



## ACCESS AND MOVEMENT

### By 2035 the change we would most like to see is...

- Redistribution of street space for different prioritisation of transport modes. Prioritise (from first to last) pedestrians, bikes, public transport, local cars, through cars

### Council could actively plan for this by...

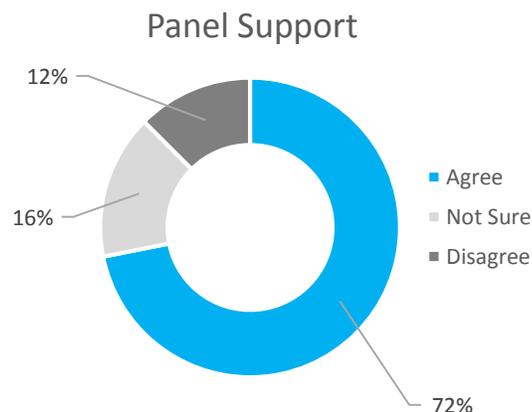
- Articulated targets for street share,
- Closing of local streets to through traffic
- More bicycle parking
- Increasing space for pedestrians and bikes, dedicated lanes/corridors
- Decreasing car space on the streets
- Reducing barriers that discourage riding- safety, connections, lighting
- A holistic municipality-wide plan
- Implementing current policy!

### We understand that the implications of this would be...

- Reduced accessibility for cars to use streets
- Would businesses suffer because cars are deprioritised?
- Shift to more localised retail
- Healthier/more environmentally sustainable streets
- businesses would benefit from pedestrian environments
- Lower car ownership
- Shift to new technologies, eg driverless cars, web apps

### We are willing to live with...

*(no response recorded)*





### Reasons for support:

- Home zone, living streets, naked streets - try it out!
- Great! Add aggressive media campaigns to help with the cultural shift
- Living streets - discourage car use while simultaneously encouraging sustainable transport
- Love the ideas - distinct local areas where different travel culture prevails
- Agree strongly - Council strategy has the right priorities but needs more proactive and stronger implementation to actually see real change
- View 'transport space' (ie roads) as a blank canvas and plan for the future - how would we want to structure roads if we built them today? We might not want lanes for example
- Good stuff! Strategy to reduce "through" traffic is a critical piece!
- Support the concept but how does it work on weekend when you leave the city or take kids to sport on other side of the city ?
- Council needs to be brave and take cars off the streets completely in some areas. This can be done - give streets back to the people.
- If trains were put underground in the existing rail line, then the area above could be used for major roads and bicycle paths so they would not go through Yarra city
- Agree. Let's get rid of cars
- All good, emphasise that local cars are not the problem. It's control or discouragement of through traffic
- Agree - but also agree with other post – it's that will require culture shift. Cars will not dominate in 20 years so need to be proactive. (not saying cannot of your car for when its needed - but diff. overall culture
- I do agree with education and progressive (not sudden) change
- I believe making riding a bike safer will generate a big impact in decreasing usage of cars/bus/trams
- Strongly agree that we need to discourage/decrease through traffic
- Agree, but need to also remove the hundreds of courier vehicle movements! What about freight depots at railway stations where people go to collect their own parcels, rather than wait "at home" for delivery -get active, not lazy, people!
- All good in principle, although the car based culture of Melbourne may have to change
- Agree, also it is important to connect suburbs for residents where major roads (such as Hoddle or Alexandra Pde) separate. ie through bridges or tunnels
- Good emphasis on cycling, but cycling routes need to be more legible - clearly marked and publicised
- Consistent with current council views - could push even greater pedestrian use
- Agree but need to consider those who can't ride/walk easily - must maintain their accessibility

### Reservations:

- Agree, but how will deliveries and garbage collection be managed?
- Quite a cultural shift to make this work safely - need community education programs
- Needs massive re-education



- Not all businesses would benefit from foot traffic, for example petrol stations, drive thru businesses
- Cars are currently an important means of transportation and access. Planning for alternative transport methods must also include planning for cars. The two are not incompatible and can co-exist with planning
- Population rise and car reduction seem at odds with each other. How will you allow for people who need a car to continue to work well within the city?

**Reasons for not supporting:**

- Transport is meant for convenience. Cars are still more convenient for different situations, for example during emergencies or traveling with families - probably more economical as well
- Not really addressing vehicle usage
- We need transport solutions that address the fact that most of Yarra residents and workers own and use cars (and want to)
- Disagree - use of local services to through traffic will create noise to the locals

**OTHER CHANGES**

**Other changes we would like to see by 2035 include...**

- Create better car parking spaces
- Better allocation of road infrastructure (less to cars in congestion points, more expensive parking)
- Better end-point infrastructure - more bike parking
- Local roads restricted to local cars
- Reducing need to travel by ensuring education, employment, retail locally

**To achieve this Council could...**

- Implement living streets
- Prioritise share space on local streets for pedestrians/bikes/trams
- Implement streetlight safety
- Require developers to provide more car parking spaces
- Acquire properties for dedicated car parking
- Reallocate land- reduce parking space for cars, establish parking space for bikes, more and wider bike lanes,
- Better public education
- Restrict access, change to local cars only
- Build tunnels and bridges to connect suburbs across major roads in ways that suit pedestrians and bikes
- Zoning for priority uses



## OTHER COMMENTS

### Preliminary comments include...

- Lobby for public transport funding
- Car pooling more effective with technology break throughs
- Safety is a factor
- Local roads - could some roads be built on for housing?
- We need better car infrastructure. They are most convenient
- Council could embrace new technologies: Uber, driverless cars, car share
- Do you try to incentivise car use by enhancing public transport or try to regulate them out?
- Could some local roads be bike streets or pedestrian malls?
- More car sharing and renting
- Great to address the "through" traffic from the outer suburbs to prevent congestion
- The aim should be to reduce car dependency and through traffic
- Reduce speeds more < 40km/h
- Yarra could join the "slow cities" movement
- Yarra should include bus lanes during peak hour
- Improving parking will only increase number of cars. Make parking more expensive
- Support 'living streets', but this could be hard to implement - begin gradually and transition some roads
- Love the marked streets concept!
- Freight on rail, mail on rail, parcel depots at stations (no courier vans everywhere)
- Ferries on the Yarra River!
- Tram line up Punt Rd - shared with bus lane
- Can major streets and roads be shared outside peak periods?
- How will Council encourage this? - is education on available options (ie bike maps) sent out to all residents of city of Yarra?