recharge an EV at home.

¹ <https://snapshotclimate.com.au/locality/australia/victoria/yarra/>

² However, another key failing in the document is that it provides no metrics for what success in this regard might look like – for example, decline in the proportion of households with one or more cars.

³ We observe that even if the COY's policies are successful in reducing the proportion of households with cars, it is possible the number of cars in the municipality may still grow as the number of households continues to rise.

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The private sector is unlikely to provide a solution to this lack of access to EV charging facilities, as there is currently no economically viable model for private providers to roll out urban charging infrastructure⁴.

Thus, public sector solutions (local, state and federal) are urgently required. However, in areas like Yarra, local government will have a critical role to play. For example, by-laws for safe on-street recharging, or setting up charging stations at Council properties drawing on excess solar electricity generated from the rooftops of those properties.

We propose the Strategy should acknowledge that:

- many Yarra residents and workers will continue to own cars, and that supporting rapid transition to shared transport and zero-emissions vehicles is a priority.
- Yarra has specific challenges with EV charging infrastructure, so an active evidence-based vigorous response is needed. : e.g. strengthen the statement on p43: "For the foreseeable future, our role is primarily one of facilitation and promotion of electric vehicle infrastructure *where possible* [YCAN italics] rather than direct operation."

Without this, the Strategy risks being a major step back from the CEP: "Establishing Yarra as a leading zero emissions vehicle municipality ... Work to achieve this will include provision of some Council-owned public-use charge points at key locations and developing a strategic and shared plan for a diverse charge point network in Yarra."

Evidence-based policymaking

The community expects evidence-based policymaking from all levels of government. Actions which support policy objectives should be founded, wherever possible, on academic research and/or evidence from other jurisdictions. The reason for this is simple – while many possible actions may be contemplated to advance a given policy objective, they are unlikely to be equally effective, when measured either in terms of cost-effectiveness or in terms of delivering the greatest possible benefit.

The transport field has no lack of academic research, and examples from Australia and around the globe. While the draft Strategy draws on some research in fleshing out transport problems, there is little justification provided to support specific interventions to achieve policy objectives. YCAN would like to see research cited or reference to successful actions in municipalities across Australia or internationally (eg Copenhagen, Seattle).

As a specific example, Figure 10 p36 sets out cycling interventions based on speed and traffic volumes. The suggestions in the table appear superficially sensible, but this is no replacement for evidence-based policy prescriptions. We ask – "Has the table been adapted from a research paper?" or, alternatively, "Has the table been based on a formula that has shown to be successful in another jurisdiction?"

⁴ Tim Washington, CEO of JET Charge and Chairperson of the EV Council, YCAN webinar, July 2020.

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If the City of Yarra lacks appropriate internal resources to formulate an appropriate evidence-based policy platform, we suggest external resources be harnessed. We believe it would be preferable use of resources to devote funds to the planning stage of a Strategy rather than risk wasting funds in rolling out prescriptions that are ineffective or not as effective as they could or should be.

We propose:

- evidence be provided for suggested actions and their priority

Strengthening indicators for success

Success of a Strategy should be defined by whether its **policy objectives** have been achieved. Thus requires success measures around the objectives. However, the vast majority of success measures in the draft refer to the measurement of **actions taken**.

If actions taken don't achieve policy objectives, the community will see those actions as unsuccessful and a poor use of resources.

We propose:

- the Transport Strategy should include "Reduction in greenhouse gas emissions from transport" as a key measure of success.
- More success measures around policy objectives should be included

Definition of metrics

Definition of some metrics in the measures of success (p44-45) could be improved:

For example: to measure the percentage increase in cycling (Indicator iii) then Metric 3 (viz. "Percent change in total number of bike trips counted at key intersections") would likely be a biased measure of that indicator. The number of residents in Yarra is predicted to rise. Even if the proportion of residents cycling was static or in decline, we might still observe an increase in the number of bike trips.

Similarly Metric 4 ("Percentage share of female riders in total number of trips counted at key intersections") could be a biased measure of the proportion of female cyclists. The measure would require adjustment for any change in the proportion of females in the Yarra community over time.

Thank you for the opportunity to comment.

YCAN stands ready to discuss any matters raised in this submission with Council officers or Councillors

Meredith Kefford
Co-convenor YCAN
meredithkefford@gmail.com
0420 924 596

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Friday, 8 April 2022

City of Yarra

Re: Yarra's Transport Strategy 2022 – Submission

Abbotsford Primary School supports its students to use active transport to get to and from school. We support the adoption of the draft Yarra Transport Strategy given it supports active transport, contributes to the safety of our students and ultimately aligns to addressing the climate change challenge. In particular we are in favour of its plan to introduce a new deal for schools - supporting active travel by students and families.

We estimate the majority of students that live within the City of Yarra either ride, walk or take public transport to Abbotsford Primary School, with a minority coming by car. Further, Abbotsford's Primary's proximity to some reasonable cycling infrastructure, in particular the Yarra/Capital City Trail and Elizabeth St/Albert St separate bike lanes, helps supports students that come from further afield. The latter also supports parents who drop their kids off by bike and then cycle commute to the city, further encouraging the use of active transport. Public transport usage is facilitated by close proximity to good quality train and tram lines. We anticipate active transport will be further enhanced by the forthcoming replacement of the Gipps St steps with a ramp.

Our recent Ride2School Day event showed the tremendous support for active transport within the school community and the latent demand for cycling by students who do not normally ride to school. As part of this event we raised \$180 to buy larger and upgraded bike racks for students' bikes, which we hope will support further active transport usage.



Photo of students' bikes on recent Ride2School Day (25 March 2022)

20 Lithgow St, Abbotsford, Vic 3067 PHONE 03 9428 5977 EMAIL abbotsford.ps@education.vic.gov.au

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Abbotsford Primary School and its active transport is well supported by the traffic calming measures on Lithgow St. This has significantly enhanced the amenity of the traffic environment outside the main entrance of the school, while still supporting and providing a safe drop off and pick up area for those that come by car, especially the significant number of students that come from out of area to attend our bilingual school.

While we have noted above some key cycling routes, we note overall the strategy identifies that Abbotsford is generally served by "very poor" cycling infrastructure. We note that we are yet to see tangible improvements following the 2018 Improving Abbotsford Plan.

Accordingly, we would welcome the opportunity to be one of the schools that the City of Yarra selects to consult and work with in improving active and public transport to school.

We would also support active transport initiatives by surrounding local councils, such as Boroondara, to support the number of our students who come from Kew, Hawthorn and other suburbs to the east of the school.

Finally, we think it is important to set KPIs to measure the outcomes of the Transport Strategy. For schools such as ours, this could include the percentage of students living in the City of Yarra who cycle, walk or scoot to school. This would result in a broad measure to assess the quality of footpaths and cycling infrastructure, perceived safety of our streets and general accessibility of our public spaces.

Our Principal Stanley Wang and the School Council are happy to further discuss any of the matters in our submission and about partnering with our school.

Yours sincerely,

Abbotsford Primary School Council

FEEDBACK ON DRAFT TRANSPORT STRATEGY



A new dawn over Yarra. Image credit: Shutterstock.



Prepared by: Streets Alive Yarra Inc.
streets-alive-yarra.org

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Foreword

Streets Alive Yarra is a non-profit, volunteer, resident and ratepayer action group with a vision for more trees, wider footpaths and vibrant businesses in thriving neighbourhoods. We see our streets being used by people from all ages, irrespective of whether they walk, roll on a wheelchair, cycle, use public transport or drive. Residents and shoppers should be able to move safely, comfortably, and conveniently around Yarra; and park near shops.



Image credit: OCULUS Landscape Architecture and Urban Design

Streets Alive Yarra was founded in 2017 and now has over 2,800 followers on Facebook. A network of local champions develops concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also a member of the Victoria Walks Walkability Action Group network.

Further information is available at: streets-alive-yarra.org/about.

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Overview

Streets Alive Yarra supports the adoption of the draft Transport Strategy, because we believe it would help build a more beautiful, liveable and accessible city.

Overall, the draft Transport Strategy is a significant step forward, reflecting the Community Vision 2036, the Council Plan 2021-2025, reports from many other community engagements, as well as local, state, federal and international best-practice.

Our feedback focuses on a few opportunities to improve the draft, rather than the many positive and welcome elements within the draft.

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Revenue and expenditure

Page 11 states that *parking revenue and a user-pays model provides essential funding that provides alternatives to car travel for everyone*. The draft would be better if it estimated the total expenditure required to deliver the strategy, e.g. \$10 million per year for 10 years. This would help stakeholders understand the magnitude of the strategy's vision and ambition. For example, Wellington City Council in New Zealand recently adopted a NZ\$334 million project to build 166 km of cycleways over 10 years.



The Bike Network Plan will leave around 20% of Wellington roads with separated bike lanes, linking the CBD with every major suburb.

Also, the strategy should acknowledge that to comply with clause 4 (2) (ca) of the Road Management Act 2004 *provides for the assigning of priority to different modes of transport on specified roads*, the strategy must be provided with ongoing funding for infrastructure for walking and biking, just as there is currently a minimum annual spend on road maintenance projects to comply with the Act.

Further information is available at:

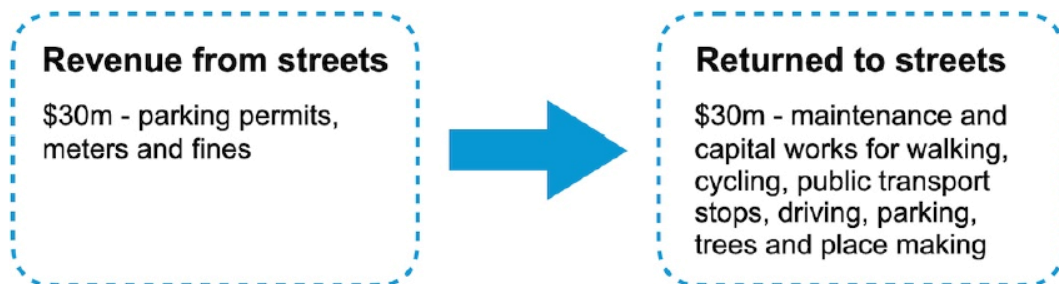
- <https://streets-alive-yarra.org/expenditure/>
- <https://micromobilityreport.com.au/infrastructure/all-other-infrastructure/wellington-adopts-nzs-largest-cycleway-network/>

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Similarly, the discussion of *parking revenue...[and]...essential funding* on page 11 would be better if it described how the required budget can easily be raised by reducing the present level of revenue foregone (or subsidy) for Yarra's on-street parking bays, compared with market rates.

Furthermore, the draft would be better if it introduced and supported the concept of parking benefit districts; where the revenue from parking, such as parking meters, parking permits or parking fines, is re-invested in the local area from which the revenue is derived. Depending upon the extent of flexibility (or geographical cross subsidy) desired by council, the 'local area' could be defined in a variety of ways, such as:

- the whole of Yarra as one district,
- each ward (Nicholls, Langridge, Melba) as one district, or
- each neighbourhood (or Local Area Place Making precinct) as one district.



Revenue from streets should be returned to streets. Image credit: Streets Alive Yarra.

Also, the strategy would be improved if it highlighted that an adopted infrastructure investment plan can be partially funded from the Developer Contributions Overlay.

Further information is available at:

- <https://streets-alive-yarra.org/revenue/>
- <https://streets-alive-yarra.org/budget/>
- <https://streets-alive-yarra.org/journal/yarras-parking-subsidy/>
- <https://www.accessmagazine.org/wp-content/uploads/sites/7/2016/11/access49-web-almanac.pdf>

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Growth of cycling

Page 16 asserts that the growth rate of cycling has *begun to slow*, while page 20 states *rapid increases in rates of cycling*. The draft would be better if these sections were consistent.

On-road priority for trams

Page 20 asserts that *where there is no on-road priority for trams they, too, get stuck in traffic*. This section can be improved by pointing out that separation of trams from cars is not the only solution. A better strategy would be to advocate for the state government to impose demand responsive driving charges on every arterial in greater Melbourne. Demand responsive driving charges are supported by the Committee for Melbourne, the Grattan Institute, and Infrastructure Victoria. Such charges can be designed to keep car traffic volumes below a threshold that allows trams to achieve high average speeds. If cars can remain sharing a lane with trams then tram-based shopping streets can be redesigned to support wider footpaths, more trees, level access tram stops and protected bicycle lanes.

Further information is available at:

- <https://streets-alive-yarra.org/better-for-trams/>
- <https://streets-alive-yarra.org/demand-responsive-driving-charges/>
- <https://streets-alive-yarra.org/shopping-streets/>

Rates of car ownership

Page 29 states *rising rates of car ownership by households in Yarra*. We suggest that it is more accurate to state *rising numbers of cars owned by households in Yarra*. Also, the section would be improved by highlighting that only 1/3 of Yarra residents and only half of people working in Yarra drive to work, compared with 61% of workers in Greater Melbourne [source: 2016 census].

Portion of on-street parking that is fee-based

Page 30 asserts that *approximately half of Yarra's on-street car parking has some form of charge associated with accessing it*, while page 15 states that *less than 30% of parking in Yarra has a charge for access*. The draft would be better if these values were consistent.

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Policies

Page 32 introduces the policies. Throughout this section, it would be improved if, where applicable, the local government policy referenced the relevant state government policy on which it is based.

Preferred minimum widths

Page 32 asserts that *the preferred minimum width for a footpath in Yarra is 1.5 metres of unobstructed clear path. This is enough for people in wheelchairs or pushing a pram to navigate a street and pass each other.* This isn't consistent with Figure 2 in AS1428.2 which shows that 1.8 metres is required for two wheelchairs to pass each other.

The draft would be better if it defined separate values for minimum width and preferred with; and if it aligned with best practice, such as the NSW Walking Space Guide, which defines a minimum width of 2.0 metres. If space on a specific footpath is contested, the larger value (2.0 vs 1.5) with would strengthen arguments for de-cluttering.

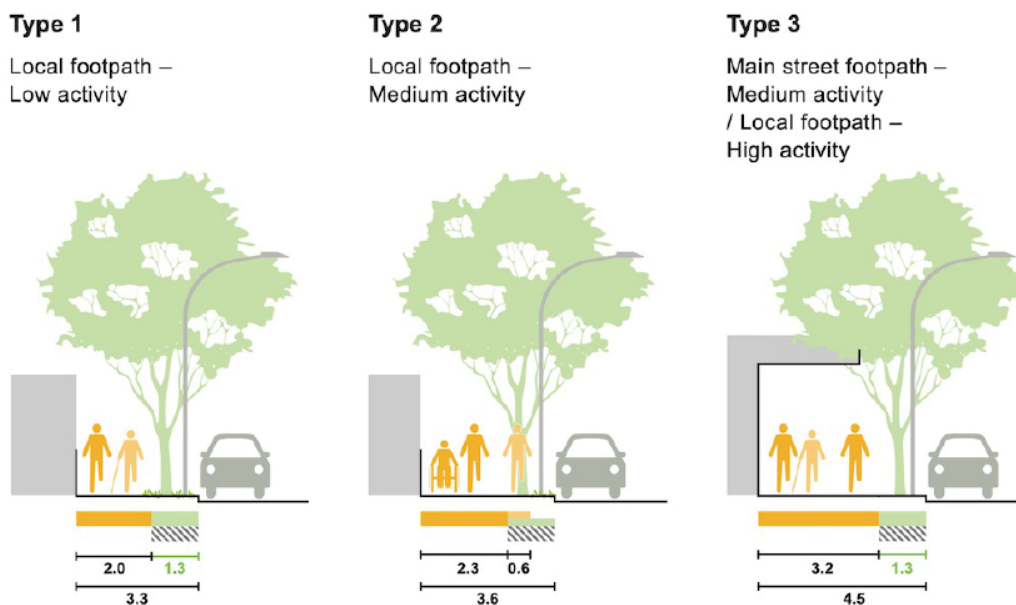


Image credit: NSW Walking Space Guide

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The list of actions starting on page 33 should include:

- develop and maintain a map for footpaths in Yarra, using similar green, yellow and red colours to Figure 12, to show if the clear unobstructed width is adequate to support observed volumes of people walking;
- where it isn't possible to deliver an unobstructed footpath width of 2.0 metres, convert the street into a shared zone;
- ensure that extensions into the road space do not block planned future bike lanes, e.g. the bike lanes shown on Figure 12;
- where appropriate, encourage new developments to provide setbacks from the street to increase effective footpath width, e.g. SEEK development in Cremorne St, Cremorne.

