

Building a safer Wellington Street



Engagement Report

Yarra City Council

15 December 2023

Giving every person a voice.

Capire Consulting Group
The Commons,
Wurundjeri Country
36-38 Gipps Street,
Collingwood VIC 3066
(03) 9285 9000

info@capire.com.au

capire.com.au

Capire acknowledges
and deeply respects the
Wurundjeri people and
the Traditional Owners
of the Victorian land.



capire

Privacy

Capire Consulting Group and any person(s) acting on our behalf is committed to protecting privacy and personally identifiable information by meeting our responsibilities under the Victorian Privacy Act 1988 and the Australian Privacy Principles 2014 as well as relevant industry codes of ethics and conduct.

For the purpose of program delivery, and on behalf of our clients, we collect personal information from individuals, such as e-mail addresses, contact details, demographic data and program feedback to enable us to facilitate participation in consultation activities. We follow a strict procedure for the collection, use, disclosure, storage and destruction of personal information. Any information we collect is stored securely on our server for the duration of the program and only disclosed to our client or the program team. Written notes from consultation activities are manually transferred to our server and disposed of securely.

Comments recorded during any consultation activities are faithfully transcribed however not attributed to individuals. Diligence is taken to ensure that any comments or sensitive information does not become personally identifiable in our reporting, or at any stage of the program.

Capire operates an in-office server with security measures that include, but are not limited to, password protected access, restrictions to sensitive data and the encrypted transfer of data.

For more information about the way we collect information, how we use, store and disclose information as well as our complaints procedure, please see www.capire.com.au or telephone (03) 9285 9000.

Consultation

Unless otherwise stated, all feedback documented by Capire Consulting Group and any person(s) acting on our behalf is written and/or recorded during our program/consultation activities.

Capire staff and associates take great care while transcribing participant feedback but unfortunately cannot guarantee the accuracy of all notes. We are however confident that we capture the full range of ideas, concerns and views expressed during our consultation activities.

Unless otherwise noted, the views expressed in our work represent those of the participants and not necessarily those of our consultants or our clients.

VERSION	AUTHOR	AUTHORISED	DATE
1.0	Emily Mellon	Denise Francisco	1.12.23
2.0	Emily Mellon	Denise Francisco	15.12.23

Contents

Contents.....	3
1 Introduction.....	4
1.1 Background.....	4
1.2 Purpose of the Report.....	5
2 Engagement overview.....	6
2.1 Engagement Objectives.....	6
2.2 Engagement Methodology.....	7
2.3 Limitations.....	8
3 Summary of survey participants.....	9
4 Engagement findings.....	14
4.1 What are the current issues and pain points for anyone travelling via Wellington Street?.....	14
4.2 How can we improve the street for active transport users like cyclists and pedestrians?.....	17
4.3 Location specific comments: Issues and Improvements.....	19
5 Next steps.....	24
6 Appendix.....	25

1 Introduction

1.1 Background

Over 2,000 people travel on Wellington Street, Collingwood by bike every day. Despite bikes making up around 20 per cent of all vehicles, cyclists are significantly overrepresented in crashes on Wellington Street. Between 2014 and 2019, 76 per cent of crashes on Wellington Street between Johnston Street and Queens Parade resulted in at least one cyclist being severely injured.¹

Yarra City Council (YCC) is committed to making walking, riding bikes and using scooters safer and more accessible for people of all ages and abilities. As part of this plan, YCC are completing the Wellington Street Strategic Cycling Corridor that has been more than ten years in the making. Stage 1 (between Victoria Parade and Gipps Street) was completed in 2015, while Stage 2 (between Gipps Street and Johnston Street) was completed in 2019. YCC engaged Capire to deliver an engagement program for Stages 3 and 4 of the four-stage project which will complete a safer and improved active transport route along the Wellington Street corridor.

1.1.1 Stage 1 and 2: Victoria Parade to Johnston Street

Council conducted extensive engagement to inform the first two phases. The subsequent upgrades, completed by YCC and funded by the Victorian Government, included:

- replacement of existing painted bike lanes with physically protected lanes
- treatments at intersections to improve safety
- installation of concrete separators
- kerb outstands
- tree planting
- additional pedestrian crossings
- signal retiming.

Following these upgrades, the number of cyclists using Wellington Street has increased by 56 per cent (compared to 2012), and the intersection of Wellington and Johnston Street is now the City of Yarra's busiest site for bicycles.

1.1.2 Stage 3 and 4: Johnston Street to Queens Parade

Building this section of the Wellington Street cycling corridor is the first flagship project initiated by the new Yarra Transport Strategy 2022-32.

Stage 3 covers between Johnston Street and Alexandra Parade. This area contains multiple businesses as well as housing. Stage 4 covers from Alexandra Parade to Queens Parade. This area is more residential and intersects with two primary schools. The areas are "staged" to help better inform these diverse and individual needs and appropriately stage financing in future years.

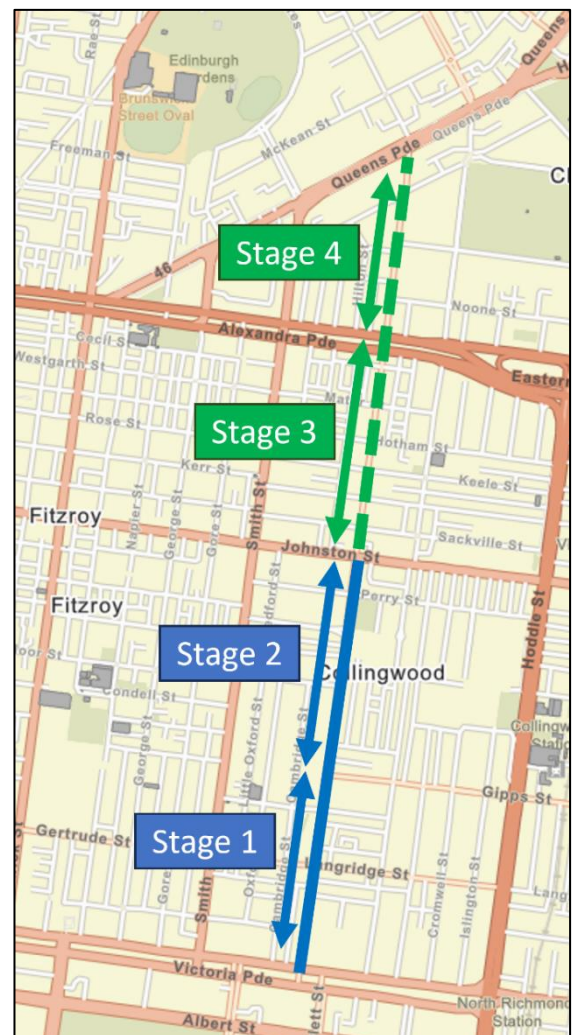


Figure 1: Wellington Street corridor with project stages marked

¹ Crash Stats - Transport Accident Commission, accessed September 2023

1.2 Purpose of the Report

The purpose of this report is to summarise and share the key findings from first phase of the stage 3 and 4 community engagement. The feedback gathered through this engagement process will help inform the development of designs for the Wellington Street corridor across two stages of construction.

