

Safe Routes to School



VICTORIAN
SCHOOL BUILDING
AUTHORITY

VICTORIA
State
Government

Richmond High School
Griffith Street Campus

Richmond High School



Prepared by: Streets Alive Yarra

www.streets-alive-yarra.org

facebook.com/streetsaliveyarra/

Foreward

Streets Alive Yarra is a community group who advocate for:

- shopping streets that build wealth for traders by attracting regular business from local residents;
- a network of safe streets that enable those who wish to use active transport to do so, thus freeing up space on the streets for those who prefer to drive; and
- evidence based and economically rational investment in transport infrastructure.

Our vision is for vibrant and profitable local businesses, owing to increased patronage, and traffic that still flows freely. Parking is easy to find because the first 5-10 spots on each side street are allocated for shoppers and deliveries. We see our streets being safely, comfortably, and conveniently used by people from 8 to 80 years old, irrespective of whether they choose to walk, cycle, use public transport or drive.



Image credit: OCULUS Landscape Architecture and Urban Design

Streets Alive Yarra was founded in 2017 and now has over 600 likes on Facebook, increasing by 20-30 per week. A network of local champions develop concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also Yarra's Walkability Action Group (WAG) representative for Victoria Walks.

Further information is available at:

- www.streets-alive-yarra.org
- facebook.com/streetsaliveyarra/

Introduction

Richmond High School welcomed students in 2018, joining eleven existing secondary schools in the City of Yarra. Although this report is focussed on Richmond High School, the methodology and rationale used in this report to design safe routes to school also apply to all of Yarra's existing secondary schools.

The problem

Like all schools in Yarra, Richmond High School faces two main issues:

- Safety for staff & students in the immediate vicinity of the school, e.g. on Griffith & Gleadell Streets, and moving between the two campuses
- Safety for staff & students moving between their homes and the school

Hazards & risks

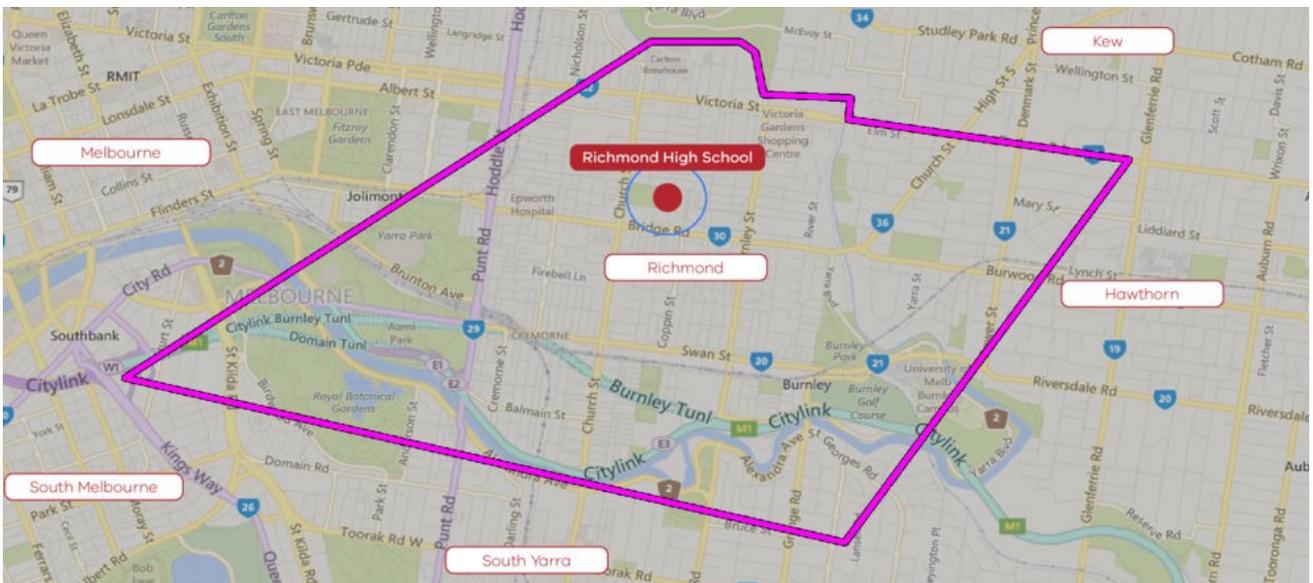
The primary hazard faced by staff & students is being struck by a motor vehicle while walking, cycling or taking public transport to school. Hazards can be further delineated, e.g. struck while crossing at an intersection, or doored while cycling. These hazards carry the risk of serious injury or death.

Context

Richmond High School is located just north of Bridge Road and comprises an academic precinct on Griffith Street and a sports precinct on Gleadell Street.



The enrolment boundary extends up to 2 km from the school. Students will need to travel to school from homes located across the catchment area. The catchment area contains main roads (e.g. Swan, Bridge, Victoria, Church, Burnley) that act as barriers or deterrents to students walking or cycling to school.