The first list item for *priority areas* on page 33 should not be restricted to residential streets, e.g. this would eliminate Cremorne Street as a priority.

Further information is available at:

- <https://streets-alive-yarra.org/protected-footpaths/>
- <https://streets-alive-yarra.org/narrow-footpaths/>

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Similarly, the draft does not appear to define a preferred minimum width for bike paths. The draft would be better if it aligned with best practice, such as the CROW Design Manual from the Netherlands, or the NSW Cycleway Design Toolbox, which define a minimum width of 2.0 metres and a preferred width of 3.0 metres.

Cycleway facility width (Safe and Comfortable)

An ideal one-way bicycle path should maintain a preferred width of 3.0m, however a suitable width may be 2.0m in locations for up to 150 riders per hour (Austroads minimum 1.5m). The preferred width of 3.0m allows for safe overtaking, caters for future growth in ridership, and accommodates riders of all ages and abilities. A 3.0m width will also allow for higher speeds along the bicycle path to cater for the emergence of innovative forms of micromobility. Where higher bicycle traffic volumes are expected and steeper gradients occur, a wider design should be considered.

One-way path	
rush hour volume (one-way) (bicycles/hour)	width (b)
0-150	2.00 m
150-750	2.50-3.00 m
> 750	3.50-4.00 m

Image credit: NSW Cycleway Design Toolbox

Image credit: CROW Design Manual

Further information is available at:

- <https://streets-alive-yarra.org/protected-bicycle-lanes/>

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Also, the draft does not appear to define a minimum lane width for access by emergency vehicles. The draft would be better if it defined a minimum unobstructed width of 3.5 metres, e.g. between parked cars, to support access by fire trucks. This value comprises 2.5 metres for the truck and 0.5 metres each side for emergency responders to exit from each side of their vehicle, wearing protective clothing and breathing equipment.



Image credit: City of Yarra

Further information is available at:

- <https://streets-alive-yarra.org/studley-and-yarra-streets/>

Monitoring walking and cycling congestion

Page 32 introduces *a new deal for walking*, and page 35 introduces *a new deal for cycling*; these sections would be improved with a commitment to monitor walking and cycling congestion on key routes, to build the evidence base for improved infrastructure. For example, on the Main Yarra Trail during the morning peak, and on Swan Street footpaths before sporting events.

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Location of scramble crossings

Page 34 suggests locations for new scramble crossings. The draft would be better if it included the following locations for new scramble crossings:

- Swan and Cremorne
- Swan and Lennox
- Swan and Church
- Bridge and Lennox
- Bridge and Burnley
- Victoria and Lennox



Scramble crossing. Image credit: Wikipedia.

Attachment 2 - Attachment 2 - Consultation Report

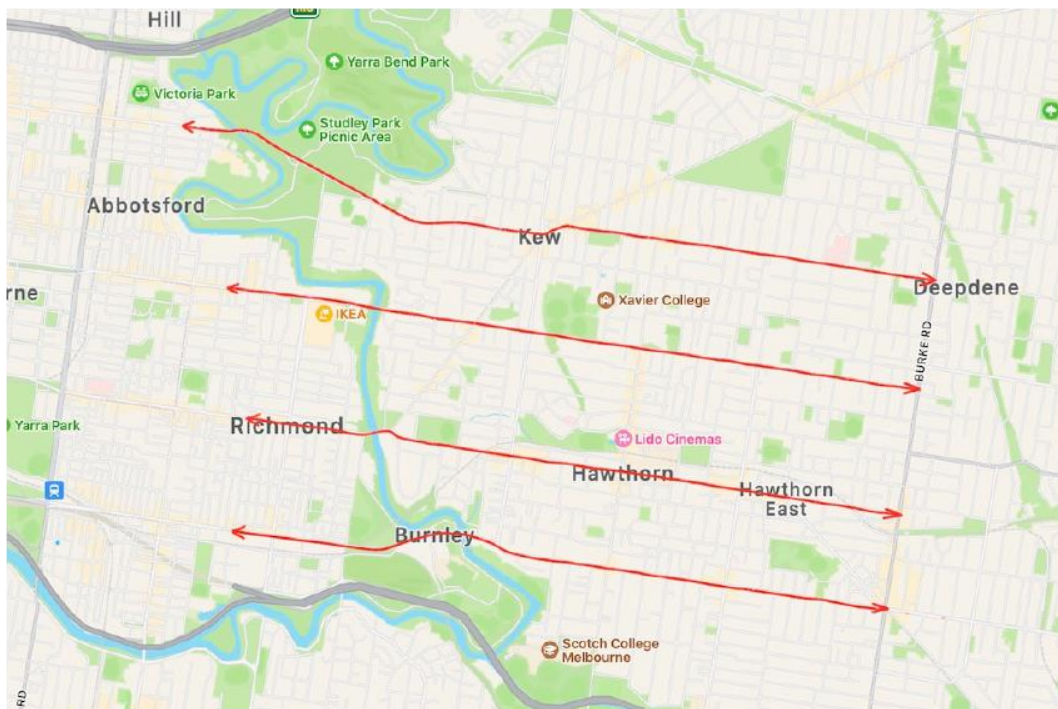
Cycling map

Page 37 shows a map with cycling routes marked as either *good*, *poor* or *very poor*. In contrast, the text indicates that green means *fully compliant* while red means *non-compliant*. It would be better if these terms were consistent.

Also, it's not clear if or how intersection safety was considered as part of the rating. For example, a bike route which requires crossing of an arterial road without a signalised intersection should not, in our opinion, be classified as *fully compliant*, and should be prioritised for intersection upgrades.

The map would be better if:

- the legend was consistent with the text;
- the ratings included assessments for intersections, not only mid-block treatments;
- it clarified whether some blue dots (labelled as river crossing upgrades) that are located not at a river, are perhaps intended to indicate overpasses/underpasses; and
- it included the four east-west routes shown in the image below, with on-road protected bike lanes, including on the bridges.



River crossing upgrades are required to support east-west connections to Boroondara. Image credit: Streets Alive Yarra and Apple Maps.

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Furthermore, it would be better if the three maps, Figure 9, Figure 12, and Figure 13, were more consistent, e.g.:

- the bike routes on Figure 9 (walking map) don't appear to match the bike routes on Figure 12 (cycling map);
- the intersection upgrades on Figure 9 (walking map) don't appear to match the intersection upgrades on Figure 12 (cycling map); and
- the interchange upgrades on Figure 13 (public transport map) don't appear to match the intersection upgrades on Figure 9 (walking map), noting that we understand interchange to mainly mean walking.

For Figure 12 (cycling map) the following intersections should be planned for an intersection upgrade:

- Swan and Coppin
- Bridge and Church
- Bridge and Coppin
- Highett and Burnley
- Richmond shimmy route at Burnley Street
- Palmer and Burnley
- Somerset/Crown and Burnley
- Somerset and Church
- Lesney/Adolph and Church
- Punt Road and Gough / Harcourt, i.e. the entrance to the Main Yarra Trail, which is lacking bicycle signals, bicycle lanes, or a shared path, meaning cyclists must either dismount or ride in the traffic lane to legally enter the Main Yarra Trail

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Innovative approaches

Page 38 introduces innovative approaches, including pilots, pop-ups, and trials. This section would be improved if it included new content with respect to the process of implementing such approaches, including:

- defining what are the specific parameters being tested and what elements are fixed or non-negotiable to safely deliver the project;
- stating what specifically will be measured to determine whether the trial is successful (eg qualitative feedback, pedestrian/cyclists/traffic counts, proportion of women and children cycling, crash statistics, etc.);
- acknowledging and accounting for the fact that in many cases the ultimate success of a project will not be fully measurable until the network is complete, particularly for bicycle routes where there are still missing links when the trial is in place; and
- noting that the aesthetics of the trial implementation are likely to be poor in comparison with a permanent solution.

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Eliminating parking minimums

Page 39 states that *off-street parking levels in new developments should be restraint based*. The draft would be better if it used clearer language, such as:

- Costly minimum off-street car parking mandates will be eliminated for the whole of Yarra, via amendments to the Yarra Planning Scheme.
- Maximum off-street car parking limits will be imposed for properties within the Principal Public Transport Network area, e.g. a maximum of 1 bay per 100 m² of floor area.



Image credit: MRCagney

Further information is available at:

- <https://streets-alive-yarra.org/parking-maximums/>

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Vehicle turning movements

Page 40 describes *decision-making on projects, policies and operations*. This section should add:

- phase out slip lanes on non-arterial roads;
- remove vehicle turning lanes on bicycle routes where necessary to make space to extend the bike lane up to the intersection, e.g. Coppin/Swan, Coppin/Bridge, Lennox/Swan, Lennox/Bridge;
- prioritise pedestrian and cycling movements to create continuous flow along major bike and pedestrian routes by use of priority or signalised crossings across/along side streets, e.g. Inner Circle Linear Reserve, Madden Grove at Coppin St.

Reduce traffic volumes

Page 40 introduces actions to *implement traffic management measures as required through one or a combination of the following and other measures*. The strategy would be improved if the first point in this list read as *turning bans or remove turning lanes at intersections*.

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Car sharing vehicles

Page 40 describes Policy 11 to encourage the use of shared transport, and Page 45 suggests a target of 283 spaces by end FY2024. The draft would be better if it:

- supported the location of car sharing vehicles on residential streets, so they were as easy to access as privately owned vehicles parked on the street,
- described the advantages of a higher target for car sharing vehicles, which would enable more households to reduce their dependency on privately owned vehicles, and
- defined a target of 2,000 car sharing vehicles by 2030.



Image credit: GoGet

Further information is available at:

- <https://streets-alive-yarra.org/better-for-car-sharing/>

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Streets for community development

Page 41 describes the use of streets for pop-ups, and states *movement for active and public transport needs to be maintained wherever possible*. This section should be strengthened, e.g. *if temporary street closures for festivals, roadworks etc disrupt active transport routes, appropriate detours should be provided including temporary footpaths and bike lanes on alternative routes*.

New bus service

Page 41 describes the *introduction of a new bus service between Amcor and Burnley Station via Chandler Bridge*. This proposed service may be more useful to Yarra residents and workers if it ran along Burnley Street and then east along Victoria Street.

Attachment 2 - Attachment 2 - Consultation Report

Cycle logistics hub

Page 43 states *encourage transition to zero emission road vehicles*. This section should mention e-cargo-bikes, not only for residents, but also to support businesses that are located in Yarra or operating in Yarra. This addition would also add weight for wider bike lanes and improved bike parking facilities that support wider and longer bikes.

Even better would be to consider the issue of logistics, e.g. by proposing one or more cycle logistics hubs in Yarra. Cycle logistics hubs can help reduce traffic on local streets by using cargo bikes for the 'last mile' of deliveries.



Image credit: cyclelogistics

Further information is available at:

- <http://cyclelogistics.eu/index.php/downloads/source-material/guide-planning-cyclelogistics-hubs>

Attachment 2 - Attachment 2 - Consultation Report

How we will measure success

Page 44 describes how the strategy will measure success. The strategy would be improved if it highlighted which indicators are more 'Covid-proof', and which are not, and therefore which indicators should not be used in decision making until we have achieved a 'new normal'. For example, the percentage share of female riders is a more robust indicator than the percentage change in the total number of bike trips, particularly on 'commuter routes' heading towards the CBD. We consider it is important to discuss these details in advance, to reduce disagreement on how success will be measured over the next few years, particularly in relation to pilots and trials.

Other potential measures and targets include:

- number of compliant, continuous north-south and east-west cycling routes that cross through the whole of Yarra, e.g. along the full length of Swan Street or Bridge Road; and
- total number of private vehicles in Yarra, i.e. the strategy is aiming to decrease or at least stabilise this over time as population continues to increase.

Table 4 would benefit from adding a separate column that shows the present status of the metric.

Effectiveness

Page 51 describes the effectiveness and cost of different treatments. We believe that the descriptions related to painted bike lanes should be redefined as followed:

- Low cost, low effectiveness: Painted bike lanes next to parked cars on moderate to high- speed / moderate to high- traffic volume roads
- Low cost, high effectiveness: Painted bike lanes next to parked cars on low speed / low traffic volume roads
- High cost, high effectiveness: Off-road bicycle paths adjacent to roads with any combination of speed and traffic volume; or as a route that is not adjacent to a road, e.g. beside a railway line or through a park.

Attachment 2 - Attachment 2 - Consultation Report

Noise

The draft Transport Strategy should describe the benefits of a quiet or low-noise city, noting that cities aren't loud, cars are loud.



Melissa & Chris Bruntlett is at Haarlemmerstraat (Amsterdam).

11h · Amsterdam, Netherlands · 🌐

...

The sensory experience of being in a low-car city can't be communicated through a photograph.

The sounds of church bells, chirping birds, and cheerful conversations. The smells of budding flowers, blossoming trees, and busy kitchens.

It can transform any cynic into an advocate.



Benefits of a quiet city

Further information is available at:

- Chapter 5: *The Hearing City* within the book [Curbing Traffic, The Human Case for Fewer Cars in Our Lives](#)

Attachment 2 - Attachment 2 - Consultation Report

Concluding remarks

Streets Alive Yarra supports the adoption of the draft Transport Strategy, because we believe it would help build a more beautiful, liveable and accessible city. We would be delighted to provide further detail or explanation of the themes raised in this document.

info@streets-alive-yarra.org

streets-alive-yarra.org

Attachment 2 - Attachment 2 - Consultation Report



26 April 2022

Chris Leivers
Acting Chief Executive Officer
City of Yarra

By email: info@yarracity.vic.gov.au

cc: Simon.Exon@yarracity.vic.gov.au

Dear Chris

Subject: Moving Forward – City of Yarra Transport Strategy

Congratulations on the significant milestone of exhibiting for public comment the draft City of Yarra Transport Strategy. Thank you for the opportunity to provide comments.

Keolis Downer, operator of Yarra Trams, supports all of the proposed objectives, directions and policies in the draft document. Some small refinements could be made as you finalise the strategy; these are attached on the following page.

I look forward to Council endorsing the transport strategy, and to our ongoing partnership with the City of Yarra to provide a more sustainable transport network for your community.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Julien'.

Julien Dehornoy
Chief Executive Officer, Yarra Trams

Attachment 2 - Attachment 2 - Consultation Report**Submission on draft City of Yarra Transport Strategy**

D2 and P10: reductions in speed limits on tram corridors may need to be supported with tram priority or traffic reduction measures to avoid erosion of tram travel times.

P1 (and P11): Including shared transport below public transport in the hierarchy would help clarify Council's policy.

P3: We support consistent tactiles, and recommend the strategy specifies they should meet DSAPT standards, which will help make them consistent with public transport stops. We note the call for kerb outstands and central island platforms; these stop designs can adversely impact tram performance but can also be very successful when supported with on-road priority measures such as those outlined in P7, P8 and P9. We support in principle the provision of scramble crossings, particularly at on-street public transport interchanges, but they need to be balanced against public transport travel times. Hook turns could also be noted here as a pedestrian- and tram-friendly treatment.

P4: We support the recognition that having high quality bicycle facilities on the same corridor as high quality tram facilities is challenging, particularly at the stop interface, and support the consideration of alternatives on local streets where that provides a better network outcome overall.

P5: Yarra Trams' contractual framework means that in practice there is often a need to 'embrace partnerships' with DOT and Council to run successful trials and pilots involving the tram network. You may like to note these kinds of constraints on pilots and trials in the final text; they don't necessarily make them inappropriate but may make them more difficult.