After the completion of the active transport infrastructure, there is potential for further streetscape upgrades including road re-sheeting, increasing canopy cover and improving the quality of footpaths. This can be incorporated to a degree within the design process and advocated for as part of future urban design upgrades but has not been a key focus of this consultation.

2 Engagement overview



Figure 2: A person riding down Wellington Street, Collingwood

2.1 Engagement Objectives

The objectives of the engagement program were to:

- Inform the wider community on the work in Wellington Street and connect it to broader Council transport priorities and policy.
- Reintroduce community members to the project and the background behind its implementation.
- Identify the current issues and pain points for all users travelling on and via Wellington Street.
- Gather community ideas on ways to improve the street for active transport users.

The key outcome of the engagement was to seek input on key issues and ideas from community members and stakeholders, including active transport users, residents, traders, drivers and other people who visit the area. This feedback will help inform the design of the Wellington Street bike lanes and streetscape between Johnston Street and Queens Parade.

2.2 Engagement Methodology

2.2.1 Engagement activities

Engagement activities were designed to maximise the opportunities for community stakeholders to provide feedback. Engagement activities were undertaken between 9 October to 6 November 2023. Members of the community and businesses were encouraged to participate via the engagement methods outlined below.

Online survey and map

The online survey was the principal method of gathering community feedback, accessible via the Your Say Yarra webpage. The objective of the survey was to understand people's experiences travelling on the northern half of Wellington Street, to inform initial designs.

Participants were invited to drop a pin on a map of Wellington Street (indicating the relevant location) and to answer one or both of the following questions:

- What are the current issues and pain points for anyone travelling via Wellington Street?
- How can we improve the street for active transport users like cyclists and pedestrians?

The survey received 283 contributions and gathered demographic information.

To complement and promote the online engagement, the engagement program included two community pop-up events, as well as direct outreach to relevant organisations and chairs of active transport groups.

Pop-up events

Two pop up events were hosted during the engagement period at sites along the corridor (refer).

Community members and passers-by were asked to provide feedback on issues and ideas to improve Wellington Street between Johnston Street and Queens Parade. Posters showing project information and maps helped people to understand the rationale behind the project and identify pain points. Postcards with project information and a QR code linking to the online survey were handed out to people who were too busy to stop and chat.

Table 1: Timing, locations and level of participation for pop up events

Event	Reach
Wednesday 25 October – Corner of Perry Street and Wellington Street, Collingwood	Approximately 12 conversations and 40 postcards handed out
Saturday 28 October – Darling Gardens Playground, Clifton Hill	Approximately 30 conversations and 20 postcards handed out



Figure 3: An image from the Perry Street Pop Up

Business 'doorknocks'

The engagement included in-person doorknocking and conversations with businesses, community organisations and education facilities on Wellington Street for Sections 3 and 4 and relevant nearby areas (Table 2). Owners and representatives of organisations on and around Wellington Street were asked about issues, ideas for improvement and how they receive deliveries. When a conversation was unable to take place on the spot, contacts were encouraged to complete the online survey. Several surveys were subsequently completed by phone and email.

Table 2: Timing and level of participation for business doorknocks

Event	Reach
Tuesday 17 October	16 surveys completed and approximately 20 additional postcards handed out

Direct outreach to active transport groups

Communication via email was sent to the chairs of 15 active transport groups, asking them to provide feedback via the online survey and to promote the engagement amongst their groups.

2.3 Limitations

The engagement methodology while robust, also had several limitations that should be acknowledged when reading this report. These are outlined below.

- Capire has reported on information documented by participants and interpreted the information to represent the views of participants as closely as possible.
- The engagement program included multiple opportunities for participants to contribute. Some people may have taken part in multiple engagement activities, for example completed the survey and participated in a one-to-one discussion. Their views may have been captured more than once.
- People who participated in the engagement self-selected to take part. As such, whilst every effort has been made to gather the views of stakeholders and the community the information in this report does not reflect the views of a representative sample.
- Demographic data was captured through the survey and sought through the other engagement activities.
- All feedback received through the engagement program and included in this report has been summarised to reflect key themes. The key themes reflect issues and ideas that were frequently raised. It does not provide a quantitative analysis of all feedback provided by participants.

3 Summary of survey participants

The online survey asked respondents to answer a series of demographic questions, to help understand the characteristics of those responding and the reach of the engagement. Over the engagement period, 283 online survey responses were received from 177 unique participants (based on supplied screen names and email addresses, described as respondents for clarity).

This section of the report provides an overview of who was reached through the online survey method, their connection to the Wellington Street corridor and their primary modes of transport. The next section of the report shares consolidated feedback from all the engagement activities; survey, pop-up and business doorknock participants.

3.1.1 Connection to the City of Yarra

As shown in Figure 4 below, respondents' connection to the City of Yarra was through being a local resident (72 per cent). A third owned property in the City of Yarra (34 per cent), 28 per cent worked in the area, and 25 per cent were a visitor to the area. Less represented groups included those renting (14 per cent), business owners (7 per cent) and students (7 per cent). For this question, respondents could select multiple results.

