

SUGGESTIONS FOR THE ACCESS AND INCLUSION STRATEGY



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 2,900 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.

Suggestions

When developing the Access and Inclusion Strategy 2024-2030 and its first Action Plan, Streets Alive Yarra suggests that the City of Yarra include actions to enable people of all ages and abilities to move safely and comfortably around Yarra, including:

- Footpaths with a **minimum unobstructed width** of 2 metres, increasing to 4.5 metres on busy shopping streets
- Footpaths that are smooth and level, i.e. updating the standard drawing for crossovers to reduce their negative effect
- Footpaths that remain continuous (i.e. raised) when crossing side streets
- 30 km/h Low Traffic Neighbourhoods
- A cohesive network of best practice protected bike lanes
- Triple the number of disabled parking bays
- DDA compliant public bathrooms across the municipality
- Trees for shade and seats to rest

Bicycle Dutch and the Dutch Cycling Embassy have long pointed out that infrastructure for walking and biking helps deliver freedom for people with disabilities:



Source: Bicycle Dutch on [YouTube](#)



Source: [Dutch Cycling Embassy on Facebook](#)

We point out that this also applies to the City of Yarra. Here is a photo of a person in a powered wheelchair using the painted bike lane on Highett Street, and who turned left and continued along the painted bike lane on Church Street. Protected bike lanes would offer this person, and others, greater safety and amenity.



Image credit: Streets Alive Yarra, November 2023



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Learn more:

- <https://streets-alive-yarra.org/better-for-people-with-disabilities/>
- <https://streets-alive-yarra.org/freedom/>
- <https://bicycledutch.wordpress.com/2018/07/03/inclusive-cycling-on-tricycles/>

Concluding remarks

Streets Alive Yarra supports the development of an updated Access and Inclusion 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.

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