Enrolments at Richmond High School will grow to 650 students. This number guides assessments of likely impacts on traffic & congestion.

Traffic impacts

If safe routes to school do not exist then most students will be driven to school. This will impact congestion. Infrastructure Victoria has modelled traffic and congestion patterns and trends in Melbourne, with results published in their report: *FIVE-YEAR FOCUS Immediate actions to tackle congestion April 2018*. Relevant excerpts are reproduced here.

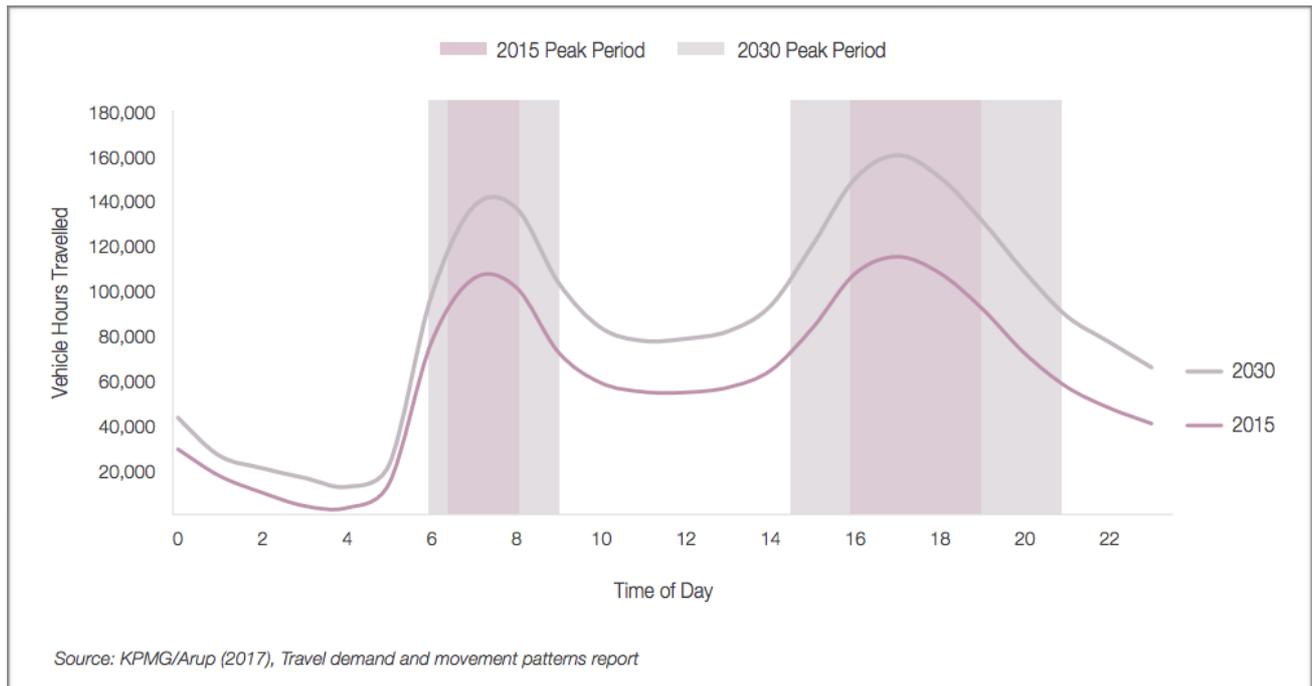
Yarra's streets are already at capacity



Congestion will get worse

Melbourne's roads increasingly struggle to cope with growing demand. Road congestion is forecast to get worse over the next 15 years and on some parts of the network, increases in travel times and declines in reliability will be significant.

Peak hours overlap with school drop-off & pick-up times



Congestion costs us money

According to the Bureau of Infrastructure, Transport and Regional Economics, road congestion in 2015 across all roads in Melbourne cost \$4.6 billion.⁸ This means that if the public transport network did not exist, these congestion costs could be far worse.⁹

Active transport reduces congestion

International evidence shows that measures to support active transport can reduce demand for car use and public transport in key corridors at peak times.³⁰ Active transport is also efficient – high-quality cycling infrastructure can accommodate 4,600 cyclists per hour compared to 1,900 cars.³¹

Active transport has strong potential to assist with managing transport demand as Melbourne grows, diverting people off roads and public transport and providing active transport users important benefits, including improved health.

Active transport needs to be made more attractive

We know that for many people, driving is the only option. But our recommendations aim to make other transport modes more attractive to those who can travel in other ways.

Street space needs to be better allocated

Better allocation of road space to prioritise efficient movement is essential to manage competing interests for limited road space.

Active transport requires investment

Targeted active transport investments could also help ease pressure on roads and public transport for short trips into inner Melbourne and key employment areas in peak periods.