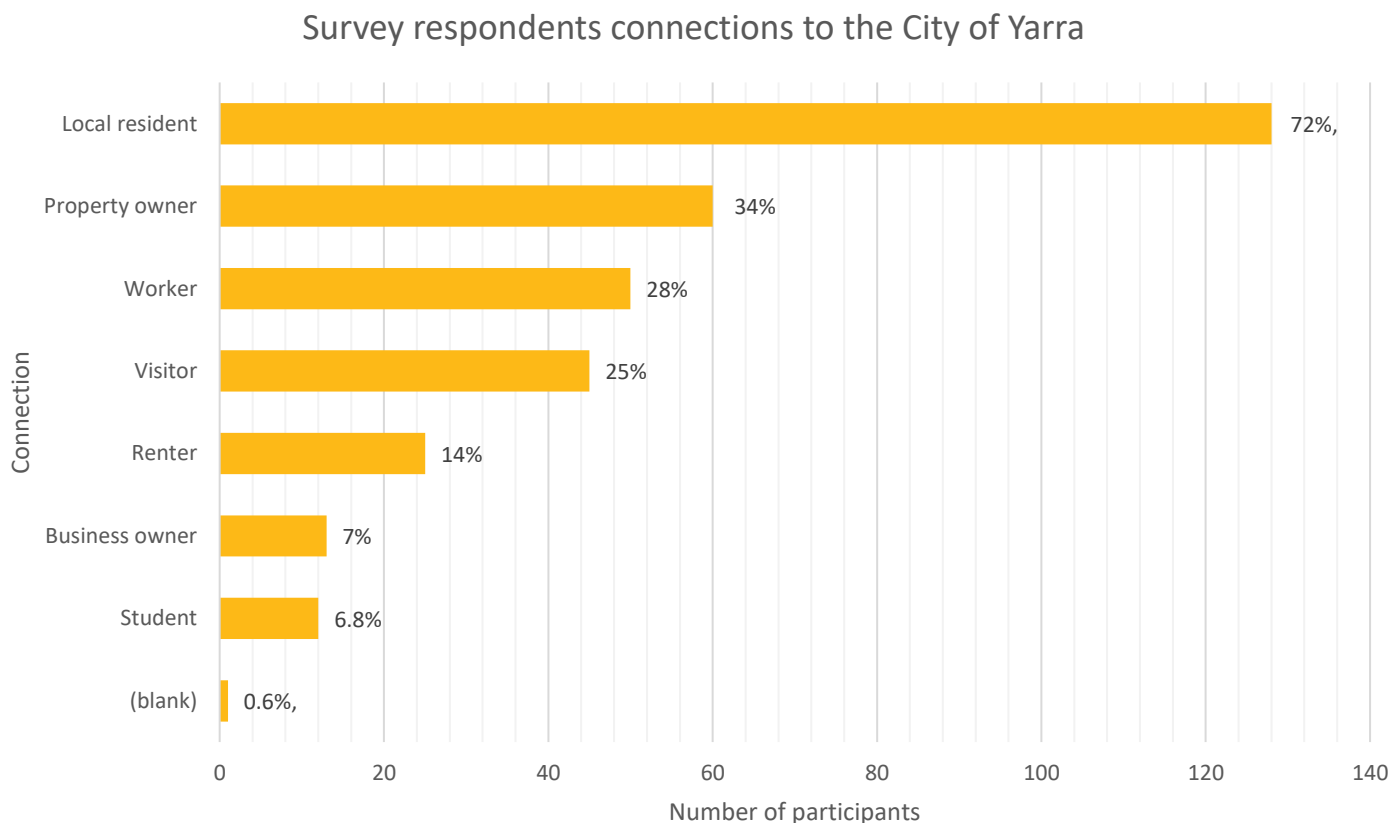


Figure 4: Survey respondents' connections to the City of Yarra (n=177).

3.1.2 Gender

As shown in Figure 5 below, 55 per cent of respondents were men, 34 per cent were women and two per cent identified as non-binary. A total of eight per cent of participants preferred not to state their gender.

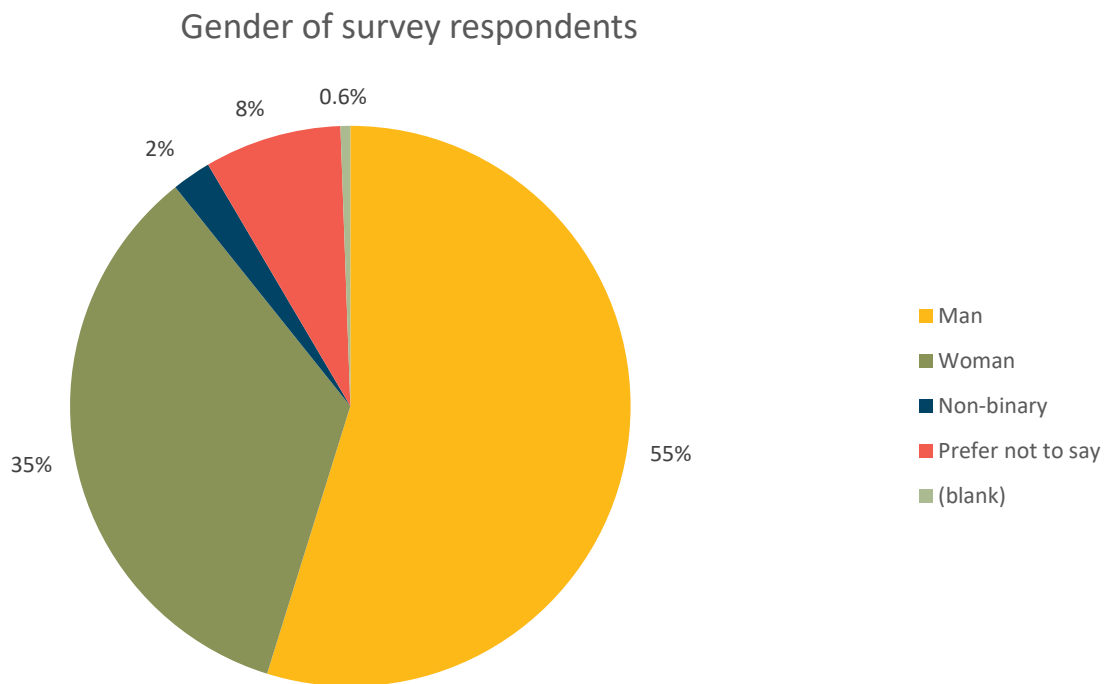


Figure 5: Gender of respondents (n=177)

3.1.3 Age

As shown in Figure 6 below, 35–49-year-olds were the most represented respondents (41 per cent). The 25–34-year-olds represented 22 per cent of respondents, while 50–59-year-olds represented 17 per cent. The 60–69 years-olds (12 per cent), 70–84 years-olds (5 per cent) and 18–24 years-olds (4 per cent) were less represented. Four per cent of respondents did not provide their age.

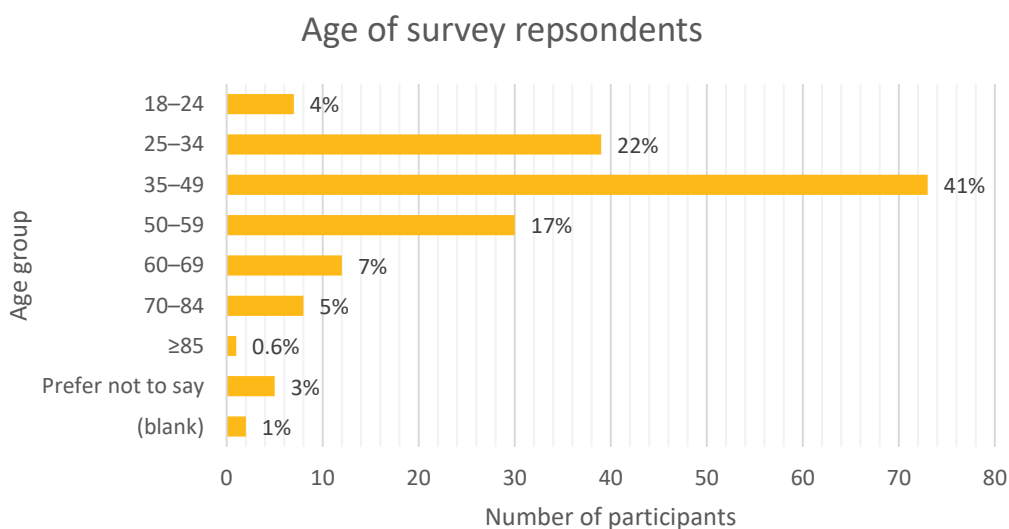


Figure 6: Age of respondents (177 participants).

3.1.4 Location

As shown in Figure 7 and Table 3 below, over a third of the survey respondents were residents of Collingwood (36 per cent). Clifton Hill was also well represented (20 per cent). Other represented suburbs include Fitzroy North (8 per cent), Fitzroy (4 per cent), Abbotsford (3 per cent), Fairfield (3 per cent) and Richmond (2 per cent). Twenty per cent of responses came from outside the City of Yarra.

