

FEEDBACK ON ROUTE 86 TRAM CORRIDOR

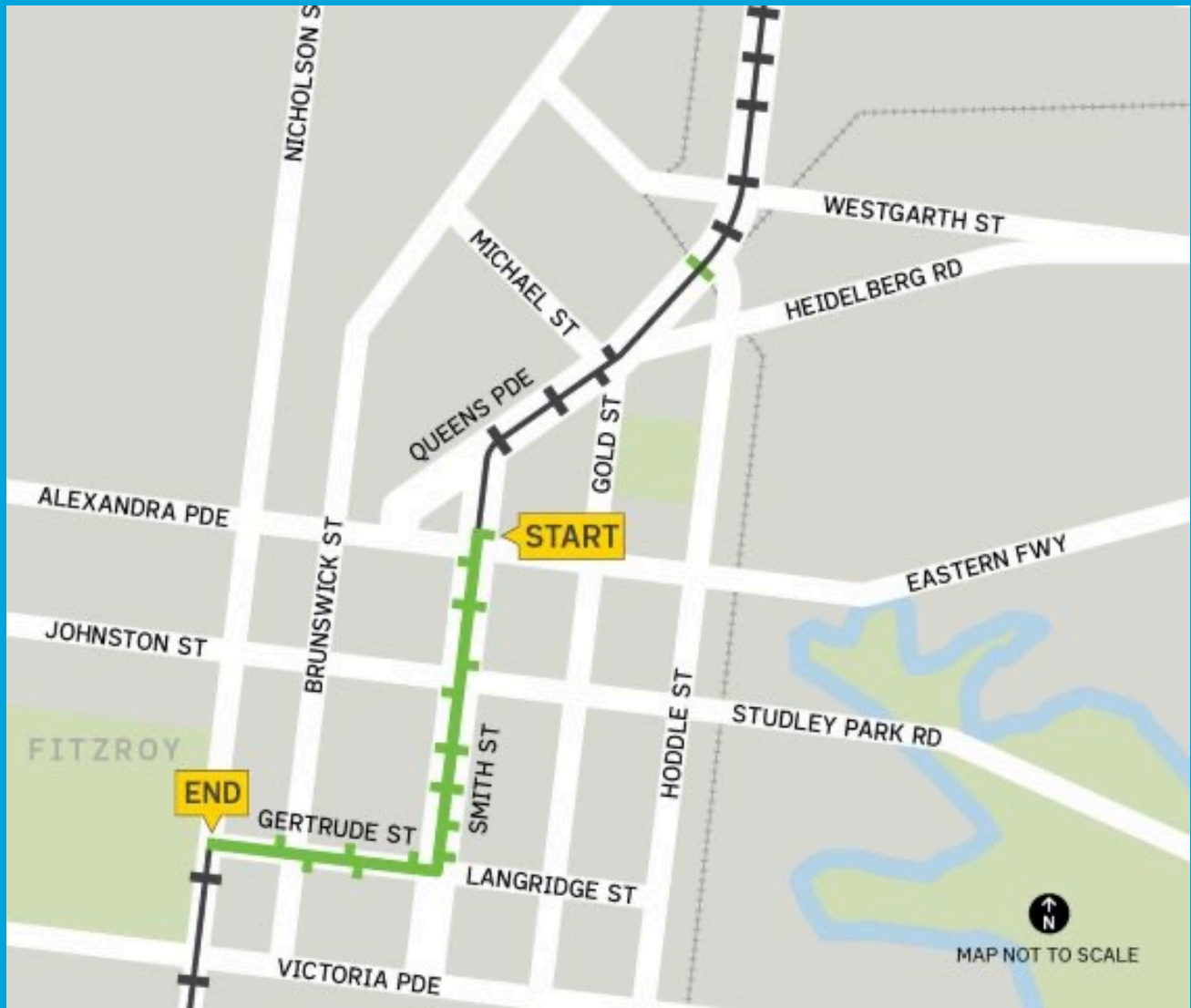


Image credit: Department of Transport and Planning



Prepared by: Streets Alive Yarra Inc.

streets-alive-yarra.org

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.

Overview

Streets Alive Yarra believes that people of all ages and abilities should be free to safely access any property in Yarra, irrespective of whether they choose to walk, roll on a wheelchair, cycle, use public transport or drive. It's our responsibility as a community to invest in infrastructure to deliver that freedom.

Gertrude Street and Smith Street in the City of Yarra are lined with properties that people wish to access. The Route 86 tram corridor project should not only consider people arriving by tram, but also people arriving by bike. The best way to deliver safe access for all modes is to upgrade Gertrude Street and Smith Street to align with design standards from the Netherlands, by:

- Using modal filters to reduce traffic speed and traffic volume
- Building protected tram stops, not merely accessible tram stops
- Building protected bike lanes

Too little, too slow

The State Government, and the Department of Transport and Planning need to massively increase their rate of delivery of protected tram stops and protected bike lanes in Melbourne. The Route 86 corridor is an ideal place to demonstrate a higher speed of delivery, because local residents in Fitzroy and Collingwood have shown a willingness to accept less infrastructure for cars to enable more infrastructure for walking and biking, e.g. the 30 km/h zone, traffic calming on local streets, and protected bike lanes on Wellington Street.