P7: Parking compliance could be listed as a strategic tool to ensure active and public transport outcomes are protected.

P13: The strategy could more fully describe the desired interchange upgrades in terms of Council's interest in street space and public realm outcomes.

Attachment 3 - Attachment 3 - List of changes in response to exhibition feedback

ATTACHMENT 3

List of changes in response to exhibition feedback

- Increased emphasis on making infrastructure DDA compliant
- More information provided on the new deal for cycling routes with better maps
- Neighbourhood bike network added
- More detail regarding the need for improved ped crossings, bridges, and subways
- Minimum desired footpath width is now 2 metres
- Increased emphasises on the need for good 24/7 public transport
- Increased emphasis on getting cars out of tram lanes to reduce accidents and associated delays across the whole tram network
- New post lockdown photos added
- Acknowledgement of the bike theft issue, and behaviour change so people use decent locks and don't leave detachables on bikes (lights etc)
- Clarity on State setting public transport fares and zones
- Clarity on State setting the congestion levy
- Specifics around improved pedestrian crossing facilities are now listed.
- Increased commentary on electric vehicles
- Various inconsistencies regarding statistics have been addressed.
- It is made clear that Council is not a provider of shared transport services.
- Reference is now made to supporting tram bus depot upgrades
- The role of parking enforcement is now mentioned
- Intersection upgrades have now been added to maps
- There is more emphasis on movement less on modes
- Ties to the climate emergency topic and climate emergency plan have been strengthened
- The health benefits of active transport are now mentioned
- Environmental benefits of e bikes e scooters are now stressed
- Reference to filtered permeability added as a traffic management treatment added
- Contraflow bike lanes are now mentioned specifically
- Various clarity and grammar improvements
- A graph showing car ownership per sq km has been added
- Further socio-economic information added
- Image added showing emissions by activity from CEP alongside further reference to the climate emergency.
- Statistics provided for road and pavements network length
- Additional document references in the Yarra and State Government policy suite
- Exec summary added
- Reference to bike cages at stations added

8.2 Public Open Space - Contribution Expenditure Policy

Reference	D22/164308
Author	Althena Davidson - Manager City Strategy
Authoriser	Director Planning and Place Making

Purpose

1. To present the *Public Open Space - Contribution Expenditure Policy* for adoption.

Critical analysis

History and background

2. The current *Allocation of Moneys Received via the Public Open Space Requirement Policy* was endorsed by Council in 2016 and is due for review.
3. The policy has been reviewed and renamed to *Public Open Space - Contribution Expenditure Policy* to better reflect the policy's function (see Attachment).
4. This policy is part of the key aspects required to implement the *Yarra Open Space Strategy 2020*; these include:
 - (a) planning scheme amendments C286yara and C306yara which are seeking to increase the contribution rate in the *Yarra Planning Scheme*; and
 - (b) a *Public Open Space - Contribution Expenditure Policy* (subject to this item).

Discussion

5. The *Public Open Space - Contribution Expenditure Policy* outlines 'how' the allocation of monetary contributions received from the *Yarra Planning Scheme* Public Open Space Contribution clause is to occur.
6. The intent and function of the updated policy are largely the same as the existing policy.
7. Changes from the old to the proposed new policy are:
 - (a) to update the template;
 - (b) to align with the *Yarra Open Space Strategy 2020* including:
 - (i) referencing the 2020 strategy;
 - (ii) referencing how projects can be apportioned funding;
 - (c) updated references to the *Yarra Planning Scheme* to:
 - (i) remove the clause numbering;
 - (ii) remove the reference to the current public open space contribution rate as that is provided in the *Yarra Planning Scheme*;
 - (d) to update the financial references to:
 - (i) remove specific accounting terms and process that are not required;
 - (ii) provide clarity regarding the ability to accrue funding for larger projects;
 - (e) to update the definitions table to add new terms, better define terms and clarify what the Open Space Reserve can be spent on; and
 - (f) to remove out of date references from the documents list.

Options

8. Option 1 – approve the *Public Open Space - Contribution Expenditure Policy*.
The policy aligns with the *Yarra Open Space Strategy 2020* and *Yarra Planning Scheme* (recommended).
9. Option 2 – not update the *Allocation of Moneys Received* via the proposed *Public Open Space - Contribution Expenditure Policy*, noting it is due for a scheduled review.
This option would not reflect updated terminology and references to the *Yarra Open Space Strategy 2020* or the *Yarra Planning Scheme* (not recommended).

Community and stakeholder engagement

10. Internal stakeholders in all Divisions have been consulted and their feedback addressed.

Policy analysis

Alignment to Community Vision and Council Plan

Community Vision

11. Under the Community Vision (7.4), it refers to “*Increase availability and diversify use of open spaces to address existing shortages and respond to population growth*”.

Council Plan

12. In the Council Plan, under Strategic Objective four: *Place and Nature* it refers to Yarra’s public places, streets and green open spaces bring our community together. They are planned to manage growth, protect our unique character and focus on people and nature.
13. In the Initiatives it states - *Plan, design, deliver and maintain high quality open spaces, parks and reserves including the creation of seven new or expanded parks*.

Climate emergency and sustainability implications

14. Increased permanent open space will positively respond to the climate emergency by providing more green space and increase the liveability of Yarra.

Community and social implications

15. The *Public Open Space - Contribution Expenditure Policy* aligns with the *Yarra Open Space Strategy 2020* and provides clarity how the collected contributions can be spent.

Economic development implications

16. Not applicable.

Human rights and gender equality implications

17. New and improved open space is beneficial to the community in many ways.

Operational analysis

Financial and resource impacts

18. The *Public Open Space - Contribution Expenditure Policy* outlines how the allocation of monetary contributions received from the Public Open Space Contribution clause in the *Yarra Planning Scheme* is to occur.
19. This includes the matter of the *apportionment* of money from the open space reserve to fund a project, based on the anticipated level of new population to the area, which is the basis of receiving the open space contributions under the *Subdivision Act 1988*. The allocation of funds from the Reserve is to be consistent with the *Yarra Open Space Strategy 2020* and its calculations.

Legal Implications

20. The *Public Open Space - Contribution Expenditure Policy* was reviewed to ensure legislative compliance, and alignment with the *Yarra Open Space Strategy 2020* and *Yarra Planning Scheme*.

Conclusion

21. The existing *Allocation of Moneys Received via the Public Open Space Requirement Policy* was endorsed by Council in 2016 and is due for review.
22. The new policy has been renamed to *Public Open Space - Contribution Expenditure Policy* to better reflect the policy's function.
23. The proposed changes streamline and clarify aspects of the policy and to align it with the *Yarra Open Space Strategy 2020* including the apportionment of money to projects.

RECOMMENDATION

1. That Council:
 - (a) note the officer report and the Attachment regarding the *Public Open Space - Contribution Expenditure Policy*; and
 - (b) adopt the *Public Open Space - Contribution Expenditure Policy* as shown in the Attachment.

Attachments

- 1 [↓](#) Attachment 1 - Public Open Space - Contributions Expenditure Policy

Attachment 1 - Attachment 1 - Public Open Space - Contributions Expenditure Policy



PUBLIC OPEN SPACE - CONTRIBUTIONS EXPENDITURE POLICY

Title	Public Open Space - Contributions Expenditure Policy
Description	This policy details the organisational approach to expenditure of Public Open Space Contributions.
Category	Financial
Type	Policy
Approval authority	Council
Responsible officer	Director PPM
Approval date	
Review cycle	Every 4 years
Review date	
Document Reference (Trim)	
Human Rights compatibility	This policy has been assessed and is compatible with the Victorian Charter of Human Rights and Responsibilities

1. Purpose

To record Council's policy concerning the management and allocation of monetary contributions received by Council from the application of clause 53.01 of the *Yarra Planning Scheme and section 18A of the Subdivision Act 1988* with respect to the **improvement and acquisition of public open space**.

2. Scope

- 2.1 Clause 53.01 of the Yarra Planning Scheme provides that a person who proposes to subdivide land must make a contribution to the council for public open space in an amount specified in the schedule to that clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both). The Yarra Planning Scheme specifies a percentage.
- 2.2 Council receives the payments required by clause 53.01 in accordance with section 18A of the *Subdivision Act 1988* and is required to use such payments in accordance with section 20 of that Act. One of the purposes specified by section 20 is to improve land already set aside, zoned or reserved (by the Council, the Crown, a planning scheme or otherwise) for use for public recreation or public resort, as parklands or for similar purposes. Section 20 does not otherwise provide guidance to Council as to how to manage or allocate such payments.
- 2.3 Council adopted the *Yarra Open Space Strategy 2020 (YOSS)* following extensive community survey, research and analysis and community engagement. The YOSS provides an overarching vision and direction for the future provision, planning, design and management of open space in Yarra to 2031. It considers the current challenges and pressures of and expanding population and inner city life and how these can be addressed with an expanded and improved public open space network that contributes to a more liveable and sustainable Yarra in the future.
- 2.4 The purpose of this policy is to guide Council in making decisions with respect to the management and allocation of expenditure of public open space contributions for **improving**

Attachment 1 - Attachment 1 - Public Open Space - Contributions Expenditure Policy



PUBLIC OPEN SPACE - CONTRIBUTIONS EXPENDITURE POLICY

and acquiring public open space in a manner which advances the overarching vision and future provision of open space of the YOSS.

3. Policy statement

- 3.1 Monetary public open space contributions collected by the Council must be retained in a formal "Open Space Reserve" reserve account and separately accounted for. Funds will be allocated to land acquisition for new reserves and undertaking eligible open space capital works. Council's *Open Space - Land Acquisition Policy (OSLAP)* sets out Council's policy for acquiring land to expand the open space network.
- 3.2 Council will apply the public open space contribution funds in line with its adopted *Yarra Open Space Strategy 2020* for the benefit of the new population on whose behalf the contributions are collected.
- 3.3 There should be distribution of public open space contributions expenditure, so that locations with larger numbers of new dwellings (and therefore a larger new population) benefit in line with the level of contributions made toward strategy implementation.
- 3.4 Council will only expend the public open space contributions on:
 - (a) the creation of new land for use for public recreation, public resort, parklands or for similar purposes;
 - (b) the upgrade or improvement of existing open space and recreational facilities, to the extent which such works would result in additional capacity being added to existing open space.
- 3.5 Council may determine to accrue open space cash in lieu contributions to fund larger open space projects and land acquisitions. In relation to land acquisitions, Council will be guided by the Open Space - Land Acquisition Policy (OSLAP) to ensure land proposed for acquisition to deliver new open space meets selection criteria and offer community benefit
- 3.6 Funds may be used to acquit completed projects under the YOSS.

Attachment 1 - Attachment 1 - Public Open Space - Contributions Expenditure Policy



PUBLIC OPEN SPACE - CONTRIBUTIONS EXPENDITURE POLICY

4. Definitions

- 4.1 In determining to allocate funds from the public open space contributions reserve, Council shall consider the terms below, consistent with the Yarra Open Space Strategy 2020.

Term	Definition
Apportionment	The need for and benefit derived from each YOSS action between the existing population and the forecast population.
Capital Works Expenditure - New	Expenditure on the acquisition or creation of a new asset to provide additional services. This shall include implementation of new works, purchase or the construction of new open space facilities.
Capital Works Expenditure - Renewal	Expenditure to replace existing assets (or components thereof) or facilities with assets or facilities of equivalent capacity or performance capability to restore capacity and service potential. This should not be funded by public open space contributions.
Capital Works Expenditure - Upgrade	Expenditure to increase the capacity of existing assets beyond their original design capacity or service potential. Such expenditure shall be directed at works which will increase the capacity of the facility to the extent that the existing open space will be able to be more intensively used after the upgrade works than before the subdivision/s. Examples could include: <ul style="list-style-type: none"> (i) the expansion of playground equipment; (ii) Improving the open space facility which may include installation of such as: <ul style="list-style-type: none"> • Seating • Grass areas/ovals • Toilets • Landscaping • Barbeque facilities • Pathways/walking trails.
Maintenance	Maintenance is that which is necessary for retaining an asset as near as practicable to its original condition but excluding rehabilitation, renewal or increasing its service potential.

8.3 Environment Advisory Committee Membership

Reference	D22/152694
Author	Michael Oke - Unit Manager Sustainability
Authoriser	Director Planning and Place Making

Purpose

1. To inform Council that a public Expression of Interest (EOI) process has been completed, as required, to recruit new members to the Environment Advisory Committee ("EAC").
2. To seek Council's endorsement of the proposed new members.

Critical analysis

History and background

3. The Terms of Reference (Attachment 2) state that the purpose of EAC is to *represent interests pertaining to all aspects of urban environmental sustainability including (but not limited to) climate change; resource efficiency across water, waste and energy; urban greening and natural capital; local food systems; and the built environment, by providing advice to Council on policy, strategy and other strategic opportunities to progress the organisation's response to these issues.*
4. The objectives of EAC are to *capitalise on the knowledge, experience and skills available in the Yarra community to provide advice to Council in respect to:*
 - (a) *Emerging and evolving environmental sustainability issues, challenges and opportunities relevant to the City of Yarra;*
 - (b) *The delivery of its Council Plan in relation to environmental sustainability issues;*
 - (c) *Development and strategic implementation of environment-related council strategies, including (but not limited to) the Yarra Environment Strategy, Climate Emergency Plan, Waste Minimisation and Resource Recovery Strategy, Urban Agriculture Strategy, Urban Forest Strategy, Nature Strategy and Integrated Water Strategy (as updated from time-to-time);*
 - (d) *Key policy development on relevant issues;*
 - (e) *Design and delivery of specific environment sustainability programs and projects by Council;*
 - (f) *Engagement with the wider City of Yarra community to build awareness of environmental sustainability issues and activities; and*
 - (g) *Identifying strategic opportunities to collaborate with other organisations and groups to progress initiatives related to environmental sustainability issues.*
5. The term of the appointment to EAC is for two (2) years, unless a member resigns from their position prior.
6. The membership consists of two (2) Councillors (appointed annually), plus sixteen (16) community members made up of a minimum of two members from each the following specific subject areas:
 - (a) Climate emergency;
 - (b) Waste management;
 - (c) Local food systems;
 - (d) Biodiversity and nature; and

- (e) Water.

Discussion

7. Nominations were open from Tuesday 26 April through to Sunday 15 May 2022.
8. Council sought applicants with an ability to work collaboratively with other members and Council, and a strong interest and proven understanding of local environmental sustainability issues.
9. Applicants were reviewed on the basis of their capacity to form a committee with the following attributes:
 - (a) *Diversity of environmental interests and knowledge including climate change; waste; transport; community development; engagement and behaviour change; urban agriculture; biodiversity; water; and built environment, or*
 - (b) *Technical knowledge and experience in one of the following subject areas:*
 - (i) *Climate emergency;*
 - (ii) *Energy;*
 - (iii) *Waste management;*
 - (iv) *Local food systems;*
 - (v) *Biodiversity and nature; and*
 - (vi) *Water;*
 - (c) *Representation of members of different local community groups;*
 - (d) *Representation of a variety of sectors in the municipality, including community agencies, business, education, and interested citizens; and*
 - (e) *A mix of skills and attributes to complement other members of the Committee.*
10. Council received 45 applications for the sixteen positions available. Four existing EAC members reapplied to continue for another term.
11. The Selection Panel ("the Panel") comprised of two Officers: Sustainability Unit Manager, and Senior Biodiversity Officer. Note that the Sustainability Unit Manager had a conflict of interest regarding one of the applicants, and for this applicant the rating was completed by Senior Biodiversity Officer alone and confirmed via discussion with the Climate Emergency Coordinator.
12. The Panel was extremely impressed with the diversity of interest and knowledge, experience, and community representation reflected in the applications.
13. Applications were assessed individually against the above criteria (point 9) and the Panel then reviewed the overall mix and potential membership.
14. Based on this above process 16 community members have been recommended to be appointed to EAC for a two year term (refer to Confidential Attachment 1).
15. Officers believe the 16 community members recommended to be selected for EAC membership presents a strong and balanced committee with diversity of experience, focus, demographics, past members, and links to key areas of the community.