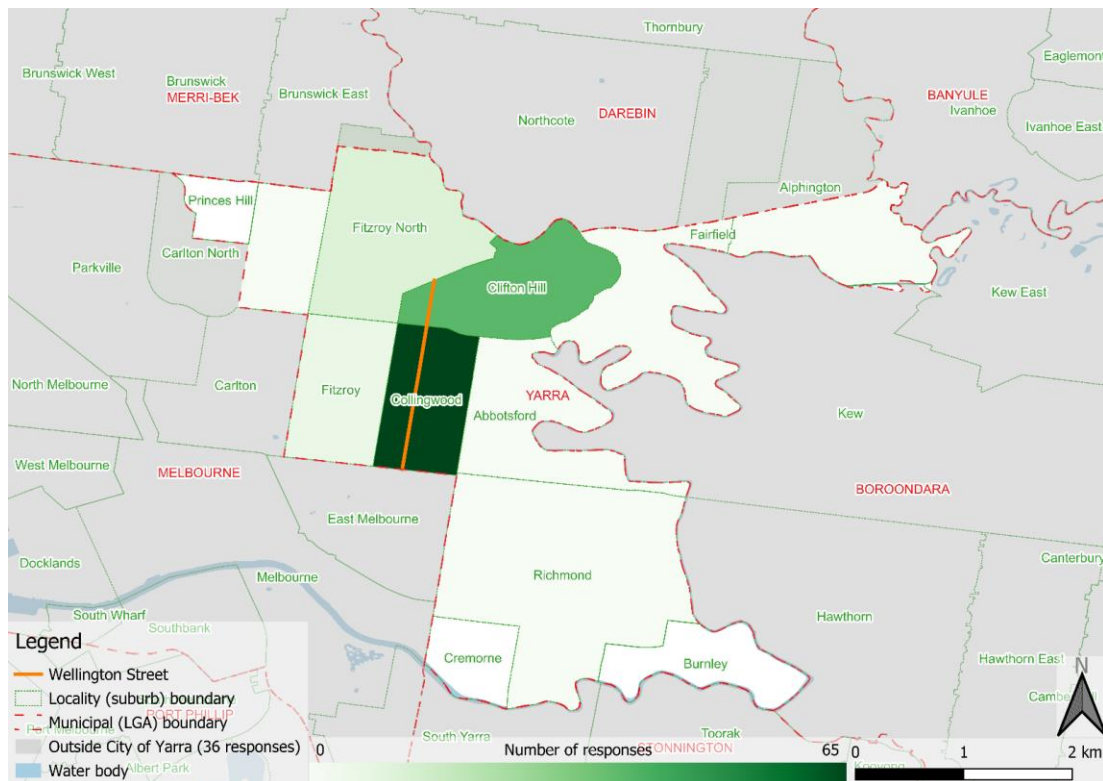


Figure 7: Map of the participants’ localities (suburbs) of residence within the City of Yarra. Note that Alphington, Fairfield and Fitzroy North are only partly within the City of Yarra and participants may not respond consistently to this question. (Map data: © Department of Energy, Environment and Climate Action (Victoria), CC BY 4.0)

Table 3: Survey respondents’ Location by suburb within Yarra

Locality	Number of responses	per cent
Collingwood	64	36.2
Clifton Hill	40	22.6
Fitzroy North	14	7.9
Fitzroy	7	4.0
Abbotsford	5	2.8
Fairfield	5	2.8
Richmond	3	1.7
Alphington	1	0.6
Carlton North	1	0.6
Outside City of Yarra	36	20.3
(Left blank)	1	0.6

3.1.5 Diverse community representation

The City of Yarra recognises the diversity of their community and seeks to understand whether groups which may be underrepresented at times are included within engagement. Close to 14 per cent of participants identified as being part of the LGBTIQ+ community, 12 per cent identified as not having English as their primary language and five per cent identified as living with a disability. None of the survey participants identified as Aboriginal and/or Torres Strait Islander. A total of 60 per cent of participants stated that they were not part of any of these groups while 13 per cent preferred not to say.

Self-identified representation of survey respondents

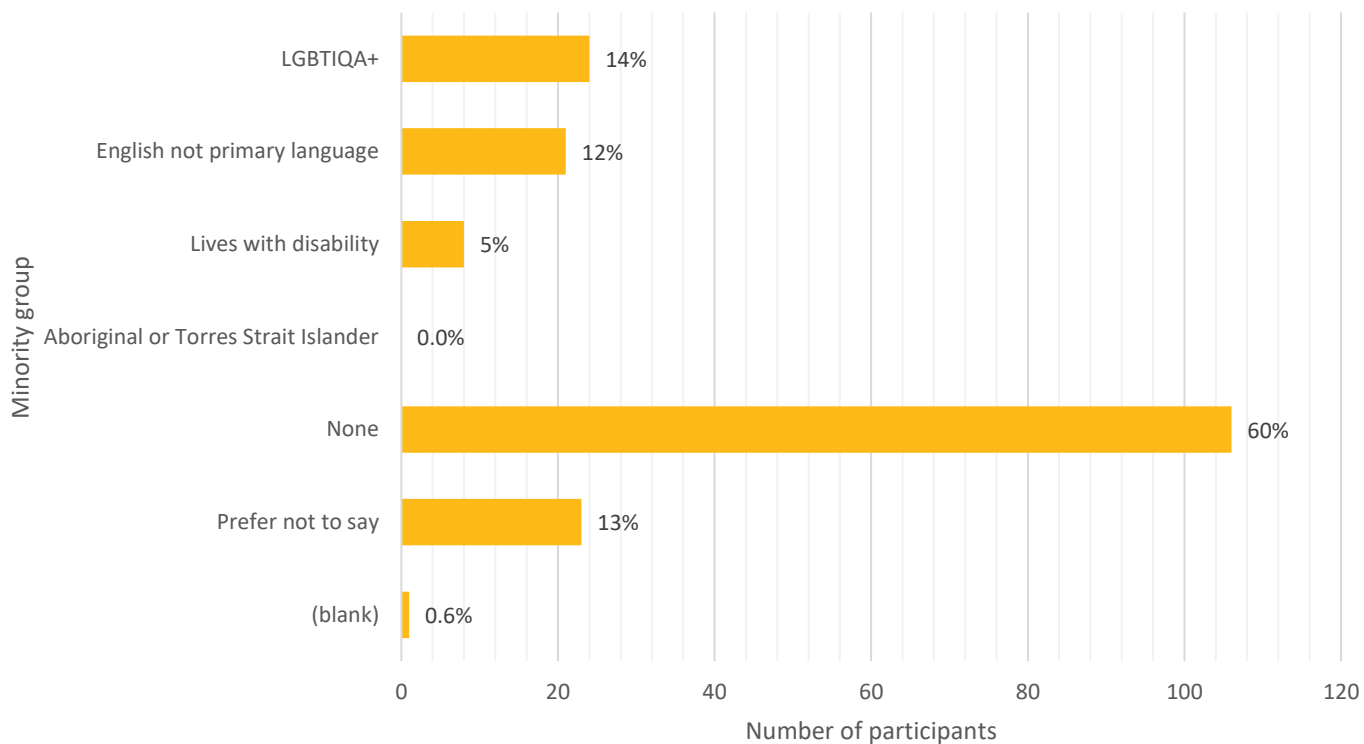


Figure 8: Respondents self-identified representation in survey dataset (n=177)

3.1.6 Mode of travel

As shown in Figure 9 below, multiple modes of transport were popular for those travelling in the City of Yarra. Respondents were asked to select all the modes of transport that applied to them.