Transport demand can be managed via parking costs

BOX 6: THE ROLE OF PARKING IN THE DECISION TO DRIVE

The availability of time unlimited, free parking provides a strong incentive for people to drive.

Our community research found that 55% of people who regularly drive during the weekday peak have access to free, time unlimited parking, while another 27% have free, time limited parking. Only 17% of those who regularly drive during the weekday peak pay for parking.

Of respondents who indicated they sometimes used another mode to travel during the weekday peak, the reason most commonly cited was that parking was a problem.

These findings suggest that, where there is good public transport in place, making parking less freely and readily available could be an effective lever in helping to manage road demand.

Source: Quantum Market Research (2017), Community research – Part 2.

Summary of traffic impacts

If most students are driven to school, the streets around the school will most likely be at capacity during both the morning drop-off and the afternoon pick-up times. There is physically not enough space on the local streets to fit 500-600 extra cars; twice per day.

Impact upon residents

The increased traffic will most likely result in an unacceptable loss of amenity for local residents. Increased traffic imposes increased noise, pollution and crash hazards.

Impact upon businesses

The increased traffic will most likely hinder the ability of patrons to get to businesses.

Impact upon parents

If it's unsafe for students to use active transport to get to school, then parents of school students will be burdened with the task of driving their children to school. This requires them to take time out of their day, twice per day. This limits their work choices, for example their ability to accept a full time job, or a job that has working hours that overlap with school drop-off and pick-up times.

Impact upon students

If it's unsafe for students to use active transport to get to school, then each student will most likely suffer a loss of independence. They are dependent upon their parents to get them to and from school and to after-school activities. This impacts upon their learning and development opportunities, as well as their sense of agency.

In what ways can children's independent mobility promote their mental health and wellbeing?

"Children's lack of independent mobility is a concern for their levels of physical activity, but also for the broader personal, spatial and social skills that moving freely about neighbourhoods and cities can help foster in children. The benefits of children's everyday mobility range from learning to navigate local streets, to interacting with people in public, to gaining a sense of citizenship. There are a number of studies showing that the freedom of children to travel around their neighbourhood without adult supervision has dramatically declined over the last 30 years. This is associated with changes to the physical environment (such as urbanisation and increased car dependence) as well as the social environment (including changes to family working patterns and parental concerns about traffic or strangers)."

Source: <https://www.kidsmatter.edu.au/health-and-community/enewsletter/freedom-benefits-children%E2%80%99s-wellbeing>

"A Good City

is one in which children can grow and develop to the extent of their powers; where they can build their confidence and become actively engaged in the world; yet be autonomous and capable of managing their own affairs."

Kevin Lynch, *Growing Up in Cities*, 1977

Source: https://bernardvanleer.org/app/uploads/2017/10/Compendium_of_Best_Practices_of_Child_Friendly_Cities_2017.pdf

Solution : safe routes to school

The solution is to deliver safe routes to school, enabling students to walk, cycle or use public transport between home, school and after-school activities. High School students are old enough to travel by themselves, as long as the streets are safe enough.

Safe routes to school consist of integrated, cohesive networks with a minimum of a 3-star road safety rating from iRAP, the International Road Assessment Programme.

- <https://www.streets-alive-yarra.org/safety>

The term “networks” refers to both footpath and bicycle path networks:

- <https://www.streets-alive-yarra.org/footpath-network>
- <https://www.streets-alive-yarra.org/bicycle-network>

CONSENSUS STATEMENT

Enabling Australia’s children to commute actively and safely to and from school should lead a national effort to increase physical activity and improve health for all generations, communities and individual abilities.

The facts:

- Over 70% of children and 91.5% of young people do not meet physical activity recommendations [1].
- Declining rates of physical activity are contributing to accelerating rates of childhood overweight and obesity. Over one-quarter of Australian children are overweight or obese [2].
- 9.7% of school children have been measured as vulnerable in their physical health and wellbeing domain in the Australian Early development Census, a three yearly survey of children entering their first year of school [3].
- Regular physical activity is recognised as improving academic performance [4].
- Active travel is one of the easiest ways to incorporate physical activity into everyday life.

Source: <https://www.vu.edu.au/sites/default/files/ahpc-active-school-travel-policy-paper.pdf>

Government policies

Plan Melbourne

Plan Melbourne 2017-2050 principle #5 is “20-minute neighbourhoods”, stating:

In a 20-minute neighbourhood people have the choice to live locally, with the ability to meet most of their everyday needs including access to shops, childcare and schools, parks, doctors and public transport, within a 20-minute walk, or alternatively cycle or local public transport trip from their homes.

The 20-minute neighbourhood concept is all about creating walkable, healthy, cohesive, sustainable communities with strong local economies, while reducing the need to travel and cutting greenhouse gas emissions.

Safe routes to school is clearly aligned with this policy.