Options

16. Forty-five applications were received for the sixteen vacant positions.
17. Officers recommend Council support the appointment of sixteen nominees (see confidential Attachment 1).

Community and stakeholder engagement

18. In line with the *Appointment of Members to Council Committees Procedure*, Council Officers advertised an EOI to join EAC on the Yarra Council website and promoted this via Council Social Media (e.g. Facebook) and via the Yarra Environment News.
19. This advertising included:
 - (a) the purpose of the EAC;
 - (b) desired attributes or skills of interested community or other non-Councillor representatives;
 - (c) inviting expressions of interest from suitably qualified or experienced persons seeking to be considered; and
 - (d) noting that Council will, following consideration of EOI's received, formally resolve to appoint the selected members.
20. The Governance Unit provided advice and support on the requirements of the public EOI process.

Policy analysis

Alignment to Community Vision and Council Plan

21. The *Council Vision 2036* includes the Theme '*Environmental Sustainability*' which states: *We are all custodians of the City of Yarra. While our skyline is growing, so are our green spaces. We are smarter in how we manage growth and use our resources and energy. We celebrate, enable and promote a circular economy.*
22. Council Plan 2021-2025 includes the Theme *Climate and Environment* and states *Yarra urgently mitigates climate change while also adapting to its impacts and developing resilience in everything we do. The community, business and industry are supported and encouraged to do the same.*

Climate emergency and sustainability implications

23. The Environment Advisory Committee is focused solely on advising Council on issues pertaining to Climate emergency and sustainability, and a recruitment of new members will strengthen the advisory group by providing fresh ideas, different points of view and invaluable feedback.

Community and social implications

24. The membership has sought to include diversity of representation on the Committee.

Economic development implications

25. There are no economic development implications associated with the report.

Human rights and gender equality implications

26. The appointment of proposed members ensures a balance of gender representation on the EAC.

Operational analysis

Financial and resource impacts

27. There are no financial or resource impacts associated with this report.

Legal Implications

28. There are no legal implications associated with this report.

Conclusion

29. The Selection Panel have undertaken a public EOI process to recruit new members to the EAC in accordance with the *Terms of Reference and Council's requirements relating to community advisory committees*.
30. The community responded with 45 applications for the sixteen vacant positions.
31. Officers have reviewed all applications and have recommended 16 to be appointed onto the EAC.
32. Officers believe the 16 community members recommended to be selected for EAC membership presents a strong and balanced committee with diversity of experience, focus, demographics, past members, and links to key areas of the community.

RECOMMENDATION

1. That Council appoint the following persons to the sixteen vacant positions on the Environment Advisory Committee:
 - (a) _____;
 - (b) _____;
 - (c) _____;
 - (d) _____;
 - (e) _____;
 - (f) _____;
 - (g) _____;
 - (h) _____;
 - (i) _____;
 - (j) _____;
 - (k) _____;
 - (l) _____;
 - (m) _____;
 - (n) _____;
 - (o) _____; and
 - (p) _____.
2. That officers write to all members of the community who expressed interest, advising of this decision and thank them for applying to be members of the Environment Advisory Committee.

Attachments

- 1 Attachment 1 - CONFIDENTIAL EAC 2022 Recommendations - *Confidential*
- 2 [↓](#) Attachment 2 - Environment Advisory Committee (EAC) TOR 2020

Attachment 2 - Attachment 2 - Environment Advisory Committee (EAC) TOR 2020

Environment Advisory Committee

TERMS OF REFERENCE



Type	Advisory Committee
Purpose	To represent interests pertaining to all aspects of urban environmental sustainability including (but not limited to) climate change; resource efficiency across water, waste and energy; urban greening and natural capital; local food systems; and the built environment, by providing advice to Council on policy, strategy and other strategic opportunities to progress the organisation's response to these issues.
Objectives	<p>To capitalise on the knowledge, experience and skills available in the Yarra community to provide advice to Council in respect to:</p> <ul style="list-style-type: none"> • Emerging and evolving environmental sustainability issues, challenges and opportunities relevant to the City of Yarra; • The delivery of its Council Plan in relation to environmental sustainability issues; • Development and strategic implementation of environment-related council strategies, including (but not limited to) the Yarra Environment Strategy, Climate Emergency Plan, Waste Minimisation and Resource Recovery Strategy, Urban Agriculture Strategy, Urban Forest Strategy, Nature Strategy and Integrated Water Strategy (as updated from time-to-time); • Key policy development on relevant issues; • Design and delivery of specific environment sustainability programs and projects by Council; • Engagement with the wider City of Yarra community to build awareness of environmental sustainability issues and activities; • Identifying strategic opportunities to collaborate with other organisations and groups to progress initiatives related to environmental sustainability issues. <p>From time to time, to establish working groups to further support the Committee in advising Council in specific policy areas or projects, such as responding to the climate emergency, waste minimisation, and urban agriculture and nature.</p>
Membership	<p>Two Councillors plus 16 community members made up of a minimum of two members from each the following specific subject areas:</p> <ul style="list-style-type: none"> • Climate emergency • Waste management • Local food systems • Biodiversity and nature • Water
Chair	The Chair shall alternate between the two appointed Councillors.
Selection Criteria	<p>Council seeks applicants with an ability to work collaboratively with other members and Council, a strong interest and proven understanding of local environmental sustainability issues.</p> <p>Applicants will be selected on the basis of their capacity to form a committee with the following attributes:</p>

Attachment 2 - Attachment 2 - Environment Advisory Committee (EAC) TOR 2020

	<ul style="list-style-type: none"> • Diversity of environmental interests and knowledge including climate change; waste; transport; community development; engagement and behaviour change; urban agriculture; biodiversity; water; and built environment, or • Technical knowledge and experience in one of the following subject areas: <ul style="list-style-type: none"> ○ Climate emergency ○ Energy ○ Waste management ○ Local food systems ○ Biodiversity and nature ○ Water • Representation of members of different local community groups; • Representation of a variety of sectors in the municipality, including community agencies, business, education, and interested citizens; • A mix of skills and attributes to complement other members of the Committee.
Meeting arrangements	Meetings six times per year.
Departures from the Council Committees Policy	<p>The following additional provisions apply to this Committee:</p> <ul style="list-style-type: none"> • The Committee may establish working groups, each of which must include at least one Advisory Committee member and may include additional co-opted members appointed by the Secretariat.

8.4 Proposed Discontinuance of Road at 9-11 Brighton Street, Richmond.

Reference	D22/155630
Author	Bill Graham - Coordinator Valuations
Authoriser	Director Corporate, Business and Finance

Purpose

1. For Council to consider whether the road shown as Lot 1 on the title plan attached as Attachment 1 to this report (**Road**), being the land remaining in Conveyance Book P No. 731, should be discontinued pursuant to the *Local Government Act 1989 (Act)* and sold to LPC Brighton Pty Ltd ACN 652 201 655 (**Applicant**).

Critical analysis

History and background

2. The Road is shown as the area-coloured red on the plan attached as Attachment 2 to this report (**Site Plan**). A copy of the title search of the Road is attached as Attachment 3 to this report.
3. Geoff Bade (Aust) Pty Ltd ACN 005 735 151 (**Owner**) is the registered proprietor of all the land abutting the Road, shown delineated blue on the Site Plan, comprising the land contained in the following certificates of title, volume 8317 folio 878 known as 9 Brighton Street, Richmond, and volume 10441 and folio 818 known as 11 Brighton Street, Richmond (together, the **Adjoining Properties**).
4. On the 28 July 2021, the Owner entered contracts to sell each of the Adjoining Properties, and the property at 13-15 Brighton Street, to the Applicant. Settlement of the contracts is to occur on 28 November 2022, or earlier by agreement between the parties. The Applicant has provided copies of the contracts to Council.
5. The Applicant has requested that Council discontinue and sell the Road to it (**Proposal**), in anticipation of it becoming the registered proprietor of the Adjoining Properties. If Council resolves to discontinue the and sell the Road to the Applicant, the transfer of the Road to the Applicant is subject to the Applicant (or a related party of the applicant, in which case the transfer of the Road would be made to that related party) first becoming the registered proprietor of the Adjoining Properties.
6. The Applicant has agreed to pay Council's costs and disbursements associated with the proposed discontinuance of the Road, together with the market value as determined by the Act for the transfer of the discontinued Road to the Applicant.

Discussion

Road Status

7. The Road is:
 - (a) known to title as a 'road', and its last registered owner is Joseph Clark as at 9 June 1852; and
 - (b) constructed of concrete and artificial grass.
8. It is considered that the Road is not reasonably required for public use as the Road:
 - (a) is not currently being used or accessed by the general public as a road, (the Road is only being used by the adjoining properties); and

- (b) is a dead end, and therefore does not connect as a throughfare to any other public roads.
- 9. The Road is a 'road for the purposes of the Act, and Council has statutory power to consider discontinuing the Road. If it is discontinued, it will vest in Council.
- 10. At its meeting on 29 March 2022, Council resolved to:
 - (a) remove the Road from Council's register of public roads pursuant to section 17(4) of the *Road Management Act 2004*; and
 - (b) commence the statutory procedures and give notice pursuant to section 207A and 223 of the Act of its intention to discontinue and sell the Road to the Applicant.

Options

- 11. Council can decide to discontinue the Road or not to discontinue the Road.

Community and stakeholder engagement

Public Notice

- 12. The public notice required to be given was placed in the Age Newspaper on 26 April 2022, Council's website and displayed on-site.
- 13. The Applicant has entered into a contract to purchase the Adjoining Properties which are the only properties which abut the Road; therefore, the Applicant was not required to seek the consent of any other adjoining owners to the Proposal.
- 14. No submissions were received by Council in response to the public notice by the closing date, being 26 May 2022.
- 15. A copy of the public notice is attached as Attachment 4 to this report

Public/Statutory Authorities

- 16. The following public/statutory authorities have been advised of the Proposal and have been asked to respond to the question of whether they have any existing assets in the Road that should be saved under section 207C of the Act: Greater Western Water, Melbourne Water, CitiPower, United Energy, Multinet Gas, Telstra, Optus, APA Gas, AusNet Services and Yarra City Council.
- 17. Council, Ausnet Services, Melbourne Water, CitiPower, United Energy, Multinet Gas and APA Gas have advised that they have no assets in or above the Road and no objection to the Proposal.
- 18. Optus has advised that it has no assets in or above the Road.
- 19. Telstra advised that it has no assets located within or above the Road, and no objection to the Proposal, provided that the Applicant:
 - (a) calls Dial Before You Dig prior to any construction activities in the vicinity of Telstra's communication plant; and
 - (b) upon receipt of plans, obtains a Telstra accredited Asset Plant Locator to confirm the location of the plant.
- 20. Greater Western Water (**GWW**) advised that it has sewer assets in the Road. GWW advised that it did not object to the Proposal, subject to the following conditions:
 - (a) a 2-metre-wide sewerage easement is created over the Road in favour of GWW;
 - (b) any proposed fences must be located a minimum distance of 800mm clear of the centreline of the existing sewer mains;
 - (c) any proposed fence lines must be located a minimum 1 metre from sewer manholes and/or inspection shafts; and
 - (d) any proposal to build over GWW assets requires GWW's prior written consent.

21. The discontinuance title plan was prepared to include the easement in favour of GWW as requested by GWW.

Policy analysis

Alignment to Community Vision and Council Plan

22. The City of Yarra Council Plan 2021-2025 contains relevant strategies under two strategic objectives of “Place and Nature” and “Democracy and Governance”.
23. These strategies are:
- (a) Plan and manage community infrastructure that responds to growth and changing needs; and
 - (b) Manage our finances responsibly and improve long-term financial management planning.

Climate emergency and sustainability implications

24. Not applicable to this report.

Community and social implications

25. There are no community and social implications associated with this report.

Economic development implications

26. The Applicant has agreed to acquire the Road for its market value as determined by the Act (plus GST).
27. In addition to the market value of the Road (plus GST), the Applicant has agreed to pay Council’s costs and disbursements associated with the Proposal.

Operational analysis

Human rights and gender equality implications

28. Not applicable to this report.

Financial and resource impacts

29. If the Road is discontinued and sold to the Applicant, the proceeds will flow to Council’s financial statements.

Legal Implications

30. The Applicant will be required to consolidate the title to the discontinued Road with the land contained in the certificates of title to the surrounding land, being 9 and 11 Brighton Street, Richmond, by no later than 6 months after the date of transfer of the discontinued Road.

Conclusion

31. Council must now determine whether the Road is reasonably required for public use in order to decide whether the Road should be discontinued and sold pursuant to clause 3 of schedule 10 of the Act.

RECOMMENDATION

1. That Council, acting under clause 3 of schedule 10 of the *Local Government Act 1989 (Act)*:
 - (a) resolves, having followed all the required statutory procedures pursuant to sections 207A and 223 of the Act pursuant to its power under clause 3 of schedule 10 of the Act, and being of the opinion that the road abutting 9-11 Brighton Street, Richmond, the land remaining in Conveyance Book P no. 731 (shown marked as lot 1 on the title plan attached as Attachment 1 to this report (**Road**)) is not reasonably required for public use for the reasons set out in this report, to discontinue the Road;
 - (b) directs that a notice pursuant to the provisions of clause 3(a) of Schedule 10 of the Act is to be published in the *Victoria Government Gazette*;
 - (c) directs that, once discontinued, and subject to LPC Brighton Pty Ltd (or its related party) (**Applicant**) first becoming the registered proprietor of the properties which abut the Road a 9-11 Brighton Street, Richmond (**Adjoining Properties**), the Road be transferred to the Applicant for no less than the market value as determined by the Act (plus GST);
 - (d) directs the CEO sign any transfer or transfers of the Road or any other documents required to be signed in connection with the discontinuance of the Road and its subsequent transfer to the Applicant;
 - (e) directs that any easements, rights or interests required to be created or saved over the Road by any authority be done so and not be affected by the discontinuance and sale of the Road; and
 - (f) directs that the Applicant be required to consolidate the title to the discontinued Road with the land contained in the certificates of title to the surrounding land, by no later than 6 months after the date of the discontinued Road.