Walking was the most popular mode of transport for survey respondents (85 per cent), while cycling (81 per cent), public transport (71 per cent) and driving (64 per cent) were other popular options. Other modes such as via scooter (9 per cent) were not highly represented.

Modes of travel for survey respondents

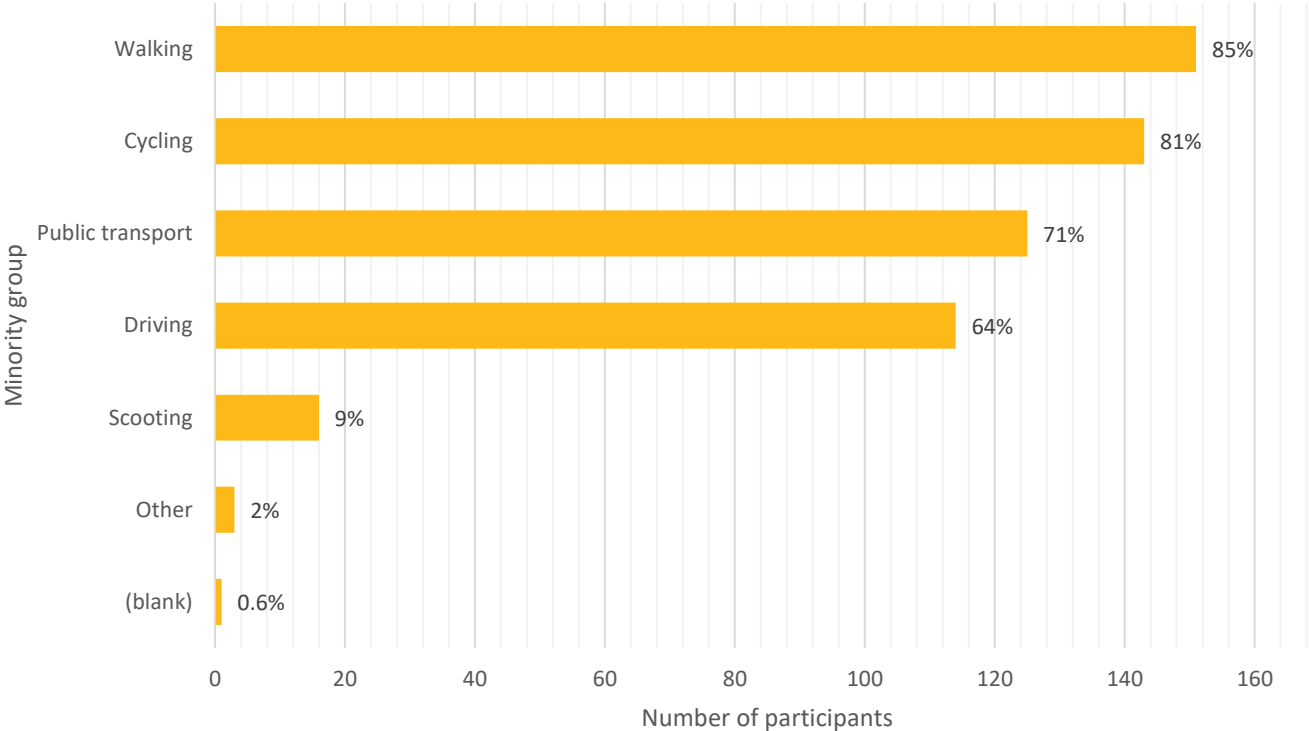


Figure 9: Respondents' modes of travel (n=177).

4 Engagement findings

4.1 What are the current issues and pain points for anyone travelling via Wellington Street?

The following information outlined in *Table 4* describes a summary of the issues and pain points along the Wellington Street corridor drawn from the engagement data gathered across all the engagement activities. A total of 250 responses (n=250)² regarding issues were received across all engagement activities.

The information relates to both Stage 3 and Stage 4; however, there were some geographical points highlighted by participants and outlined below that pertain to Stage 3 or 4 respectively. All quotes have been sourced from survey respondents.

Table 4: Issues and pain points: Wellington Street corridor (stage 3 & 4)

Response Category	Summary of responses
Road width	<p>Many participants said that the road and/or bike lanes were too narrow. Road width concerns included:</p> <ul style="list-style-type: none">• cyclists forced to ride close to parked cars, placing them at risk of 'dooring'• dangerous for families and kids to ride side by side• no room for bikes to overtake• not much room to react safely to a pot hole or a parked car's opening door. <p><i>"People riding are watching for doorings, road imperfections and motorists passing all in a very narrow piece of rideable roadspace."</i></p>
Speed limit	<p>There were many comments concerning speed limits; there was a general feeling that cars and cyclists ignore the speed limit. While most respondents supported the new 30km/h speed limit, others expressed frustration. Additionally, the various active transport users going at different speeds along the bike lanes was identified as adding to this pain point.</p> <p><i>"30km/h speed limit has also made a huge improvement to ease of cycling and walking and the feeling of having more time as you cross the street/signal to turn off Wellington Street on a bike."</i></p> <p><i>"The bikes have a dedicated lane so it should not be necessary to limit the speed in this way."</i></p>
Pedestrian crossings	<p>Many respondents commented on the need for more pedestrian crossings and the need to make the existing crossings safer. It appeared that pedestrian crossings were a pain point for active transport users, pedestrians and car users. Participants expressed that:</p> <ul style="list-style-type: none">• It felt dangerous to cross roads as a pedestrian, and pedestrians felt 'rushed' by bikes and cars• It can be challenging for cyclists to see pedestrians

² While 250 responses were received regarding issues, some of the data may also be drawn from the 105 responses regarding ideas as some respondents provided both issues and ideas in one comment.