Victorian Cycling Strategy

The Victorian Cycling Strategy 2018-2018 states:

2.3 Support cycling to school

If more students cycle to school, there will be less traffic congestion near schools and on nearby roads. The percentage of students walking or cycling to school is significantly less than in the past. In 1970, only 16 per cent of students (primary and secondary) were driven to school, but by 2016 this had increased to 65 per cent.

The percentages are even higher for primary school, with almost 74 per cent of children being driven. Inner Melbourne primary schools fared slightly better, with 7 per cent of trips by bicycle and 36 per cent on foot. As students transition to secondary school, there is a notable shift to using public transport. Almost no secondary students cycle to school in the outer suburbs.

Encouraging children to cycle to school is an important way to increase the uptake of cycling by adults. If primary school students see cycling as a normal, practical and fun way of travelling, they are more likely to cycle as secondary students and on into adulthood.

It's also healthy to cycle to school. Studies show the single most effective way to improve the rate of physical activity and reduce the rate of childhood obesity is to get children out of cars and into active transport. Increasing the number of students riding to school creates a safer road environment, as drivers have more experience sharing roads with children.

Strategic approaches

The Victorian Government will work with local councils to improve cycling routes and facilities at schools, which will help increase the number of children cycling to school.

Safe routes to school is clearly aligned with this policy.

Community expectations

Feedback from residents and ratepayers consistently indicates support for sustainable transport.

- <https://www.streets-alive-yarra.org/community-support>

For example, here is a screenshot from the Draft Council Plan 2017-21:

Council Plan community consultation

The top issues identified by the community in the Council Plan community engagement process are:

1. Sustainable transport

Community expectations are also reflected in existing adopted Council policies, including:

- Safe Travel Strategy
- Sustainable Transport Strategy
- Encouraging and Increasing Walking Strategy
- Local Area Place Making Policy
- Structure and local area plans
- Urban design frameworks and streetscape masterplans
- Local area plan making

Community expectations are also reflected in State Government acts, policies and strategies:

- Towards Zero road safety strategy
- Sustainability strategy
- Transport Integration Act 2010, supporting an integrated and sustainable transport system

Student expectations

Students (and their parents) prefer to travel independently to school, using walking, cycling or public transport, as shown by a recent petition.

- <https://www.streets-alive-yarra.org/student-support>

At the meeting on 5 December 2017 Council received a petition with approximately 51 signatures of Richmond Primary School grade 3 students. The petition stated:

"We are primary school kids that are probably going to Richmond High School when we are older. But we don't want to get run over by some fast cars and you probably don't want that either. You can stop this from happening by making the cars go slower and make a safer bike path too."

Council resolved:

"That the petition be received and referred to the appropriate officer for consideration."



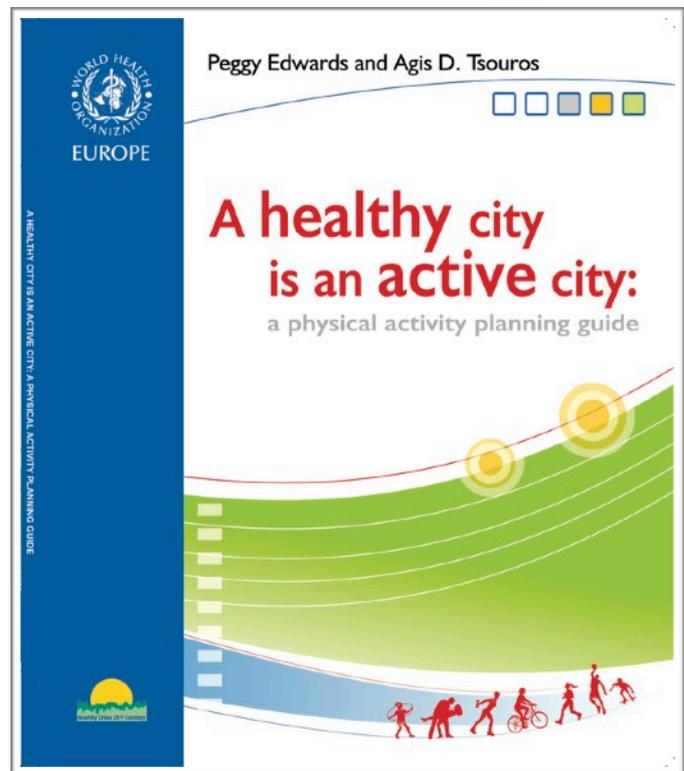
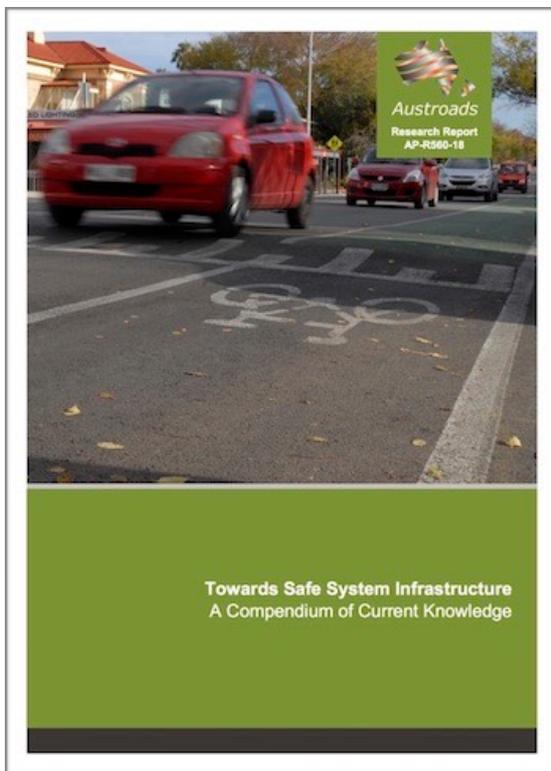
Design requirements