Attachments

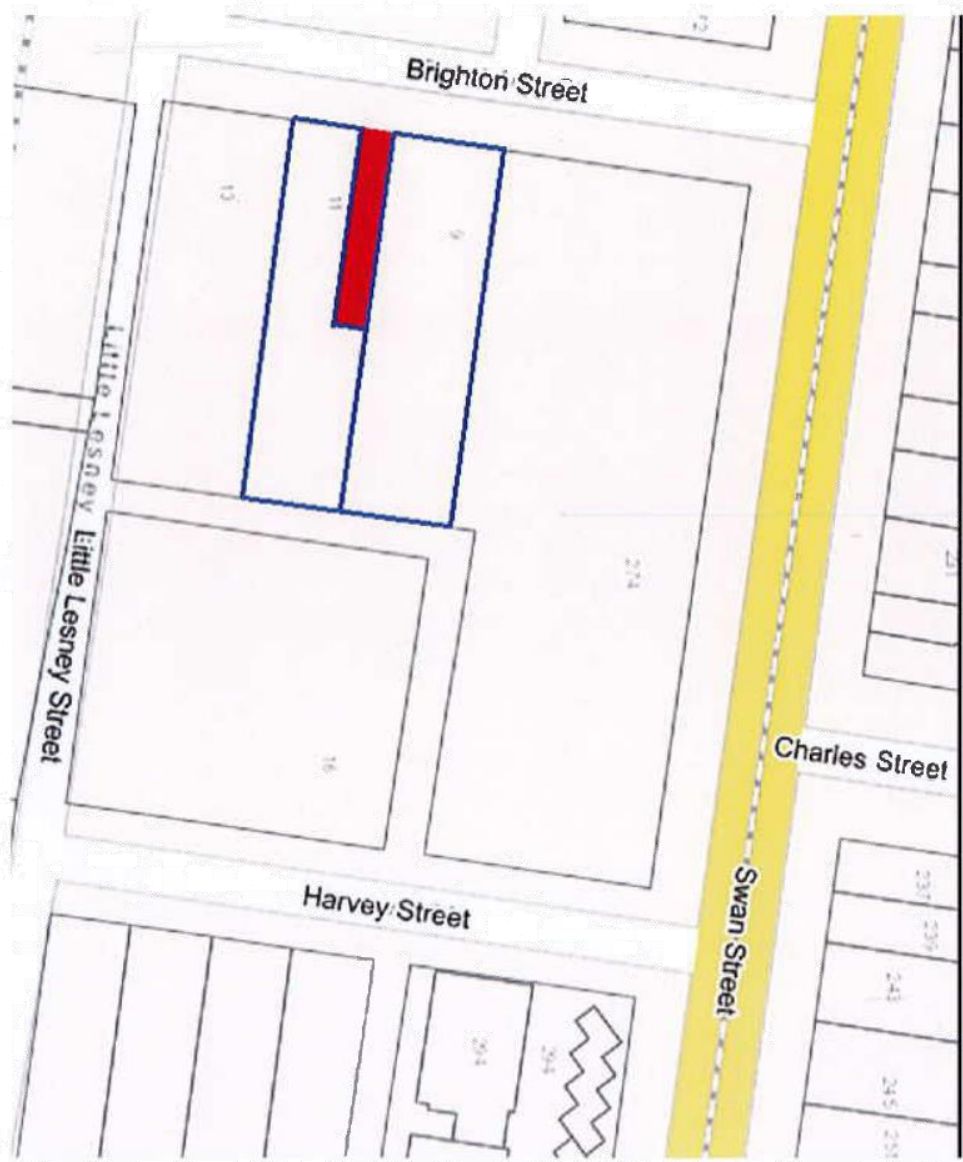
- 1 [↓](#) Attachment 1 - Title Plan
- 2 [↓](#) Attachment 2 - Site Plan
- 3 [↓](#) Attachment 3 - Title Search
- 4 [↓](#) Attachment 4 - Public Notice

Attachment 1 - Attachment 1 - Title Plan

TITLE PLAN		EDITION 1		TP	
LOCATION OF LAND PARISH: JIKA JIKA TOWNSHIP: — SECTION: — CROWN PORTION: 8 (PART)			NOTATIONS		
MGA CO-ORDINATES: E 323 970 ZONE: 55 (of approximate centre of land in plan) N 5 811 570 GDA 2020 DEPTH LIMITATION: DOES NOT APPLY			THIS PLAN HAS BEEN PREPARED FOR LAND VICTORIA FOR TITLE DIAGRAM PURPOSES.		CHECKED BY: DATE: / / Assistant Registrar of Titles
EASEMENT INFORMATION					
LEGEND: A - APPURTENANT EASEMENT E - ENCUMBERING EASEMENT R - ENCUMBERING EASEMENT (ROAD)					
EASEMENT REFERENCE	PURPOSE	WIDTH (METRES)	ORIGIN	LAND BENEFITED /IN FAVOUR OF	
E-1	AS PROVIDED FOR IN SEC. 207C LGA 1989	SEE DIAG.	SEC 207C LGA 1989	GREATER WESTERN WATER CORPORATION	

REF: 23894	VERSION: A	DATE: 15/11/21 23894-0-TP-A.DGN	SCALE: 1:100 	ORIGINAL SHEET SIZE: A3	SHEET
REEDS CONSULTING <small>Reeds Consulting Pty Ltd Lot 6, 440 Elizabeth Street Melbourne Victoria 3000 p 1831 8660 3800 www.reedsconsulting.com.au survey@reedsconsulting.com.au</small>			LICENSED SURVEYOR ALAN DAVID NORMAN		GOVERNMENT GAZETTE No.: DEALING/FILE No.: DEALING CODE:

Attachment 2 - Attachment 2 - Site Plan



Attachment 3 - Attachment 3 - Title Search

RE:- Right of Way between 9 and 11 Brighton Street, Richmond.

PROPERTY:- Part Crown Portion. 8, Parish of Jika Jika.

YOUR REF:- L. Elezovic.

A search for the **Last Registered Owner** of the above property resulted with copies of the following:-

1. L.A.S.S.I. For Current Map Base Information.
2. TITLES OFFICE CHART
Jika Jika 15
3. CONVEYANCE
Bk: P No: 731 to J. CLARK. (**Last Registered Owner**)
4. PLAN IN APPN:
40350 Showing the Land remaining in the above Conveyance,
5. 26F:- NIL, see sheet attached.

23.08.2021



Graeme W. Keeshan.

0422 472 969

FEIGL & NEWELL

GPO BOX 2343

Melb 3001

Ph. 9629 3011.

Email. info@feiglnewell.com.au

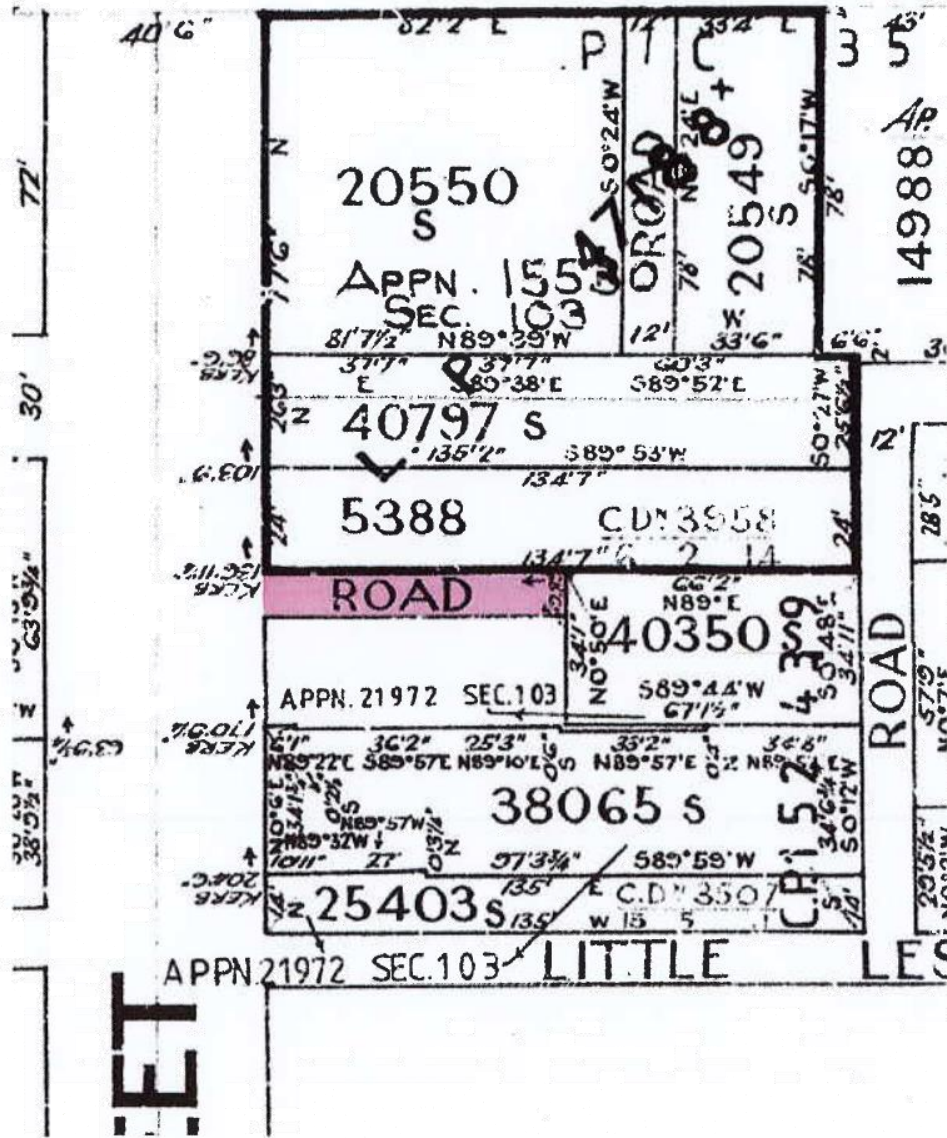
DISCLAIMER:- A search for the last registered owner may not disclose all easements, subsisting interests affecting the above property or guarantee the consistency of the Chain of Title.

Due to changes in procedures at the Lands Titles Office, this search is as accurate as the information contained herein at the date of this search.

Attachment 3 - Attachment 3 - Title Search



Attachment 3 - Attachment 3 - Title Search



Jika Jika

Chart 15.

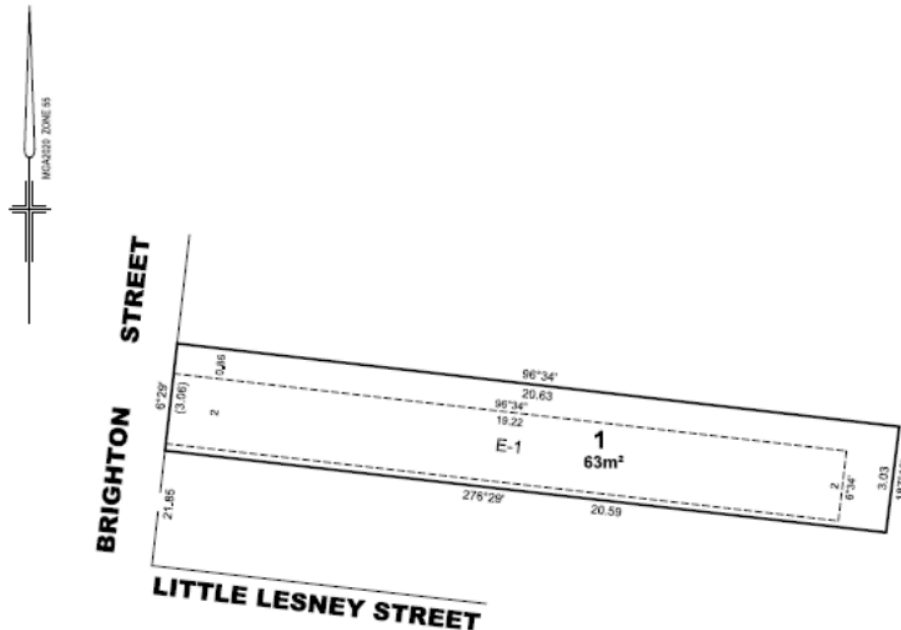
Attachment 4 - Attachment 4 - Public Notice

YARRA CITY COUNCIL PROPOSED ROAD DISCONTINUANCE PUBLIC NOTICE INVITING SUBMISSIONS UNDER SECTION 223



Yarra City Council (**Council**), acting under clause 3 of schedule 10 to the *Local Government Act 1989 (Act)*, proposes to discontinue the road abutting 9-11 Brighton Street, Richmond, shown as Lot 1 on the plan below, being the whole of the land remaining in Conveyance Book P No. 731 (**Road**).

The proposal is that Council discontinue the Road and transfer the land comprising the Road to the owner of 9-11 Brighton Street, Richmond (**Owner**).



Any person may make a submission on the proposal.

Any person wishing to make a submission under section 223 of the Act must do so in writing by 25 May 2022.

All submissions will be considered in accordance with section 223 of the Act. Submissions should be addressed to the Chief Executive Officer, and can be hand delivered to Council's Municipal Office at 333 Bridge Road, Richmond or posted to the following address:

Chris Leivers, Acting Chief Executive Officer,
Yarra City Council - PO Box 168, RICHMOND VIC 3121

Any person requesting to be heard in support of his or her submission is entitled to be heard before Council (or its committee established by Council for this purpose) or be represented by a person acting on his or her behalf, and will be notified of the time and date of the hearing.

Following consideration of submissions, Council may resolve not to discontinue the Road or to discontinue the Road and then sell the land from the Road to the Owner.

For more information on the proposal, please contact Bill Graham on 03 9205 5270 or bill.graham@yarracity.vic.gov.au.

Chris Leivers, Acting Chief Executive Officer, Yarra City Council

[8081891: 28974082_1]

8.5 Amendments to the Civic Flag Policy

Reference	D22/141058
Author	Rhys Thomas - Senior Governance Advisor
Authoriser	Group Manager Chief Executive's Office

Purpose

1. To make amendments to the Civic Flag Policy and Community Flag Schedule.

Critical analysis

History and background

2. The City of Yarra Civic Flag Policy governs the flying of flags at Council's Town Halls, Community Flagpoles and other facilities and establishes a mechanism to consider requests for flying of flags of significance to the Yarra community.
3. The flags flown on Council's Civic Flagpoles are set out in a Community Flag Schedule to that policy – an approach that enables the list of flags to be updated without necessitating a formal review of the policy itself.

Discussion

4. At the meeting of the Rainbow Advisory Committee on 6 June 2022, a discussion was held following the recent successful flying of the Rainbow Flag in recognition of the International Day Against Homophobia, Biphobia and Transphobia on 17 May. It was noted that while Yarra City Council flew the Rainbow Flag, a number of other organisations (including Councils) recognised the day by flying one of the Philadelphia Pride Flag, the Pride Progress Flag or the Intersex-Inclusive Pride Flag.
5. In 2017, under the leadership of American civil rights activist Amber Hikes, Philadelphia's Office of LGBT Affairs designed the Philadelphia Pride Flag, incorporating black and brown stripes to include black, brown, and people of colour.
6. Building on that in 2018, Daniel Quasar redesigned the flag to include trans people, creating the Pride Progress flag.
7. In 2021, Valentino Vecchietti of Intersex Equality Rights UK adapted the Pride Progress Flag design to incorporate the intersex flag, creating this Intersex-Inclusive Pride flag 2021.



Rainbow
Flag



Philadelphia
Pride Flag



Pride Progress
Flag



Intersex-Inclusive
Pride Flag

8. The consensus view of the Rainbow Advisory Committee was that Council should cease flying the Rainbow Flag, and move instead to the use of the Intersex-Inclusive Pride Flag for those occasions where Council seeks to acknowledge the complete diversity of Yarra's community (currently Midsumma and IDAHOBIT).
9. Further, the view was that Council should cease the use of the Rainbow Flag to recognise the bisexual community on Bi Visibility Day and the Intersex community on Intersex Awareness Day, and should instead fly the Bisexual Flag and the Intersex Flag respectively.

10. In addition, the Committee recognised that a number of additional flags could be flown that were not referenced in the LGBTIQ+ Strategy adopted in 2020 and were therefore not included in the schedule at that time.
11. These proposed additions are:
 - (a) the Lesbian Pride Flag on 26 April (Lesbian Visibility Day) and 8 October (International Lesbian Day);
 - (b) the Pansexual Pride flag on 24 May (Pansexual Pride Day);
 - (c) the Non Binary Pride Flag on 14 July (International Non-Binary People's Day);
 - (d) the Intersex-Inclusive Pride Flag on 26 August (Wear it Purple Day); and
 - (e) the Intersex Flag on 8 November (Intersex Day of Remembrance).
12. Officers have considered the Rainbow Advisory Committee's position and agree with the recommendations.
13. In addition to the changes recommended by the Rainbow Advisory Committee, officers recommend that Council take the opportunity to also make the following changes to the Community Flag Schedule:
 - (a) Correct the anomaly that saw the flag of the International Campaign to Abolish Nuclear Weapons flown only at Richmond (unlike all other flags which are flown at Collingwood, Fitzroy and Richmond); and
 - (b) Clarify that if a football club flag is to be flown due to the club's appearance in the AFL or AFLW grand final clashes with another flag on the schedule, that the football club flag will be flown in one location, and the other flag will be flown in the other locations.
14. Lastly, this process of review has identified a need for greater flexibility when it comes to flying various flags and making changes to the Community Flag Schedule. While the existing policy provides a mechanism for decisions to be made under delegation without the need for a Council resolution, it has not proven to be sufficiently flexible to make the changes set out in this report. This is because the CEO's current authority extends only to the ability to make temporary or 'one off' changes on the basis of a limited number of circumstances.
15. On this basis, it is recommended to vary the approval authority of the existing policy from Council to the Chief Executive Officer. This would enable the Chief Executive Officer to make future alterations to the policy without the need for a formal Council resolution in each case. Making this change would not alter the ability of Council to add or remove flags from the schedule by resolution, as the Chief Executive Officer's delegation is limited in that they cannot make a decision that is contrary to Council policy or a previous resolution of Council.