Response Category	Summary of responses
	<p><i>“When riding in a stream of cyclists, it’s hard to see if there’s someone about to cross when cars are backed up.”</i></p> <p><i>“Too many pedestrians are required to run across the street risking getting hit by both cars and bikes.”</i></p> <p>Notably, there were comments regarding issues around the safety of pedestrians crossing across Wellington Street to almost every side street along the corridor.</p>
Cars from side streets	<p>Participants expressed that cars turning onto Wellington Street from side streets is a major issue, as they need to pull across the bike lane to see traffic. The key concerns included:</p> <ul style="list-style-type: none"> • Cars regularly ‘turn blindly’ or drive across the bike lane due to visibility issues and queue over the bike lane to see oncoming traffic more clearly. • Cars (including Ubers, couriers and taxis) often stop in the ‘no stopping’ area, blocking the bike lane forcing cyclists out into traffic. <p><i>“I’ve been hit twice by drivers thinking the stop sign is at the side of the car lanes, not the side of the bike lane.”</i></p> <p><i>“As someone riding a bike I hate the cars pulling in/out of side streets – especially when there’s backed up traffic.”</i></p> <p><i>“Left-turning cars are a threat to bikes at all intersections. It’s great when bikes get the green light first.”</i></p>
Bike lanes	<p>Many respondents raised concerns regarding the current bike lanes alongside strong support for protected bike lanes (see ideas and improvements section).</p> <ul style="list-style-type: none"> • Current bike lanes are too narrow. • There is a high risk of car dooring due to parallel on-street parking, particularly during morning and afternoon peak hour. <p><i>“This whole part of Wellington Street is a death trap. I drive and ride here and it desperately needs protected bike lanes before someone gets killed.”</i></p> <p><i>“It would be great to have protected separated bike lanes the whole way, they make me feel much safer riding.”</i></p> <p>Still, some participants raised issues with Stages 1 and 2:</p> <ul style="list-style-type: none"> • Traffic flow has increased through neighbouring streets, as cars are not able to turn at Alexandra Parade. • The separated lanes have impeded motorist’s sight lines when turning into the street.
Cyclists and road rules	<p>Some participants noted that cyclists do not always obey road rules, commenting that cyclists:</p> <ul style="list-style-type: none"> • ride too fast • do not ring a bell • think they have right of way • go through red lights, don’t indicate, ride on footpaths

Response Category	Summary of responses
	<ul style="list-style-type: none"> • need to consider the varying speeds within bike lanes with bikes, e-bikes and scooters.
Car parking	<p>Participants noted the issues parked cars raise for cyclists:</p> <ul style="list-style-type: none"> • The narrow street/bike lanes means that cyclists often have to ride close to parked cars, placing them at risk of dooring. • Cars regularly park outside the lines, further narrowing the space available for cyclists. • People often park in the bike lane (e.g., out front of construction sites). <p>However, there were also concerns raised about removing parks, the key issues raised included:</p> <ul style="list-style-type: none"> • People with disabilities need accessible parking spaces. • Some businesses require parking/access on Wellington Street for deliveries, customers and patients (especially those with accessibility issues). • Removing car parks would push parking onto narrow side streets.
Road surface	<p>There were several comments related to the poor road surface, including:</p> <ul style="list-style-type: none"> • There are potholes, cobblestones, tree roots, litter, leaf fall, glass and other debris. • Travelling north from Johnston Street there are inspection covers, manholes and grates making it bumpy and dangerous, forcing cyclists to swerve close to traffic. <p><i>“You have to slow down significantly to cross the cobblestones, which makes it dangerous when there’s a queue of cyclists behind you. It’s also hard to turn onto Wellington St from this rough surface, as your wheels get caught between the cobblestones.”</i></p> <p><i>“The surface of the bike lane for most of the length between Alexander Parade and Victoria Parade is uneven and poorly maintained.”</i></p>

4.2 How can we improve the street for active transport users like cyclists and pedestrians?

The following information outlined in *Table 5* provides a summary of the 105 ideas for improving the street for active transport users drawn from the engagement data gathered across all engagement activities (n=105)³. The information in table five relates to both Stage 3 and Stage 4, unless otherwise specified. All quotes have been sourced from survey respondents.

Table 5: Ideas for improvement: wellington street corridor (stage 3 & 4)

Category of responses	Summary of responses
Pedestrian access and crossings	<p>From those offering ideas regarding pedestrian access and movement, there was a high-level of support for more crossings to help pedestrians and cyclists get across Wellington Street safely. Ideas included:</p> <ul style="list-style-type: none"> • zebra crossings across bike lanes, so that pedestrians can safely cross • ensuring all pedestrian crossings are clearly visible to motorists and are not obstructed in any way • making sure all crossings give people enough time to cross, including those with mobility issues, children etc. • widening the pedestrian footpath and increasing opportunities for activating the street via the bars and cafes already along the street. <p>Two people specified wombat crossings, while one suggested raised safety platforms for pedestrians to safely cross the road.</p> <p><i>“Yarra is significantly under investing in walking infrastructure and consistently misses the opportunity to provide holistic active, travel upgrades instead of cycle only upgrades.”</i></p> <p><i>“Plenty of opportunity to include footpath widening at the various bars and restaurants (the Gem etc) when building separated bike lanes. Vibrant and active streets are good for passive surveillance and make the street safer for everyone.”</i></p> <p><i>“A different kind of permanent surface treatment would really help differentiate pedestrian footpaths and cycling lanes. It also enhances local aesthetics. Iconic surface treatment is like interesting facades and you could really differentiate Yarra or parts of Wellington Street’s suburbs to create local vibes.”</i></p>
Signage	<p>Many respondents suggested adding signage including illuminated signs for nighttime for both drivers and cyclists. Overall, participants wanted clearer information regarding road rules in the area to reduce conflict points and potential collisions between road users, suggestions included:</p> <ul style="list-style-type: none"> • Add signs for cyclists about bike lane etiquette, such as ‘Keep left unless overtaking’ and ‘Use your bell to overtake’.

³ While 105 responses were received regarding ideas for improvements, some of the data may also be drawn from the 250 responses regarding issues as some respondents provided both issues and ideas for resolving issues in one comment.

Category of responses	Summary of responses
	<ul style="list-style-type: none"> • Include signs to discourage motorists using Wellington Street as a through road. • Provide 'Keep clear' signs in driveways. <p><i>"The only time I've ever been hit by a car in 30 years of cycling the city is by left-turning cars while I was riding straight on Wellington Street. It is unclear legally who has right of way. You MUST signpost clearly for cars and cyclists WHO HAS RIGHT OF WAY."</i></p> <p><i>"People are confused as to who has right of way and I personally have seen multiple accidents with cars not knowing if they are to give way to bikes or not."</i></p>
Cars and cyclists sharing the road	<p>Many respondents suggested introducing more rules for cars to improve safety in the area and to ensure bike lanes are kept clear. However there were also some comments to the contrary; that rules and restrictions for cyclists would make the shared road safer for all.</p> <p><i>"Get rid of cars driving through here. Most aren't locals anyway and it means that you can keep car parking. Make it like Canning St or Napier Street."</i></p> <p><i>"Get Bike riders off main road and on side street where there is less or no traffic."</i></p> <p><i>"Cyclists need to follow road rules and be policed regarding speeds along Wellington St, wear reflective gear, helmets and have lights, use hand signals."</i></p>
Parking	<p>Many respondents suggested removing parking to improve visibility, although not everyone agreed. Those who were in favour of removing car parking from the street had the following suggestions:</p> <ul style="list-style-type: none"> • Remove one lane of car parking to better share the road with other transport modes. • Clear zones or remove car parking spaces at intersections, to improve visibility for cars and cyclists. <p>Notably, the advocates on both sides said that any solution must consider both residents' and businesses' needs, as many do not have off-street parking.</p> <p>Other ideas participants had included dedicated drop-off zones for Ubers/taxis and school drop off.</p> <p><i>"There needs to be some mechanism to prevent Ubers and others from dangerously pulling in wherever they want illegally to let out/pick up passengers"</i></p>
Protected bike lanes	<p>Participants were overwhelmingly in support of protected bike lanes along Wellington Street. Other than comments calling for a duplication of the design in Stages 1 & 2, ideas included:</p> <ul style="list-style-type: none"> • raised bike lanes to the same level as pedestrian walkways, making these lanes more obvious to motorists