Designs should comply with best practice guidelines:

- <https://www.streets-alive-yarra.org/design-guides>

While international design guides are of a higher standard, and are preferred, the minimum requirement is for streets in the 2 km catchment zone around the school to be designed to comply with:

- Austroads AP-R560-18, Towards Safe System Infrastructure – A Compendium of Current Knowledge
- VicRoads Traffic Engineering Manual Part 10, Pedestrian protection
- VicRoads Traffic Engineering Manual Part 10, Guidance on treating bicycle car dooring collisions



Safe travel in the immediate vicinity of the school

Richmond High School is located on Griffith and Gleadell Streets. These streets will experience the highest concentration of students, during drop-off and pick-up times, as well as moving between the two campuses.

Streets Alive Yarra recommends the following treatments:

- Pedestrian crossing on Gleadell Street
- Wider footpaths on Gleadell and Griffith Streets
- Extending Palmer Street through to Gleadell Street
- Upgrading Gleadell and Griffith Streets into 20 km/h shared zones
- Changing car parking to angled “reverse-in, forward-out”
- Footpaths continuing at grade along Bridge Road and Highett Street

Each concept is discussed here in the following sections.

Pedestrian crossing on Gleadell Street

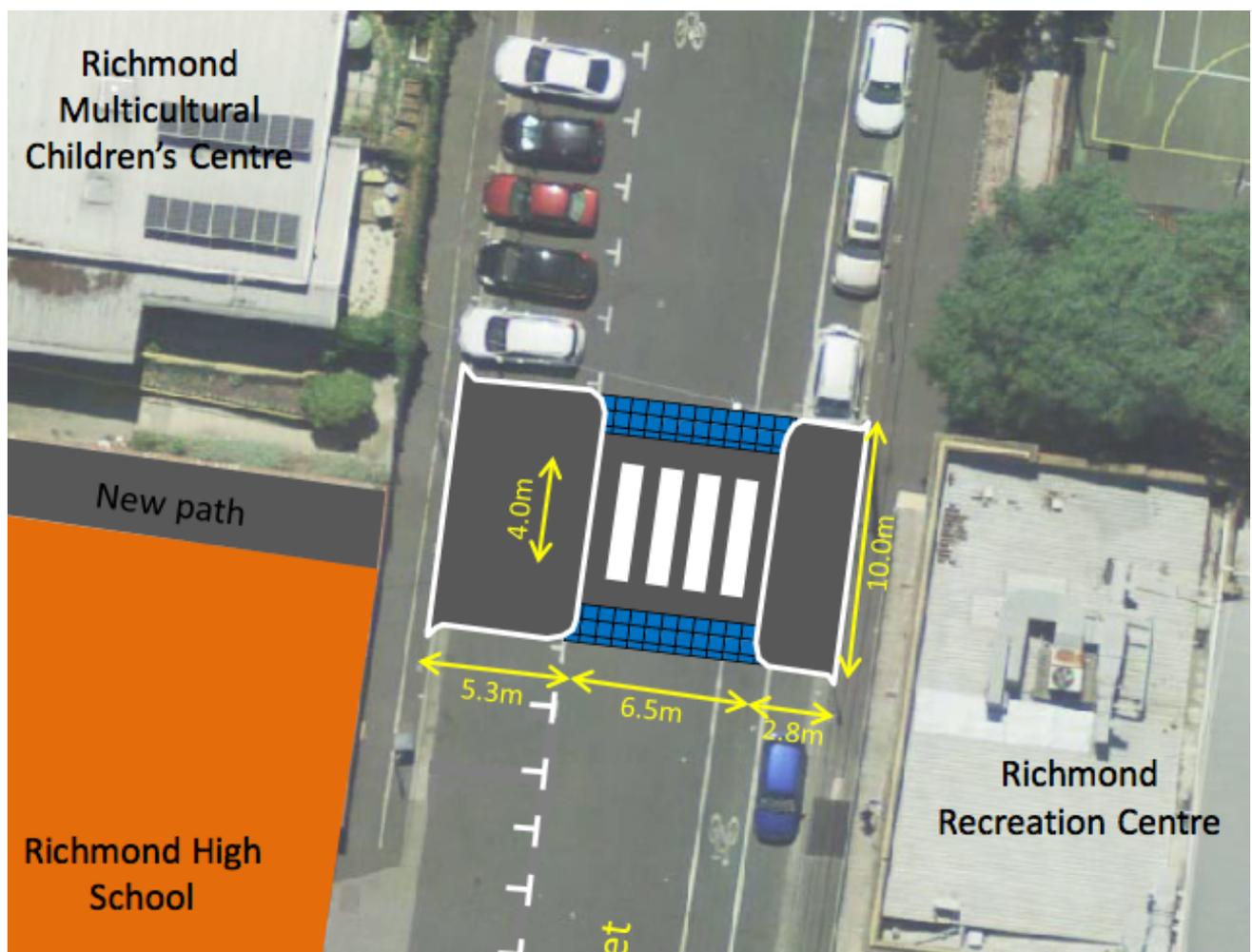
Streets Alive Yarra supports the recommendation of Ratio Consultants and Council Officers for the proposed pedestrian crossing concept dated 13th April 2018.