Options

16. There are no options set out in this report, although it is open to Council to make adjustments to the Civic Flag Policy and/or Community Flag Schedule by alternative resolution.

Community and stakeholder engagement

17. Public engagement on this subject was limited to discussions with the Rainbow Advisory Committee. Officers advise that widespread community consultation is not required due to the narrow scope of the recommendations.
18. Following updates to the schedule, Council's website will be updated to reflect the new arrangements, and Council will make appropriate social media and other communications at the time of flying of the new flags. This is consistent with the 'Inform' approach set out in Council's Community Engagement Policy.

Policy analysis

Alignment to Community Vision and Council Plan

19. The community's vision for Yarra, as set out in the Community Vision 2036 is for *“a vibrant, safe and inclusive environment (where) we celebrate and embrace our diversity and connection to each other and the land (and) our community is empowered to work together and support one another with respect and trust.”*
20. The flying of flags that symbolise and celebrate the diverse community of the City of Yarra and have special meaning to all or part of Yarra's community is one way that Council publicly represents the community's vision for the city.

Climate emergency and sustainability implications

21. There are no climate emergency and sustainability implications considered in this report.

Community and social implications

22. The Rainbow Advisory Committee plays a key role in breaking barriers to access, participation and inclusion for the LGBTIQA+ community. The Committee provides a direct voice to Council on matters affecting Yarra's LGBTIQA+ community.
23. The flying of flags on Council's Civic Flagpoles in accordance with the Civic Flags Policy is one way Council is able to recognise and celebrate Yarra's diversity and acknowledge its positive contribution to the city.

Economic development implications

24. There are no economic development implications considered in this report.

Human rights and gender equality implications

25. Council's Social Justice Charter acknowledges that the City of Yarra is a vibrant and diverse municipality. It is the traditional lands of the Wurundjeri Woi Wurrung, and a place of special significance for the broader Aboriginal and Torres Strait Islander community. The City of Yarra is also home to diverse communities, something that Council is proud of and recognises as an asset.
26. Further, Council is bound by the Charter of Human Rights and Responsibilities Act 2006 (Vic) to act compatibly with human rights, and to consider human rights when developing policies, making laws, delivering services and making decisions.
27. Council has an important role to play in upholding and protecting its diverse population's human rights. Council will actively work to reduce barriers so that the LGBTIQA+ community can participate in community life and access services and information.

Operational analysis

Financial and resource impacts

28. The financial and resource impacts of this report are limited to the cost of purchasing flags and the staff time associated with raising and lowering them. These costs have no material impact and are met within Council's operational budget.

Legal Implications

29. There are no legal implications of the recommendations of this report. The flying of flags on Council's Civic Flagpoles is a matter for Council, and provided a national flag is not flown, is not impacted by the Flags Act 1953 (Cth).

Conclusion

30. This report recommends that Council adopt the advice of its Rainbow Advisory Committee and update the Community Flag Schedule accordingly. The report also recommends two other changes to the flag schedule and the authorisation of the Chief Executive Officer as the approval authority for the policy.

RECOMMENDATION

1. That Council update the Civic Flag Policy and Community Flag Schedule by incorporating the markups set out in the draft Civic Flag Policy at **Attachment One**.

Attachments

- 1 [↓](#) Attachment 1 - Draft Civic Flag Policy

Attachment 1 - Attachment 1 - Draft Civic Flag Policy



CIVIC FLAG POLICY

Title	Civic Flag Policy
Description	A policy to govern the flying of flags at Council's Town Halls, Civic Flagpoles and other facilities.
Category	Civic
Type	Policy
Approval authority	<u>Council Chief Executive Officer</u>
Responsible officer	Group Manager, Chief Executive's Office
Approval date	<u>23/11/2021 12/7/2022</u>
Review cycle	Every four years
Review date	<u>23/11/2025 12/7/2026</u>
Document Reference (Trim)	D10/57080
Human Rights compatibility	This policy has been assessed and is compatible with the Victorian Charter of Human Rights and Responsibilities

1. Purpose

A policy to govern the flying of flags at Council's Town Halls, Civic Flagpoles and other facilities and to establish a mechanism to consider requests for flying of flags of significance to the Yarra community.

2. Policy

2.1. Definitions

In this policy,

Civic Flagpoles means the flagpoles erected for the purpose of displaying the flags set out in the Community Flag Schedule.

Collingwood Town Hall means all buildings and grounds at the Collingwood Town Hall and administrative offices at 140 Hoddle Street Abbotsford.

Community Flag Schedule means the schedule adopted in conjunction with this policy and amended by Council resolution thereafter, which sets out which flags shall be flown, when they shall be flown, and which flagpoles shall be used.

Exterior Town Hall flagpoles means the external flagpoles at Collingwood, Fitzroy and Richmond Town Halls as identified in section 2.2 of this policy.

Fitzroy Town Hall means all buildings and grounds at the Fitzroy Town Hall, including the former Library, former municipal offices, the Ballroom and the Library.

Interior Town Hall flagpoles means the floor mounted portable flagpoles that are used for meetings at Fitzroy and Richmond Town Halls, and displayed in the foyer at Richmond Town Hall.

Richmond Town Hall means all buildings and grounds at the former City Hall at 333 Bridge Road Richmond and the Council administrative offices at 345 Bridge Road Richmond.

Attachment 1 - Attachment 1 - Draft Civic Flag Policy



CIVIC FLAG POLICY

2.2. Exterior Town Hall flagpoles

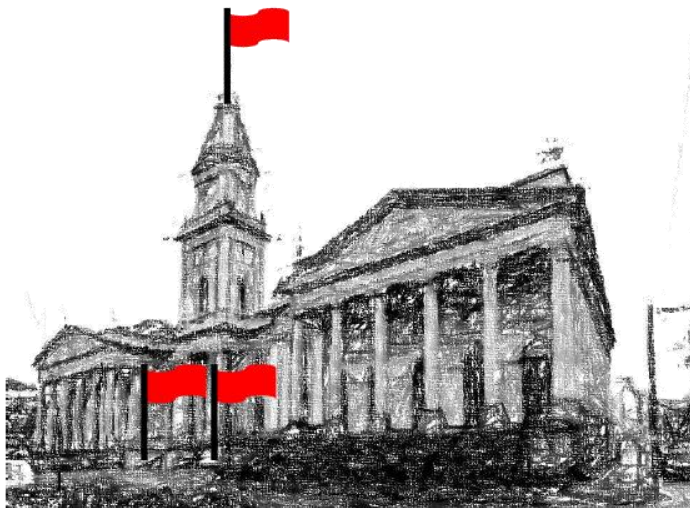
The exterior flagpoles at Council's Town Halls at Collingwood, Fitzroy and Richmond shall be used for the flying of the Australian National Flag, the Australian Aboriginal Flag and the Torres Strait Islander Flag.

At Collingwood Town Hall, the following flagpoles shall be used:



The flagpole on the south-east tower of the building, at the intersection of Stanton Street and Eddy Court Abbotsford shall not be used. The use of the flagpole on the facade at the entry to the Collingwood Police Station in Eddy Court Abbotsford shall be controlled by the Collingwood Police.

At Fitzroy Town Hall, the following flagpoles shall be used:



Attachment 1 - Attachment 1 - Draft Civic Flag Policy



CIVIC FLAG POLICY

At Richmond Town Hall, the following flagpoles shall be used:



For occupational health and safety reasons, the flagpole at the top of the Richmond Town Hall clocktower shall not be used.

At each Town Hall, the flags shall be flown with the Australian National Flag in the preeminent position (the centre) and the Australian Aboriginal Flag and the Torres Strait Islander Flag in the next positions (left and right respectively, when viewed facing the front of the building).

In all respects, flying of these flags shall accord with Australian National Flag protocol as published by the Commonwealth Government.

2.3. Interior Town Hall flagpoles

The Australian National Flag, the Australian Aboriginal Flag, the Torres Strait Islander Flag and the City of Yarra flag shall be flown at all public Council Meetings, meetings of Council's Internal Development Approvals Committee and Citizenship Ceremonies.

The interior flagpoles at Richmond Town Hall shall be exclusively reserved for the flying of the Australian National Flag, the Australian Aboriginal Flag, the Torres Strait Islander Flag and the City of Yarra flag. When not in use for a Council meeting or civic function, these flagpoles shall be displayed in the foyer or other public area of the building.

2.4. Civic Flagpoles

The Civic Flagpoles at Collingwood, Fitzroy and Richmond are reserved for the flying of flags that symbolise and celebrate the diverse community of the City of Yarra and shall be used for flying flags that have special meaning to all or part of Yarra's community. In flying these flags, Council celebrates Yarra's rich history and formally acknowledges the flag flown as one of significance to the City of Yarra.

As they are not lit, no national flag shall be flown from a Civic Flagpole before sunrise or after sunset.

At Collingwood Town Hall, the Civic Flagpole is located on Hoddle Street at the north-west corner of the building. At Fitzroy Town Hall, the Civic Flagpole is located on Napier Street in the forecourt beside

Attachment 1 - Attachment 1 - Draft Civic Flag Policy



CIVIC FLAG POLICY

the entry stairs to the former Fitzroy Library. At Richmond Town Hall the Civic Flagpole is located on Bridge Road at the south-west corner of the building.

Upon the adoption of this policy and upon every subsequent policy review, Council shall adopt a Community Flag Schedule which sets out which flags shall be flown, when they shall be flown, and which flagpoles shall be used. The schedule is to be considered a living document, and can be added to by one of the following mechanisms:

- By Council resolution, either for a one-off occasion or on an ongoing basis.
- By the Chief Executive Officer for a one-off occasion where a resolution from Council is not practicable.
- Upon request by a bona fide organisation at least one calendar month prior to the proposed flag flying date and following approval by Council resolution or by the Chief Executive Officer (where a resolution from Council is not practicable). The flag(s) is to be provided by the organisation making the request.

In considering the addition of flags to the Community Flag Schedule, regard shall be given to whether the flying of the flag will cause offence to sectors of the community or whether highlighting a particular issue, cause or group would be inconsistent with Council's values and commitment to inclusiveness.

The Schedule will expire upon every subsequent policy review, but any flag is eligible to be included again in the following Schedule.

2.5. Half Masting

Commemoration

The Australian National flag on the Town Hall flag poles shall be flown at half-mast in accordance with national flag protocol.

Following a request from the relevant Aboriginal Community and at the discretion of the Chief Executive Officer or in his/her absence the Group Manager, Chief Executive's Office, the Australian Aboriginal Flag will be flown at half mast to mark the passing of an Aboriginal person who has contributed significantly to the community of the City of Yarra.

Following a request from the relevant Torres Strait Islander Community and at the discretion of the Chief Executive Officer or in his/her absence the Group Manager, Chief Executive's Office, the Torres Strait Islander Flag will be flown at half mast to mark the passing of a Torres Strait Islander person who has contributed significantly to the community of the City of Yarra.

The Yarra City Council flag will be flown at half mast on the Civic Flagpoles at Collingwood, Fitzroy and Richmond on the day of the funeral following the death of:

- a Councillor of the City of Yarra;
- a former Mayor of the City of Yarra or any of the former Cities of Collingwood, Fitzroy and Richmond;
- a member or former member of federal or state parliament who held a seat in an electorate in the City of Yarra; and
- an outstanding local citizen (at the discretion of the Chief Executive Officer or in his/her absence the Group Manager, Chief Executive's Office).

If the Civic Flagpole is in use on the day of a funeral, the Chief Executive Officer or in his/her absence the Group Manager, Chief Executive's Office shall determine which flag shall be flown.

Community flags can be flown at half mast on the Civic Flagpoles where appropriate.

Attachment 1 - Attachment 1 - Draft Civic Flag Policy



CIVIC FLAG POLICY

Reconciliation

The Australian National Flag shall be removed and the Australian Aboriginal Flag and the Torres Strait Islander Flag shall be flown at half mast at Collingwood Town Hall, Fitzroy Town Hall and Richmond Town Hall each year on:

- 26 January;
- 15 April (anniversary of the release of *National Report of the Royal Commission into Aboriginal Deaths in Custody* on 15 April 1991);
- 26 May (National Sorry Day and the anniversary of the tabling in the Commonwealth Parliament of *Bringing Them Home: Report of the National Inquiry into the Separation of Aboriginal and Torres Strait Islander Children from Their Families* on 26 May 1997); and
- other dates determined by resolution of Council following consultation with the Yana Ngargna Advisory Committee."

2.6. Notification

Where any flag is flown on the Civic Flagpoles, or where a flag is flown at half mast on the Town Hall, a notice is to appear on Council's website indicating the reason.

2.7. Variation to policy

The Chief Executive Officer or in his/her absence the Group Manager, Chief Executive's Office shall be authorised to permit departures from this policy where adherence to the policy:

- would have financial and staffing implications due to a need to raise or lower a flag outside business hours;
- could cause offence to sectors of the Yarra community;
- results in a conflict between different policy requirements; or
- is warranted due to extraordinary or unforeseen circumstances.

2.8. Responsibility**Governance Support**

The Governance Support Unit is responsible for:

- processing requests for the flying of flags from community organisations;
- preparation and submission of formal Council Reports where a resolution is required; and
- conducting periodic reviews of the Civic Flag Policy and Community Flag Schedule and presenting them to Council for determination.

Venues and Events

The Venues and Events Unit is responsible for:

- appointment of a Flag Marshal for each Town Hall and Civic Flagpole.
- cyclical replacement of flags; and
- timely replacement of damaged flags where a flag is rendered unsuitable for display.

Flag Marshals

Document Name: Civic – Civic Flag Policy

Responsible Officer: Group Manager, Chief Executive's Office

Page
5 / 9

Attachment 1 - Attachment 1 - Draft Civic Flag Policy



CIVIC FLAG POLICY

Flag Marshals are responsible for:

- maintaining a subscription to the Department of Prime Minister and Cabinet's Commonwealth Flag Network email notification service;
- arranging the flying of flags in accordance with this policy; and
- monitoring the condition of the flags and flagpoles and reporting any maintenance issue as required.