Category of responses	Summary of responses
	<ul style="list-style-type: none"> • wider bike lanes • maintaining a central median to assist cyclists merging / crossing over traffic • ensuring bike lanes are not over speed humps and that speed humps are tapered off before the bike lane. <p><i>“It would be great to be able to ride two abreast and still allow overtaking comfortably. This makes cycling so much friendlier. Humans are social and socialising is fun. It’s also fantastic for the social development of children and particularly adolescents...”</i></p> <p><i>“This section of Wellington needs protected bike lanes. The bike run too close to parked cars, and I have narrowly missed hitting opening car doors on many occasions.”</i></p>
Speed limit/ traffic calming	<p>Most respondents were supportive of the 30km/h speed limit and advised to add additional traffic calming measures (e.g. speed humps, speed cameras). Some participants, however, did not see the necessity of reducing the speed limit to 30km/h and believed the focus should be on maintaining good traffic flow.</p> <p><i>“30km/h speed limit has also made a huge improvement to ease of cycling and walking and the feeling of having more time as you cross the street/signal to turn off Wellington Street on a bike.”</i></p>
Trees / landscaping	<p>Many participants wanted landscaping to be considered in the new design and to see it as an integral component to enhance the aesthetic feel and connection to nature. Suggestions included:</p> <ul style="list-style-type: none"> • building separated bike lanes with trees between parking bays to offset trees lost in the centre median • more mature trees along this route. <p><i>“As the climate boils, it will be increasingly difficult for active transport users. Cooling the street with taller growing trees could help reduce temperatures by a significant amount.”</i></p> <p><i>“it would be a disaster if the work done by Council to green the streetscape was in any way destroyed or that trees that are only now establishing themselves were removed or damaged.”</i></p>

4.3 Location specific comments: Issues and Improvements

There are some specific locations along the corridor that were highlighted by respondents as having numerous issues and pain points, equally, participants provided various ideas for improvement. The primary locations identified by participants are outlined below.

4.3.1.1 ALEXANDRA PARADE/WELLINGTON STREET

Around 30 per cent of respondents highlighted this area (Figure 10), which was described as a “terrible pinch point”. Participants frequently criticised the median strip and noted that the street is too narrow, cars drive in bike lanes, and left-turning traffic is hazardous. There was a mixture of support and criticism for the restrictions on cars turning.

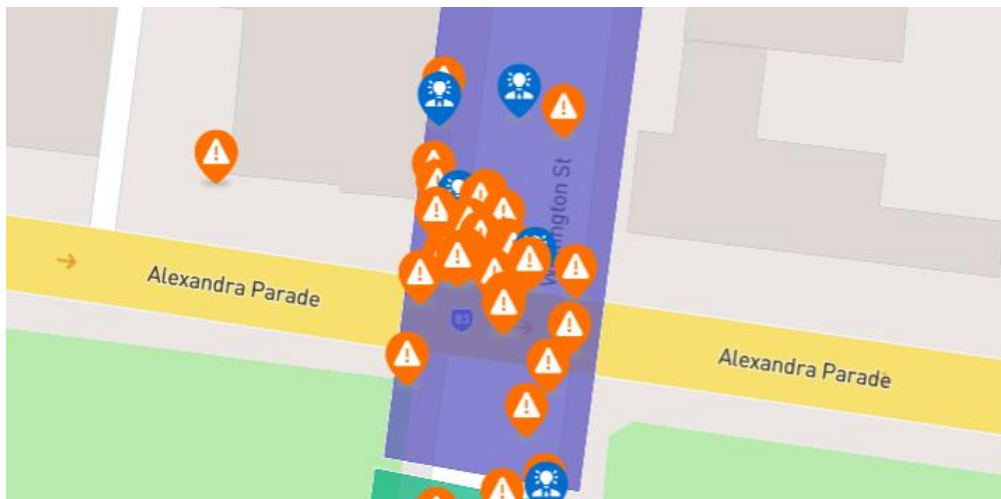


Figure 10: Pins provided on the map, intersection of Alexandra Parade and Wellington Street

Further issues highlighted included:

- cars not following road rules, speeding, parking and turning when they are not meant to be
- cars not being able to turn right at Alexandra Parade or at Smith Street to access Alexandra Parade; therefore, cars must go over Alexander Parade and into the back streets of Collingwood.

Comments from survey respondents included:

“Pinch point created by the first couple of parked motor vehicles is uncomfortable and dangerous... please remove these parking spots immediately.”

“Blocking all turns from wellington to Alexandra pde has forced the cars down tiny side streets negatively impacting pedestrians, residents and parked cars. Please fix this!”

“The median encourages cars to drive further away from the median into the bike lane. It does not serve the intended effect which is to slow drivers down.”

Respondents also provided many ideas to improve this “pinch point”, including removing car parks, improved signage and lights, reduced speed limits.

“The splitter island should be narrowed to minimum width for signal hardware and parking should be set back allowing bikes to run along the kerb longer with some separation up to the intersection.”

“If it doesn’t cause huge problems with locals/drivers it would be great to see the removal of one side of car parks to allow for safer, protected bike routes.”

4.3.1.2 CLIFTON HILL PRIMARY SCHOOL AND CLOSE SURROUNDS

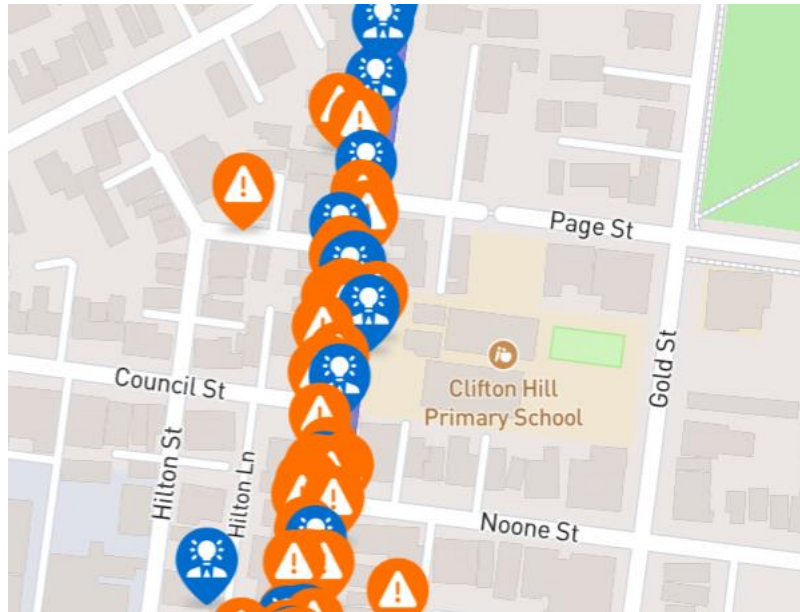


Figure 11: Pins provided on the map close to Clifton Hill Primary School

Clifton Hill Primary School is located at 185 Gold Street, Clifton Hill and has an entrance via Wellington Street.