26. The report also contains the following recommendation:

An indicative pedestrian crossing is shown on the Master Plan across Gleadell Street adjacent the school.

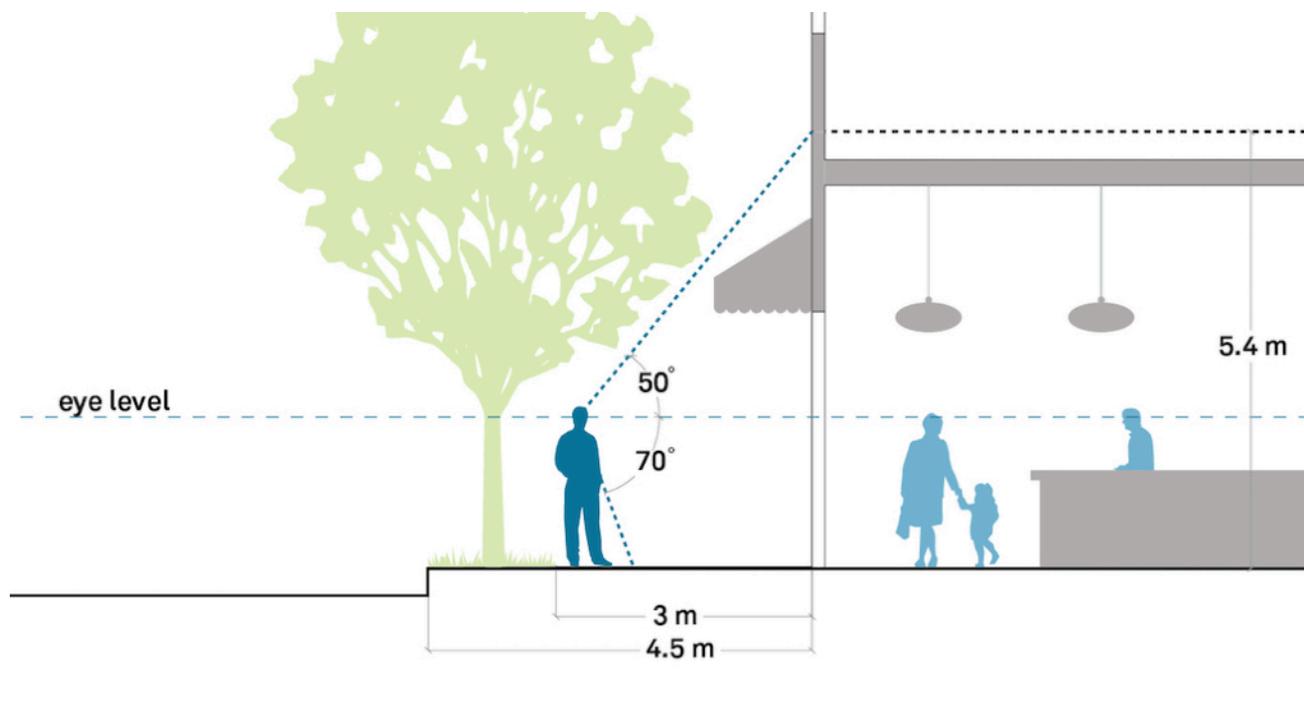
It is recommended that the pedestrian crossing treatment be located on a raised pavement device to improve the safety of the facility and reduce mid-block traffic speeds along Gleadell Street.