3. Related Documents

- Flags Act (Cth) 1953
- Australian flags – Part 2: The protocols for the appropriate use and the flying of the flag

Attachment 1 - Attachment 1 - Draft Civic Flag Policy



CIVIC FLAG POLICY

COMMUNITY FLAG SCHEDULE

updated ~~23 November 2021~~ 12 July 2022**Community Flags**

Flag	When	Where	Conditions
Intersex-Inclusive Pride Rainbow Flag	Mid January to mid February (Midsumma)	Collingwood Fitzroy and Richmond	
Aromantic Flag	Last week in February (Aromantic Spectrum Awareness Week)	Collingwood Fitzroy and Richmond	Except on 27 February
Flag of Sahrawi Arab Democratic Republic	27 February (SADR Independence Day)	Collingwood Fitzroy and Richmond	
Trans gender Flag	31 March (Trans Day of Visibility)	Collingwood Fitzroy and Richmond	Except where football club flag is flown:
Lesbian Pride Flag	26 April (Lesbian Visibility Day)	Collingwood Fitzroy and Richmond	
Intersex-Inclusive Pride Rainbow Flag	17 May (International Day Against Homophobia Biphobia and Transphobia)	Collingwood Fitzroy and Richmond	
Pansexual Pride Flag	24 May (Pansexual Pride flag)	Collingwood Fitzroy and Richmond	
Vietnamese Yellow Flag	19 June (Vietnamese Veterans Day)	Collingwood Fitzroy and Richmond	
Non Binary Pride Flag	14 July (International Non-Binary People's Day)	Collingwood Fitzroy and Richmond	
Flag of the International Campaign to Abolish Nuclear Weapons	6 August (Anniversary of the 1945 bombing of Hiroshima, Japan)	Collingwood Fitzroy and Richmond	

Attachment 1 - Attachment 1 - Draft Civic Flag Policy



CIVIC FLAG POLICY

Intersex-Inclusive Pride Flag	26 August (Wear it Purple Day)	Collingwood Fitzroy and Richmond	
Rainbow Bisexual Flag	23 September (Bi Visibility Day)	Collingwood Fitzroy and Richmond	Except where football club flag is flown.
Lesbian Pride Flag	8 October (International Lesbian Day)	Collingwood Fitzroy and Richmond	
United Nations Flag	24 October (United Nations Day)	Collingwood Fitzroy and Richmond	
Rainbow-Intersex Flag	26 October (Intersex Awareness Day)	Collingwood Fitzroy and Richmond	
Asexual flag	Final week in October (ACE week)	Collingwood Fitzroy and Richmond	Except on 24 and 26 October
Intersex flag	8 November (Intersex Day of Remembrance)	Collingwood Fitzroy and Richmond	
Trans Flag	20 November (Trans Day of Awareness)	Collingwood Fitzroy and Richmond	
Morning Star Flag	1 December (anniversary of the first raising of the flag in 1961)	Collingwood Fitzroy and Richmond	
Eureka Flag	3 December (anniversary of the Battle of Eureka in 1854)	Collingwood Fitzroy and Richmond	

Attachment 1 - Attachment 1 - Draft Civic Flag Policy



CIVIC FLAG POLICY

Sporting Flags

Where the flying of a sporting flag clashes with the flying of a community flag, the sporting flag will take precedence at the relevant location, and the community flag will be flown at the remaining locations.

Flag	When	Where	Conditions
Brisbane Lions Football Club flag	For one week from Monday morning preceding the AFL or AFLW Grand Final	Fitzroy	Flown if the Brisbane Lions Football Club qualifies for the AFL or AFLW Grand Final.
	For one week from Monday morning following the AFL or AFLW Grand Final	Fitzroy	Flown if the Brisbane Lions Football Club wins the AFL or AFLW Premiership.
Collingwood Football Club flag	For one week from Monday morning preceding the AFL or AFLW Grand Final	Collingwood	Flown if the Collingwood Football Club qualifies for the AFL or AFLW Grand Final.
	For one week from Monday morning following the AFL or AFLW Grand Final	Collingwood	Flown if the Collingwood Football Club wins the AFL or AFLW Premiership.
Richmond Football Club flag	For one week from Monday morning preceding the AFL or AFLW Grand Final	Richmond	Flown if the Richmond Football Club qualifies for the AFL or AFLW Grand Final.
	For one week from Monday morning following the AFL or AFLW Grand Final	Richmond	Flown if the Richmond Football Club wins the AFL or AFLW Premiership.

8.6 Appointment of Authorised Officers under the Planning and Environment Act 1987

Reference	D22/161785
Author	Rhys Thomas - Senior Governance Advisor
Authoriser	Group Manager Chief Executive's Office

Purpose

1. To provide for the formal appointment of Council Officers as Authorised Officers pursuant to Section 147(4) of the Planning and Environment Act 1987 and Section 313 of the Local Government Act 2020.

Critical analysis

History and background

2. In order to conduct inspection, enforcement and prosecution activities on Council's behalf, officers require specific authorisation under the relevant legislation. While authorisation for most legislation is provided by the Chief Executive Officer acting under delegation, specific provisions of the Planning and Environment Act 1987 require that the authorisation be made directly by Council resolution.

Discussion

3. In order to undertake the duties of office, staff members listed in the recommendation require authorisation under the Planning and Environment Act 1987.
4. In addition, authorisation must also be provided under section 313 of the Local Government Act 2020 in order to enable these officers to commence enforcement action where necessary.

Options

5. No options are presented in this report.

Community and stakeholder engagement

6. No community engagement has been undertaken.

Policy analysis

Alignment to Council Plan

7. As part of Strategic Objective 6: Democracy and Governance, the City of Yarra Council Plan 2021-2025 contains the strategy "*Practice good governance, transparency and accountable planning and decision-making*".
8. The transparent appointment of authorised officer ensures compliance with the law and Council's commitment to good governance.

Climate emergency and sustainability implications

9. This report has no climate emergency or sustainability implications.

Community and social implications

10. This report has no community or social implications.

Economic development implications

11. This report has no economic development implications.
-

Human rights and gender equality implications

12. This report has no human rights or gender equality implications.

Operational analysis

Financial and resource impacts

13. There are no financial or resource impacts of this report.

Legal Implications

14. Appointment of Authorised Officers under the Planning and Environment Act 1987 requires a formal resolution of Council. Where such authorisation is proposed to be granted, provision is also made to allow the respective officer to also initiate proceedings on behalf of Council (as provided in Section 313 of the Local Government Act 2020).


Conclusion

15. That Council formally appoint the officers listed below as Authorised Officers pursuant to Section 147 (4) of the Planning and Environment Act 1987 and Section 313 of the Local Government Act 2020. The Instruments of Appointment and Authorisation document will be signed accordingly by the Chief Executive Officer.

RECOMMENDATION

1. In the exercise of the powers conferred by s 147(4) of the Planning and Environment Act 1987, Council resolves that:
- (a) Eugenio TORCASIO,
- be appointed and authorised as set out in the instrument at **Attachment One**; and each instrument comes into force immediately it is signed by Council's Chief Executive Officer, and remains in force until Council determines to vary or revoke it.

Attachments

- 1  Attachment 1 - Instrument of Appointment and Authorisation template - Planning Enforcement Officer

Attachment 1 - Attachment 1 - Instrument of Appointment and Authorisation template - Planning Enforcement Officer

Instrument of Appointment and Authorisation Planning Enforcement Officer



In this instrument "officer" means -

[INSERT OFFICER NAME]

By this instrument of appointment and authorisation, Yarra City Council –

1. under section 147(4) of the Planning and Environment Act 1987 - appoints the officer to be an authorised officer for the purposes of the Planning and Environment Act 1987 and the regulations made under that Act; and
2. under section 313 of the Local Government Act 2020 - authorises the officer either generally or in a particular case to institute proceedings for offences against the Acts and regulations described in this instrument.

It is declared that this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked.

This instrument is authorised by a resolution of the Yarra City Council on [insert date].

Sue Wilkinson
Chief Executive Officer
Yarra City Council

[insert date]

9.1 Notice of Motion No. 7 of 2022 - ICLEI World Congress Edinburgh Declaration

Reference	D22/163396
Author	Rhys Thomas - Senior Governance Advisor
Authoriser	Group Manager Chief Executive's Office

I, Councillor Amanda Stone, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 12 July 2022:

1. *That Council:*
 - (a) *note the Delegate's Report from the 2022 ICLEI World Congress; and*
 - (b) *commit to signing the Edinburgh Declaration to support the forthcoming Post-2020 Global Biodiversity Framework.*

RECOMMENDATION

1. That Council:
 - (a) note the Delegate's Report from the 2022 ICLEI World Congress; and
 - (b) commit to signing the Edinburgh Declaration to support the forthcoming Post-2020 Global Biodiversity Framework.

Attachments

- 1[↓](#) Attachment 1 - Delegate's Report ICLEI World Congress
- 2[↓](#) Attachment 2 - The Malmo Commitment
- 3[↓](#) Attachment 3 - Edinburgh Declaration

Attachment 1 - Attachment 1 - Delegate's Report ICLEI World Congress

Delegates Report



Committee	ICLEI World Congress, Malmo
Appointed Councillors	Cr Amanda Stone
Date of Council Meeting	10 th July 2022
Date of Report	3 rd July 2022
Report Author	Cr Amanda Stone

DELEGATES REPORT

Yarra Council is a long-term member of ICLEI - Local Governments for Sustainability and has joined a number of programs – currently the Global Covenant of Mayors (on emissions reduction) and Cities with Nature (on biodiversity and ecosystems).

ICLEI, a global organisation representing local and sub-national governments across the world, holds a World Congress every 3 years which any councillor from an ICLEI member council can attend.

I attended the ICLEI World Congress in Malmo from 10-14th May as a guest of the Malmo City Council. Along with 625 leaders from 50 countries, I attended as part of the Oceania delegation, as well as in my capacity as a Global Executive member, but also representing Yarra Council as an ICLEI member.

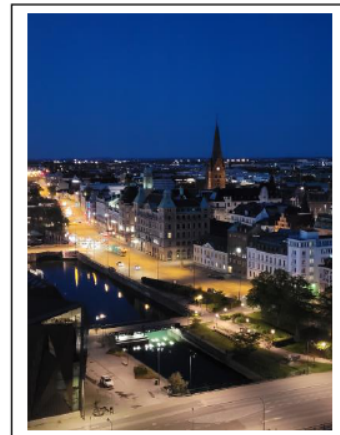
World Congress Themes

The focus of this World Congress was on people-centred development, recognising that the 5 ICLEI pillars of sustainable development:

- Low Emission Development
- Nature Based Development
- Circular Development
- Resilient Development
- Equitable and People Centred Development

cannot progress without placing people at their centre.

The three day event, the Malmö Summit, was preceded by a Research Symposium, a day dedicated to Research & Innovation, and a full day meeting of the Global Executive where I presented the work of the Oceania region including advocacy to our national government to form a partnership with local government nationally to increase our emission reductions.

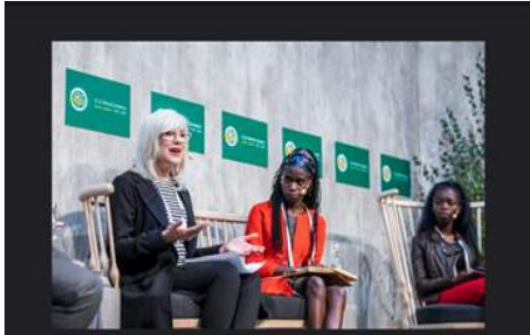


The Malmö Summit sessions were presented in three categories:

- Strategies towards a climate neutral future
- Strategies towards resilient and healthy communities in harmony with nature
- Strategies towards equitable and inclusive communities

Attachment 1 - Attachment 1 - Delegate's Report ICLEI World Congress

For cities, towns and regions to achieve these objectives, key enablers for action need to be leveraged. The Malmö Summit gave special attention to two of those enablers: Sustainable finance and Innovation. In addition, the key themes of public procurement, circular development and sustainable mobility were examined in a number of sessions.



Highlights of the Program

- Presentation by Oceania delegate Mayor Botika Maitinnara from Kiribas on the impacts of climate change and sea level rise on her nation
- **Beyond Electric Cars** – a session on sustainable mobility. How “front runner cities” worldwide are debunking the assumption of electric cars as the silver bullet for the transport transition and taking action to untap the potential of public transport and active mobility. A future-proof urban mobility will be active, public, digital, shared and electric, powered by renewable energy.



Mayor of Kiribas



Malmö electric bus fleet

- **From Materialisation to Deconstruction** – a session on making the building and construction, which produces 30% of the world's emissions, more sustainable. From demolition by hand to create employment and recycle materials, to bio-based building materials and more efficient integration of services between buildings.
- Mobile workshops showcasing the sustainable development of Malmö. I attended Community building, health promotion and social inclusion at neighbourhood level. We visited the multicultural neighbourhood of Lindängen, in south Malmö where there are several socioeconomic and health related challenges.

Attachment 1 - Attachment 1 - Delegate's Report ICLEI World Congress

Collaboration between municipal agencies, NGOs, community networks, the university and property owners has evolved to meet these challenges. We heard from each of these agencies and from residents themselves how participatory and co-creative action, trust-based relationships between the agencies, community building and strategies to build health literacy and resilience were the cornerstones of this successful model.

- Dinner (vegan) hosted by the Mayor of Malmö at the 600 year old Rathaus (town hall) with its hall of mirrors and history of successful resistance against the siege conducted by the Danes in 1677, resonating with the current conflict nearby in Ukraine.



Malmö Rathaus



City landscaping

As a panel member, I presented on:

- **“Planning Healthy Cities – planetary and human perspective in urban design”** highlighting Yarra as a case study in prioritising human health and wellbeing through the protection of nature, amplifying nature’s contributions to society and food sensitive urban planning.
- **“Bringing the Urban World back to peace and sustainability: Power of urban diplomacy”** ahead of the United Nations Secretary General launching his Advisory Group of Local and Regional Governments as part of his Our Common Agenda efforts under the UN reforms.



ICLEI Global Executive

The Malmö Commitment

The ICLEI World Congress culminated in the launch of the Malmö Commitment (see attached) which empowers local and regional governments to place people and social equity at the core of local sustainable development. The current climate emergency calls for a transition which is holistic, inclusive, and fair if cities are to contribute to the goals set in the Paris Agreement, and more broadly to the Sustainable Development Goals.

Local governments will be invited to adopt The Malmö Commitment individually.

Attachment 1 - Attachment 1 - Delegate's Report ICLEI World Congress

Edinburgh Declaration

Finally, the Nature-Based Development stream of the congress focused on the Post-2020 Global Biodiversity Framework, currently being negotiated between signatories to the Convention on Biological Diversity and to be adopted at COP15 in Montreal in December. This Framework is currently the only global agreement to explicitly recognise the role of local governments in implementing its goals.

As part of this process. Local and subnational governments are being invited to sign the Edinburgh Declaration.

The Declaration calls on the Parties to the CBD to recognise the vital role of sub-national governments, cities and local authorities in delivering for biodiversity and implementing actions to meet the goals and targets.

Yarra Council was specifically invited to sign the Edinburgh Declaration to add its voice to local governments globally calling for transformative action on nature in the next decade.

The Edinburgh Declaration is consistent with Yarra's Nature Strategy and signing the declaration would affirm the actions and directions it contains.

It is recommended that Yarra Council sign the Edinburgh Declaration

PROPOSED MOTION

1. That Council:
 - (a) note the Delegate's Report from the 2022 ICLEI World Congress; and
 - (b) commit to signing the Edinburgh Declaration to support the forthcoming Post-2020 Global Biodiversity Framework.

Attachment 2 - Attachment 2 - The Malmo Commitment

ICLEI World Congress

Malmö, Sweden • 2021 - 2022

Malmö Commitment on Inclusive & Equitable Communities**Introduction**

Cities and towns all around the world are vibrant hubs of people with the strength, knowledge and capacity to drive significant change. Nowadays, cities are facing multiple, interconnected challenges: the climate and nature crises as well as social injustices. Cities and communities can be part of the solution to today's challenges, encouraging sustainable approaches, innovation, adaptability, participation, and inclusiveness.

The climate emergency calls for action now. Cities and communities are vital in the process of ensuring a green transition. The transition must however be inclusive and fair if cities are to contribute to the goals set in the Paris Agreement, as well as more broadly to the Sustainable Development Goals. Therefore, cities need to work with a holistic approach working with all aspects of sustainability.

People in cities, towns and communities are powerful agents for addressing both social and environmental injustices. As local governments, we must follow rights-based approaches and include all community members in policy processes. Empowering members of the community to participate in decision making processes gives people ownership and an active role in the development of local environments. We need to further support individual and community agency by providing equitable access to resources and services in ways that are sensitive to gender, race, age, religion, ability, sexual orientation, culture, ethnicity and income. We should reshape measures of success beyond GDP, and focus on the wellbeing of all members of the community, and embrace diversity in our cities and towns, which will lead to inclusive, prosperous, resilient and sustainable communities for all, locally and globally.



Attachment 2 - Attachment 2 - The Malmö Commitment

There are many challenges, but even more opportunities if we work together.

The Malmö Commitment

We commit to prioritizing all people and social equity at the core of local sustainable development.