There were approximately 18 responses received highlighting the needs of students, parents and teachers from the school, as well as how riders and drivers interact with those accessing the school along the corridor. Based on this data, the school would be considered a primary stakeholder for future engagement.

When discussing issues, participants noted that the school zone can be dangerous during pick-up and drop-off hours. Issues surrounding this location, included:

- Cyclists are vulnerable to cars swerving into the bike lane.
- It is difficult to see cyclists when turning left into Keele Street and Alexander Parade.
- It is a 'dangerous' and 'unpleasant' location for cyclists, riding close to parked cars and moving cars with no separation.
- Steep incline when stopping at the school crossing makes cycling difficult to resume and creates traffic hazards.

Comments from survey respondents included:

"For cyclists there is a risk of being doored as parents put kids in and out of cars. For parents/kids it is scary to have bikes travelling so close to cars where they are alighting."

"We find the crossing at the Gold Street Primary entry to be dangerous for pedestrians. Cars and cyclists are not required to stop ... We live in constant fear of someone being hit by a vehicle or cyclist."

"You can't see the crossing guard from the bike lane if cars are banked up. Guard should stand or hold sign so as to be visible from both lanes."

The ideas for Clifton Hill Primary School and children walking or cycling to school included:

"Could cars dropping off be moved to the school's Gold Street entrance in the mornings, and away from the bike lane in Wellington St, reducing the morning congestion?"

"It's hard to conceive of removing parked cars on Wellington Street here, as there isn't off street parking available, and it can't be made "one way" as people live in houses on both sides of the street."

4.3.1.3 JOHNSTON STREET/WELLINGTON STREET AND QUEENS PARADE/WELLINGTON STREET



Figure 12: Pins provided on the map at the Johnston Street/ Wellington Street intersection



Figure 13: Pins provided on the map at the Queens Parade/ Wellington Street intersection

The Johnston Street/ Wellington Street (Figure 12) and the Queens Parade/ Wellington Street (Figure 13) intersections were both identified as a challenge for cyclists and cars alike. Concerns included:

- turning both left and right from Wellington Street into Johnston Street
- faulty bike lights at the intersections
- vertical hazard bollards.

“Since getting rid of the left-hand turning lanes traffic is much worse as fewer cars get through each cycle. It worked better before when the bike lane was in the centre of the two lanes. This is coming from a local who rides a bike and drives a car.”
[Related to Wellington Street/ Johnston Street]

“Cars often go into the bike lane when turning left onto Johnston St as they mistake it for a left turn lane. This must be better protected with physical barriers and clearer marking that this is a bicycle lane.”

“Cyclists who turn left onto Wellington Street from the Queens Parade cut the corner by mounting the curb at the end of the service road and rounding the corner in front of the Clifton Hill Brew Pub. They are on the footpath and traveling at speed as they come around the corner.”

4.3.1.4 HODGKINSON STREET/WELLINGTON STREET



Figure 14: Pins dropped at Hodgkinson Street roundabout

Although there were only a comparatively small number of pins dropped at the Hodgkinson Street site (Figure 14), it is included in the report as the roundabout is an anomaly along the otherwise straight corridor and it was highlighted as dangerous by all those that commented, particularly for cyclists turning right north bound. Ideas also included road treatments and a pocket park.

Comments from survey respondents were:

“Visibility of incoming traffic southbound on Wellington from Hodgkinson is very bad.”

“This roundabout can be dangerous for cyclists turning right, as it's very hard to indicate while steering around the peanut... The shape of the roundabout also means cars are more likely to enter the bike lane while navigating it.”

“With this section of Wellington St consisting of small dwellings with usually no on-site parking, street parking is crucial and 100per cent utilised. Halving the parking can surely not be feasible... By instead adding a single central bike lane catering for both north and south bound cyclists, the required extent of road dedicated to bikes would be reduced significantly.”

5 Next steps

The community engagement findings included in this report will be used by YCC to inform the designs for the Wellington Street corridor, from Johnston Street to Alexandra Parade and Alexandra Parade to Queens Parade which will occur across two stages of construction, stage 3 and stage 4 respectively.

The expected timeline is provided in in Figure 15 below:

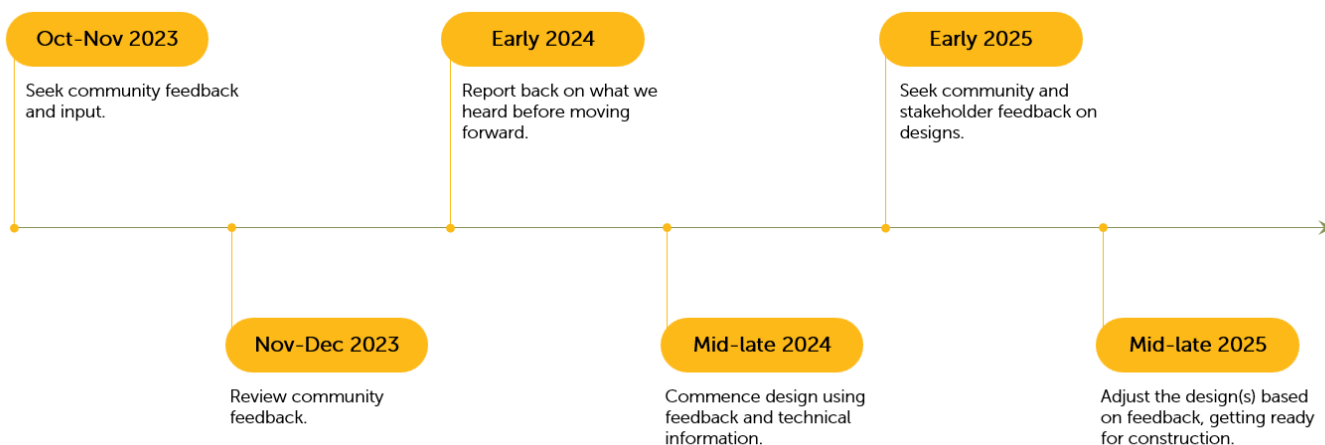


Figure 15: Yarra City Council project timeline

Additionally, as noted at the beginning of this report, while not a key focus of this consultation, the ideas and information pertaining to further streetscape upgrades are valuable as they can support future development and thinking.

6 Appendix

6.1.1 Survey questions

- What do you think are the current issues and pain points for anyone travelling via Wellington Street?
- How do you think we can improve Wellington Street for people who use active transport like cyclists and pedestrians?

Demographic questions:

- What's your connection to Yarra?
- What gender do you identify as?
- What is your age range?
- What suburb do you live in?
- Select all that apply. I am...
- How do you get around Yarra? Please tick all that apply
- What's your email address?

Capire Consulting Group
The Commons,
Wurundjeri Country
36-38 Gipps Street,
Collingwood VIC 3066
(03) 9285 9000

info@capire.com.au

capire.com.au

Capire acknowledges
and deeply respects the
Wurundjeri people and
the Traditional Owners
of the Victorian land.



capire