28. The works also need to include a raised pedestrian crossing in the mid-section of Gleadell Street.



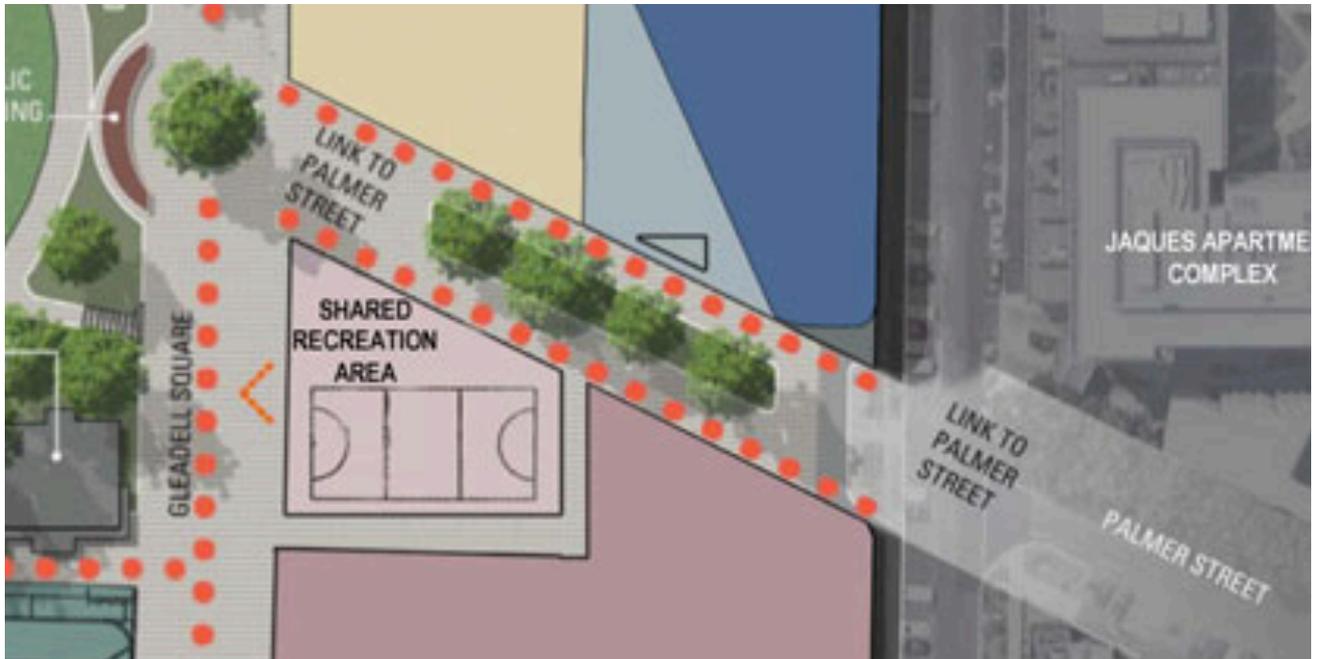
Wider footpaths on Gleadell and Griffith Streets

Directly outside school buildings on Griffith and Gleadell Streets: footpaths should be widened. The NACTO Urban Street Design Guide provides guidance on the required width of highly trafficked footpaths.



Extending Palmer Street

Between the two school academic and sports precincts, Palmer Street should be extended through to Gleadell Street. The extension should be restricted to pedestrians and cyclists.



Upgrading Gleadell and Griffith Streets to shared zones

Gleadell and Griffith Streets will experience the highest concentration of students, during drop-off and pick-up times, as well as moving between the two campuses. Students and staff will be walking and cycling, and parents will be attempting to drop-off and pick-up. The probability of conflict and collisions leading to serious injury or death should be minimised by upgrading the streets to 10-20 km/h shared zones, where pedestrians and cyclists have priority, and motor vehicle speeds are low. This would not prevent motor vehicle access to parking or to all the businesses and organisations located there.

Reference: VicRoads Traffic Engineering Manual Volume 3 - Additional Network Standards & Guidelines Speed Zoning Guidelines Edition 1, June 2017

Table 1: Overview of speed limits

Speed limit	Application of speed limit
10 km/h	<ul style="list-style-type: none">• Shared zones where pedestrians have priority (Refer to section 5.3)
20 km/h	<ul style="list-style-type: none">• Car parks and similar areas where vehicles and pedestrians mix (Refer to section 5.3)

5.3 Speed Limits for Pedestrian Activity Areas

The link between impact speed and the risk of death or serious injury when a pedestrian or cyclist is involved in a crash is well established by research (refer to Appendix A). In areas where there are high levels of pedestrian activity or the risk to pedestrians is high, the speed limit based on either Figure 4 or Figure 5 should be reviewed and a lower speed limit adopted where appropriate in accordance with Figure 6.

Pedestrian activity areas include locations where pedestrians and vehicles mix (e.g. shared zones and shopping centre car parks), local residential streets, road crossings used by school children, shopping precincts, town centres and locations where there is a concentration of land uses that generate a high level of pedestrian movements across roads.

