

FEEDBACK ON DRAFT TRANSPORT PLAN



Image credit: City of Yarra.



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 supports the adoption of the draft Transport Action Plan, because it makes a powerful case for stable, increased funding for investment in active transport.

Overall, the draft Transport Action Plan is a significant step forward, reflecting the Community Vision 2036, the Council Plan 2021-2025, and the Transport Strategy 2022-2032.

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

New Deal for Schools

We suggest that the 'New Deal for Schools' section should include:

- Actions for all schools in Yarra, not just 10 (if each 'round' is only for one school).

New Deal for Walking

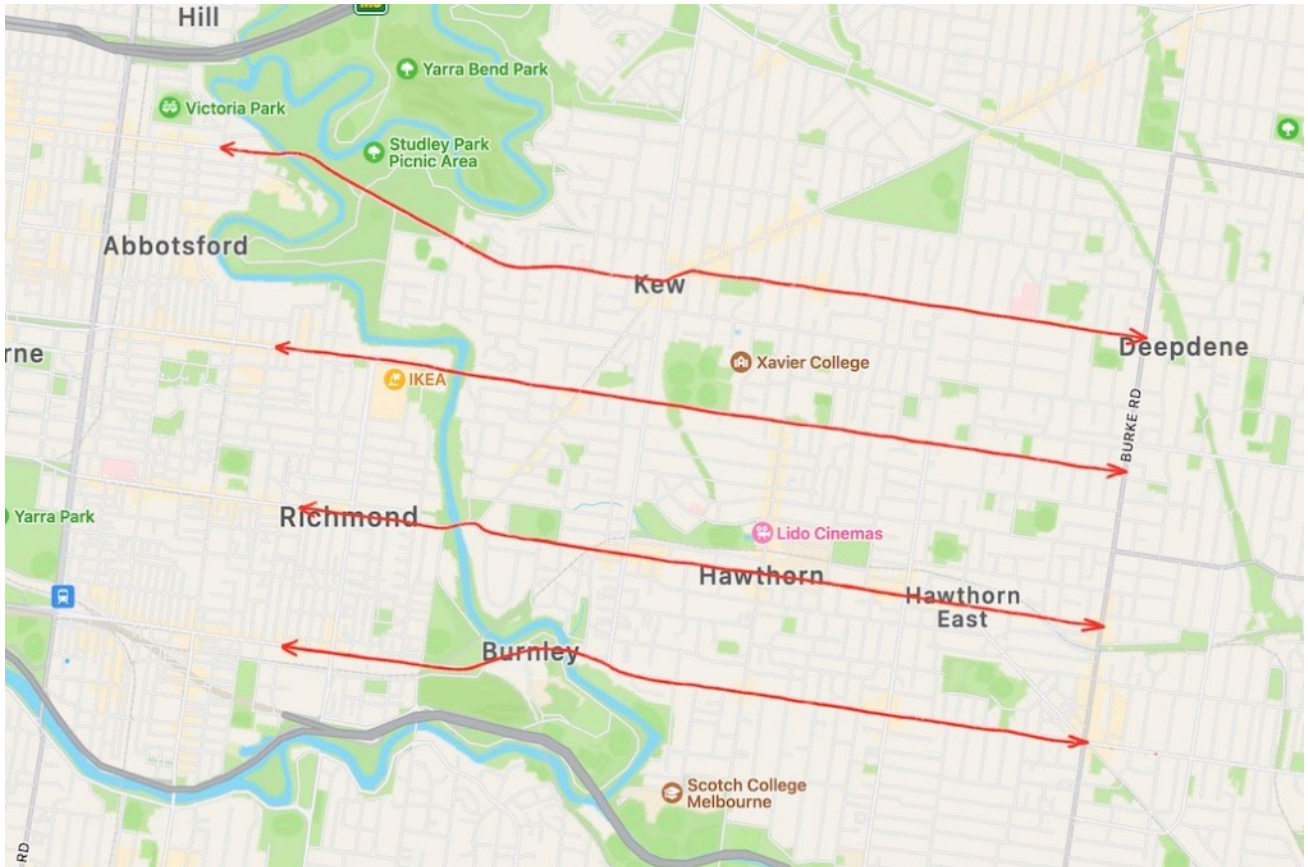
We suggest that the 'New Deal for Walking' section should include:

- An action to build a new wombat crossing each month, somewhere in Yarra.
- A survey of the width of each footpath in Yarra, and the number of people walking on each footpath in Yarra.
- An action to publish how few footpaths in Yarra are compliant with the Transport Strategy, which defines a minimum width of 2 metres.
- An action to publish data on how wide each footpath in Yarra would need to be to align with the NSW Walking Space Guide, which has recommendations for the required width depending upon the level of activity.
- An action for every footpath in Yarra, to either deliver the required width, or to convert the street into a shared zone with low traffic volumes and low traffic speeds.

New Deal for Cycling

We suggest that the 'New Deal for Cycling' section should include:

- An action to significantly expand the number of sensors (e.g. from vivacitylabs.com) in Yarra that can measure the number of people walking and biking, to build the evidence base for improved infrastructure.
- An action to deliver the four east-west routes shown in the image below, with on-road protected bike lanes, including on the bridges.



East-West routes with river crossings. Image credit: Streets Alive Yarra and Apple Maps.

Integrate the Road Safety Study Policy

We suggest that actions related to conducting Road Safety Studies (in accordance with the Road Safety Study Policy) be managed as part of the Transport Action Plan, and be included within it.

In addition, the Road Safety Study Policy should be revised to bring it into alignment with the Transport Strategy, by explicitly defining modal filters as ‘in scope’.

Further information:

- <https://streets-alive-yarra.org/transport-for-yarra/>

Concluding remarks

Streets Alive Yarra supports the adoption of the draft Transport Action Plan, 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.

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