Sustainable cities, towns and communities are ones in which everyone is given a voice, where policy making is inclusive and participatory, and all community members are represented and valued. As local governments, we shall strive to develop inclusive policy processes that engage individuals, groups and communities in public governance and urban development, and allow all people to prosper. We shall work to adopt whole-of-society approaches to decision-making and policy development, and in doing so, prioritize partnering and participatory approaches, creative expression, and the facilitation of safe space for inclusive engagement. We shall strongly value social and cultural diversity and reflect this in policies, strategies, plans and actions.

How successful we are in resolving the climate, environmental and sustainability crises will be directly correlated to how inclusive and participatory our sustainable development policies are.

We commit to fostering safe, vibrant cities, towns, and communities for all to live, work, and thrive.

In recent decades we have seen increasing global and regional migration pushed by war, economic hardship or the climate crisis. Cities are also destinations of internal migration, places where people from different parts of our countries move to pursue their dreams, to work or educate themselves. Our cities and towns are well positioned to absorb new arrivals and to leverage these human resources, talent, and innovation.

Stability and peace are vital to achieving greater economic and social progress. We as local governments must build safe and peaceful cities and towns for all through processes that support social integration, strengthened communities and social cohesion. In this role, we must create and



ICLEI World Congress
Malmö, Sweden - 2021 - 2022

Attachment 2 - Attachment 2 - The Malmo Commitment

foster opportunities and spaces that celebrate and showcase diversity within communities and connect community members with one another.

We shall also pursue and support policies and programs that actively reduce climate and economic stressors that may lead to, or are causing, forced or reluctant migration, as well as design programs that welcome and support new arrivals to our communities.

We shall strive to foster environmentally-sound human wellbeing through three key elements:

1. **Our cities and towns shall be for all**, and we as local governments shall ensure that all persons have equitable access to good-quality, safe, secure, affordable and sustainable resources and services in the following ways:
 - Adopt whole systems perspectives to measure and implement sustainable food, water, sanitation, energy, communications and waste systems;
 - Ensure fair and equitable access to quality, affordable housing, addressing and further preventing homelessness and housing overcrowding;
 - Use planning as a tool for more integrated cities and neighborhoods;
 - Invest in sustainable bulk infrastructure development;
 - Promote decentralised service delivery approaches;
 - Manage unplanned development and invest in upgrading unplanned settlements;
 - Support individual access to land tenure;
 - Develop effective financial models to support infrastructure expansion while ensuring affordable, quality services for all community members.
2. We shall promote **safe & healthy urban spaces and communities** by prioritizing both the health of people, as well as that of the planet, through our policies and activities, such as:
 - Creating open public space that supports community engagement, artistic expression and mental wellbeing;



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Attachment 2 - Attachment 2 - The Malmo Commitment

- Planning and fostering neighbourhoods and communities that contribute to positive quality of life, providing safe places for all to live, work and thrive, promoting neighbourliness and community cohesion, and supporting healthy air quality and ambient noise levels;
- Designing cities that promote healthy, sustainable lifestyles by creating opportunities for exercise, providing supportive infrastructure for convenient, reliable mobility, and maintaining affordable, accessible, nourishing food environments;
- Supporting access to affordable and accessible healthcare programmes and facilities;
- Integrating nature into urban built environments through nature-based solutions that ensure environmental regeneration and ecological function, while also contributing positively to the physical and mental health of community members.

3. We shall ensure **just transitions to a sustainable local economy, providing opportunities for dignified livelihoods to all** by:

- Creating decent employment, particularly for youth and women. These jobs should support new local economies that are productive and not extractive, that contribute to restoring and enhancing the environment, that manage climate risk, or are otherwise supportive of safe, healthy, sustainable communities and lifestyles;
- Supporting employment and local entrepreneurship by enabling access to finance and affordable credit, supporting private sector forums, and fostering alternative business models that focus on delivering social and environmental benefits;
- Ensuring that labour supply matches the needs and demands of emerging markets and industries, through investment in skills development programmes.



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Attachment 2 - Attachment 2 - The Malmo Commitment

In order to bring about the change we are engaging to in creating and supporting inclusive and equitable cities, towns and communities, we hereby commit to:

- Collaborate with community stakeholders to identify the key sustainability challenges that must be prioritized within the community, and the social dimensions against which each challenge must be addressed;
- Design smart social equity indicators to measure and monitor our progress in addressing key sustainability challenges facing our communities;
- Report our progress and share our successes and lessons learned with other committed local governments to develop a pool of knowledge for further advancing equitable sustainable local development around the world;
- Encourage the local governments of neighbouring communities, and those with which we work and partner, to commit to the Malmö Commitment and further enhance our collective efforts.



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Attachment 3 - Attachment 3 - Edinburgh Declaration



EDINBURGH DECLARATION

For subnational governments, cities and local authorities on the post-2020 global biodiversity framework

31 August 2020

Preamble

We, subnational governments, cities and local authorities - as participants and contributors to the *Edinburgh Process for Subnational and Local Governments on the development of the post-2020 global biodiversity framework*, and supported by the Secretariat and some Parties to the Convention on Biological Diversity - are **deeply concerned** about the significant implications that the loss of biodiversity and climate change has on our livelihood and communities. The impacts on our environment, infrastructure, economy, health and wellbeing, and our enjoyment of nature are already visible. Indeed, the COVID-19 global pandemic has reminded us how important it is to live in harmony with nature. Healthy biodiversity and the ecosystem services that it provides are key for human well-being and to build the resilience of our cities and regions, both during and after the pandemic, and it should be central to our recovery.

We **are concerned** that, as outlined in the fifth edition of the Global Biodiversity Outlook, none of the 20 Aichi Biodiversity Targets have been fully met; that action by CBD Parties alone is insufficient to put us on a path to the 2050 vision of 'living in harmony with nature' or to achieving the UN Sustainable Development Goals (SDGs); and that convergence across multilateral environment agreements (MEA's) is progressing at too slow a pace.

We **acknowledge** that the IPBES *Global Assessment Report on Biodiversity and Ecosystem Services* concludes that, despite insufficient action, it is not too late for the climate or for biodiversity, but that transformative action is needed at all levels.

We **recognise** the need for transformative change across terrestrial and marine ecosystems, and across urban development and all productive sectors to ensure enhanced food security, human health and sustainable livelihoods whilst avoiding, mitigating or minimising the negative impact on biodiversity. We also **recognise** the role that many indigenous peoples and local communities have in the management of their territories, through effective biodiversity mainstreaming across all sectors.

We **note** the need to develop effective policy, governance and financing solutions at all levels of government and to ensure vertical integration across national, subnational, city and local levels to effect transformative change. These should address both the direct and indirect drivers of biodiversity loss, and integrate all dimensions of sustainable development (environmental, economic, cultural and social).

We **also note** the vital role that indigenous peoples and local communities, women and youth, non-governmental organisations, and wider society, play in decision making and in taking action at

Attachment 3 - Attachment 3 - Edinburgh Declaration



subnational, city and local levels, and that there should be a fully collaborative approach to ensure active participation of these groups.

We **highlight** the key role of the private sector, including the financial sector, and **encourage** them to catalyse the transformative change needed through full, active and responsible engagement, in support of biodiversity conservation, ecosystem restoration and sustainable use.

We **emphasise** the key role that subnational governments, cities and local authorities already play in protecting and enhancing biodiversity and in delivering actions across planning, implementation, and monitoring.

We **welcome** the endorsement of the *Plan of Action on Subnational Governments, Cities, and Other Local Authorities for Biodiversity (2011-2020)* under Decision X/22 and **recognise** the productive role that this has played in the last decade mobilising subnational, city and local authority actions towards implementing the goals of the Convention; and in fostering an increased recognition on the critical role of our constituency in the CBD.

We **celebrate** the commitments and statements already issued by subnational governments, cities and local authorities including recent declarations of intent¹², and in particular the results achieved through the outputs of the 5th and 6th Global Biodiversity Summit of Cities and Subnational Governments – the *Quintana Roo Communique on Mainstreaming Local and Subnational Biodiversity* (2016) and the *Sharm El-Sheikh Communique for Local and Subnational Action for Nature and People* (2018).

We **acknowledge** the need to build upon the existing *Plan of Action* under Decision X/22, and the advocacy agenda of subnational governments, cities and local authorities over the past decade, and **collectively commit** to raising our ambition and action in the coming decade.

Development of the post-2020 global biodiversity framework

We **welcome** the development of the post-2020 global biodiversity framework, in particular clear, action based, SMART (Specific, Measurable, Achievable, Relevant, Time-bound) targets and the inclusion of an integrated monitoring framework.

We **thank** the Co-Chairs of the Open-ended Working Group on the post-2020 global biodiversity framework for taking an inclusive and participatory approach in developing the framework; and **welcome** the 'whole of government' approach embodied in the framework, which captures the principle of governance across all levels of government, including at the level of subnational governments, cities and local authorities.

¹ [Aburra Valley – Medellin Declaration of Metropolitan Areas to the post-2020 global biodiversity framework \(2019\)](#)

² [Carta de São Paulo - BIO2020 – Brazilian Perspectives for the Post-2020 Global Biodiversity Framework \(2020\)](#)

Attachment 3 - Attachment 3 - Edinburgh Declaration



We continue to **support** the 2050 vision “*living in harmony with nature*” and stand ready with a raised ambition to make a contribution that will deliver a local to global impact, and meaningfully contribute to the long term goals.

We **share the ambition** of the 2030 Mission as was set out in the Zero Draft version of the post-2020 global biodiversity framework, ‘*To take urgent action across society to put biodiversity on a path to recovery for the benefit of the planet and people.*’ This ensures a clear pathway towards the 2050 Vision and corresponds with the ambition of subnational governments, cities and local authorities towards addressing the most pressing global challenges, including climate change, disaster risk reduction, health and poverty alleviation, as well as biodiversity.

Implementation of the post-2020 global biodiversity framework

We **welcome** the inclusion of subnational governments, cities and local authorities, as key enablers for the implementation of the post-2020 global biodiversity framework. However, we **recognise** that our role extends beyond the provision of enabling conditions.

Subnational governments, cities and local authorities play key roles in conserving, restoring and reducing threats to biodiversity, in meeting people’s needs through sustainable use and equitable benefit-sharing, in developing the tools and solutions needed for implementing biodiversity protection actions, and in monitoring and reporting.

We **recognise** that our actions in implementing and mainstreaming biodiversity ensure that support mechanisms and enabling conditions are in place at subnational, city and local levels - and that a vertically integrated and cross-cutting governance approach would enhance these efforts.

We **highlight** the significant role that subnational governments, cities and local authorities play in resource mobilisation for implementation and mainstreaming of biodiversity actions. We **stress** the need for immediate and increased efforts to mobilise financial resources at all levels of government and from the private sector.

We are uniquely and most effectively positioned to deliver the outreach, awareness, and uptake of the framework across the whole of society, facilitating engagement with key stakeholders to implement the framework at subnational, city and local levels. Nevertheless, we **recognise** that more can be done to build upon already existing policies and frameworks to ensure the full participation of the whole of society in delivering the post-2020 global biodiversity framework.

COMMITMENT FOR THE POST-2020 GLOBAL BIODIVERSITY FRAMEWORK

Subnational governments, cities and local authorities will continue to build upon our previous efforts, to deliver transformative actions by:

- Recognising the overall value of nature and integrating it into subnational, city and local planning, management and governance instruments;

Attachment 3 - Attachment 3 - Edinburgh Declaration



- Implementing appropriate actions that deliver on the post-2020 global biodiversity framework goals and action targets;
- Aligning biodiversity strategies and actions, and our monitoring and reporting efforts with National Biodiversity Strategies and Action Plans (NBSAPs), within our subnational, city and local competencies;
- Increasing resource mobilisation for investment in biodiversity action at subnational, city and local levels, and providing incentives to ensure positive outcomes;
- Mainstreaming biodiversity across public, private and business sectors to achieve greater environmental, societal and economic resilience;
- Communicating, educating and raising public awareness with specific efforts to make knowledge available in several languages;
- Strengthening capacity building in order to implement nature-based solutions (NBS) and green and blue infrastructure, particularly through ecosystem based approaches and as a contribution to a green recovery from COVID-19;
- Providing opportunities for knowledge exchange across subnational, city and local levels, and between all sectors of society;
- Sharing best practices across subnational, city and local levels, to efficiently implement transformative actions;
- Delivering convergence with other intergovernmental agreements and processes, taking forward bold and innovative actions at the subnational, city and local level which result in mutually beneficial outcomes.

CALL FOR ACTION

We subnational governments, cities and local authorities therefore **call upon** Parties to the Convention on Biological Diversity to;

- I. Take strong and bold actions to bring about transformative change, as outlined in the IPBES global assessment report, in order to halt biodiversity loss.
- II. Recognise the vital role of subnational governments, cities and local authorities, in delivering the 2050 vision of the post-2020 global biodiversity framework, and the 2030 mission as set out in the Zero Draft document; and to explicitly place that recognition throughout the framework text, including the monitoring framework for the goals and targets.
- III. Support the adoption at COP15, of a new dedicated Decision for the greater inclusion of subnational governments, cities and local authorities within the post-2020 global biodiversity framework; that builds upon and renews the *Plan of Action on Subnational Governments, Cities and Other Local Authorities for Biodiversity (2011-2020)* as endorsed under Decision X/22; and that significantly raises ambition for subnational, city and local implementation of the post-2020 global biodiversity framework throughout the next decade.
- IV. Establish a multi-stakeholder platform that ensures representation of subnational governments, cities and local authorities to support the implementation of the post-2020 global biodiversity framework.

Attachment 3 - Attachment 3 - Edinburgh Declaration



We, subnational governments, cities and local authorities, ***stand ready*** to meet the challenge of delivering, alongside Parties, the post-2020 global biodiversity framework, to ensure investment, and play a stronger role in the implementation of the framework through a renewed and significantly stepped-up *Plan of Action for subnational governments, cities and local authorities* for the coming decade.

Attachment 3 - Attachment 3 - Edinburgh Declaration



EDINBURGH PROCESS PARTNERS

Ms Roseanna Cunningham, MSP
Cabinet Secretary for Environment, Climate Change and Land Reform
On behalf of the Scottish Government



Ms Lesley Griffiths AS/MS
Gweinidog yr Amgylchedd, Ynni a Materion Gwledig
Minister for Environment, Energy and Rural Affairs
On behalf of Welsh Government



Llywodraeth Cymru
Welsh Government

Mr Ashok Sridharan
ICLEI President
On behalf of ICLEI - Local Governments for Sustainability



Ms Cheryl Jones Fur
Deputy Lord Mayor of Växjö, Sweden
On behalf of ICLEI Europe



Ms Elena Moreno
Regions4 President
Basque Deputy Minister for Environment
On behalf of Regions4 Sustainable Development



Mr Benoit Charette
Ministre de l'Environnement et de la Lutte contre les changements climatiques
On behalf of Gouvernement du Québec



Attachment 3 - Attachment 3 - Edinburgh Declaration



Mr Hideaki Ohmura

Governor of Aichi Prefecture

On behalf of the Group of Leading Subnational Governments toward the Aichi Biodiversity Targets (GoLS)



Under consideration

On Behalf of the European Committee of the Regions



European Committee of the Regions

Supported by:

Ms Francesca Osowska

Chief Executive

On behalf of NatureScot



Mr Simon Milne MBE

Regius Keeper

On Behalf of Royal Botanic Garden Edinburgh



Royal Botanic Garden Edinburgh

Dated: 31 August 2020

Attachment 3 - Attachment 3 - Edinburgh Declaration



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Attachment 3 - Attachment 3 - Edinburgh Declaration**SIGNATORIES**

SUBNATIONAL, CITY AND LOCAL AUTHORITIES

Name	Position Organisation	Date Signed
<i>Example: Jo Blogs</i>	<i>Head of Environment and Nature Division Local Council</i>	<i>Xx/Month/2020</i>

ADDITIONAL SUPPORTERS

Name	Position Organisation	Date Signed
<i>Example: Nat Ure</i>	<i>Director, Nature Company</i>	<i>Xx/Month/2020</i>