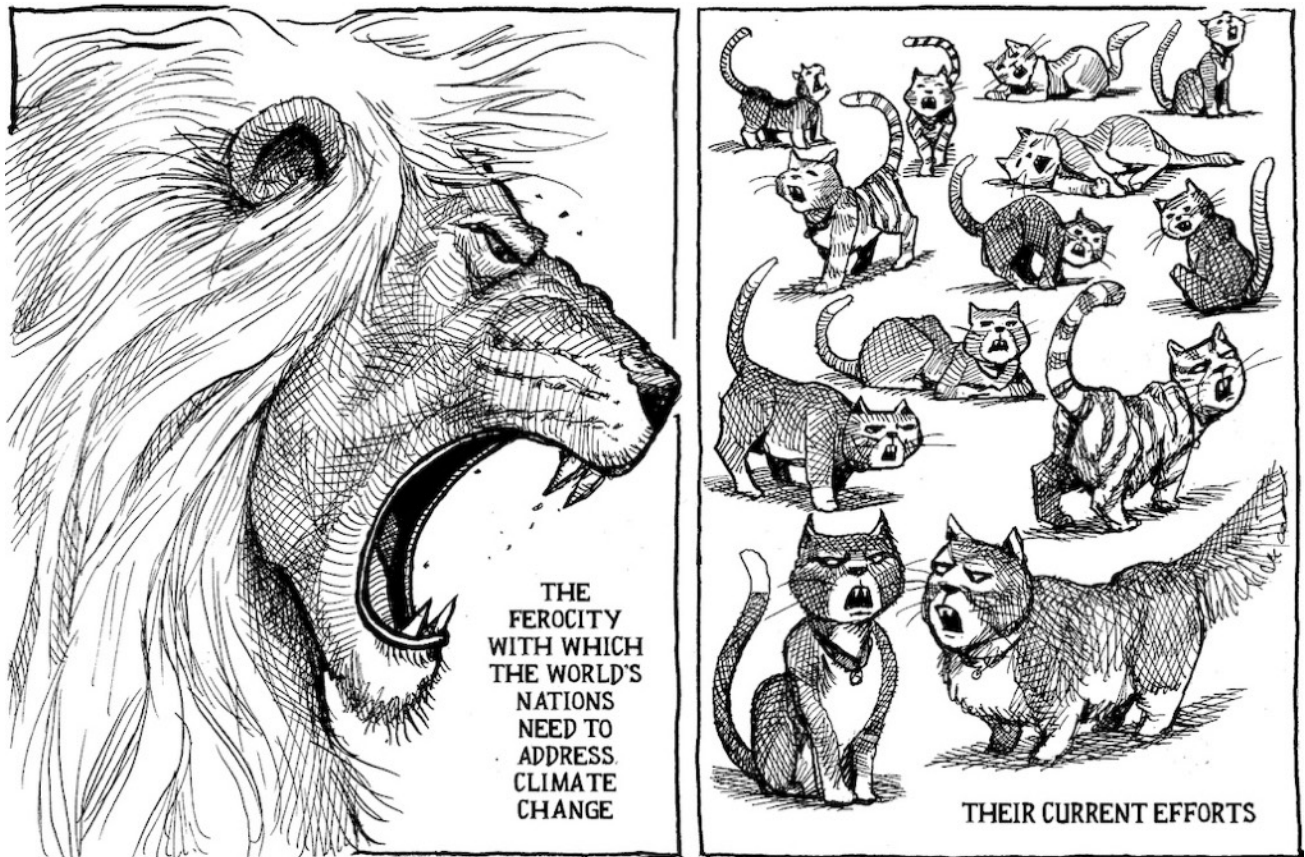


Image credit: KAL, The Economist

Suggestion for tram stops

All tram stops along the route should be protected, not merely accessible, so that people embarking or disembarking are not at risk from being struck by a vehicle with enough kinetic energy to kill or seriously injure (i.e. cars and trucks). We suggest that the tram stops should be built similarly to those on Carlisle Street:



Protected tram stops on Carlisle Street. Image credit: Google Maps.

Suggestion for between tram stops

The project should also invest in infrastructure between the tram stops, i.e.:

- Remove on-street parking (for visitors and deliveries) and relocate it to the first 5-10 bays on each side street. This removes the hazard of dooring, which imposes a risk of death or serious injury upon people biking.
- Continue the uni-directional bike lanes (on each side of the street), with a half-height kerb as protection, similar to the design found in Copenhagen.
- Add trees and bike parking hoops.

Further information:

- <https://streets-alive-yarra.org/shopping-streets/>
- <https://streets-alive-yarra.org/better-for-parking/>
- <https://streets-alive-yarra.org/smith-street/>
- <https://streets-alive-yarra.org/gertrude-street/>

Suggestion for traffic calming

Even better would be to pedestrianise a section of both streets (or to install a modal filter) so that all properties can still be accessed by car, but through traffic is encouraged to use the nearby declared arterials, Nicholson Street or Punt Road. A possible location for a pedestrian area is at the intersection of Gertrude Street and Smith Street, where there is a high concentration of pedestrian activity in the afternoons and evenings. With detailed planning, the pedestrianised area could also be extended along Gertrude Street.



Suggestion for a pedestrian area at the intersection of Gertrude Street and Smith Street. Image credit: Apple Maps, Streets Alive Yarra.

Concluding remarks

We would be delighted to provide further detail or explanation of the themes raised in this document.

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