While the focus of this section is primarily on pedestrian safety, the principles apply equally to cyclists. The presence of cyclists is an additional factor that should be considered when deciding on whether a lower speed limit is justified in an activity area.

Improving car parking to angled “reverse-in, forward-out”

Drivers do not wish to collide with people or injure them. Street designers should help drivers by designing parking in the right way.

Gleadell and Griffith Streets contain 90 degree parking. This design is not safe because it exposes other road users to risks, including:

- Failing to give way when entering the park, i.e. veering out then side swiping a cyclist as they turn in
- Reversing out unsighted, i.e. reversing into a cyclist

Similarly, if angled parking is to be used, it should not be of the “forward-in, reverse out” style, because this exposes other road users to risks, including:

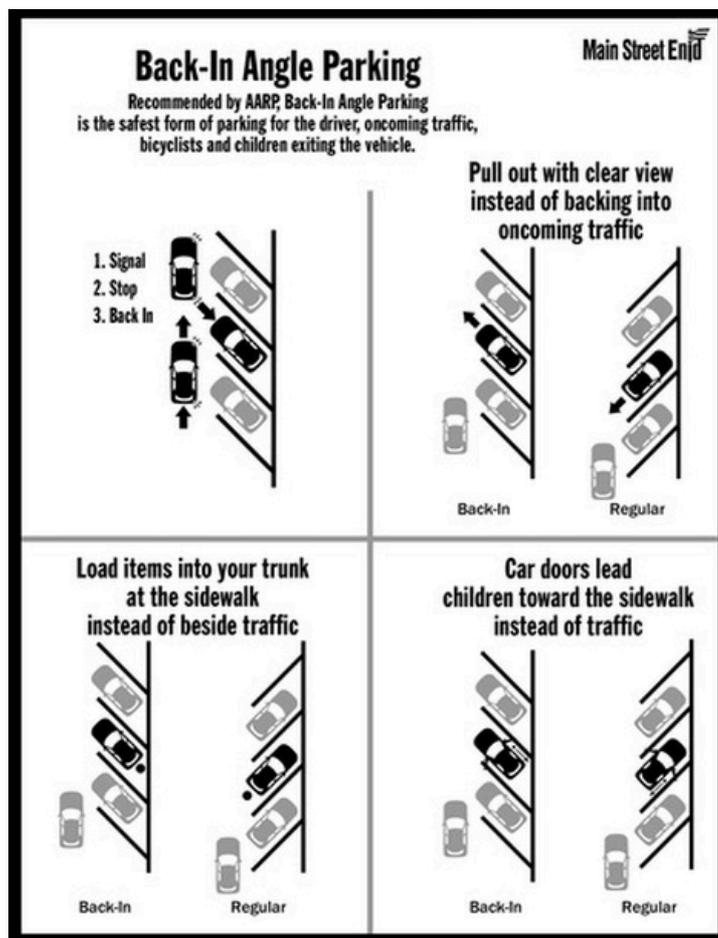
- Failing to give way when entering the park, i.e. side swiping a cyclist
- Reversing out unsighted, i.e. reversing into a cyclist

“Reverse-in, forward out” angled parking solves these risks because:

- The driver stops and looks before reversing into the park (eliminating the side swipe)
- The driver has a clearer line of sight when driving out (eliminating the collision)

The advantages of reverse angle parking are described here:

- <http://www.ci.wheatridge.co.us/DocumentCenter/Home/View/3319>



Source: <http://www.mainstreetenid.org/reverse-angle-parking.html>

Footpaths continuing at grade along Bridge Road and Highett Street

Streets Alive Yarra supports Council Officers recommendation for narrowing the entrances and providing footpaths that continue at grade.

- <https://www.streets-alive-yarra.org/protected-footpaths>

27. Officers have formed the view that at the full capacity of the school with the additional pedestrian, cycling and vehicle traffic mitigation works will be required comprising narrowing the entrance and providing a raised pavement at the intersections of:

- (a) Highett Street and Gleadell Street;
- (b) Highett Street and Griffiths Street;
- (c) Palmer Street and Griffiths Street;
- (d) Bridge Road and Griffiths Street; and
- (e) Bridge Road and Gleadell Street.

Streets Alive Yarra recommends that these treatments are completed in the short term (1 - 2 years) instead of waiting for the school to achieve full capacity (~ 5 years).

Safe travel throughout the catchment area

Students not only need to be safe in the immediate vicinity of the school, they need to be able to safely get between their home and the school. To achieve this students require safe routes to school.

Safe routes to school consist of integrated, cohesive networks with a minimum of a 3-star road safety rating from iRAP, the International Road Assessment Programme.

- <https://www.streets-alive-yarra.org/safety>

The term “networks” refers to both footpath and bicycle path networks:

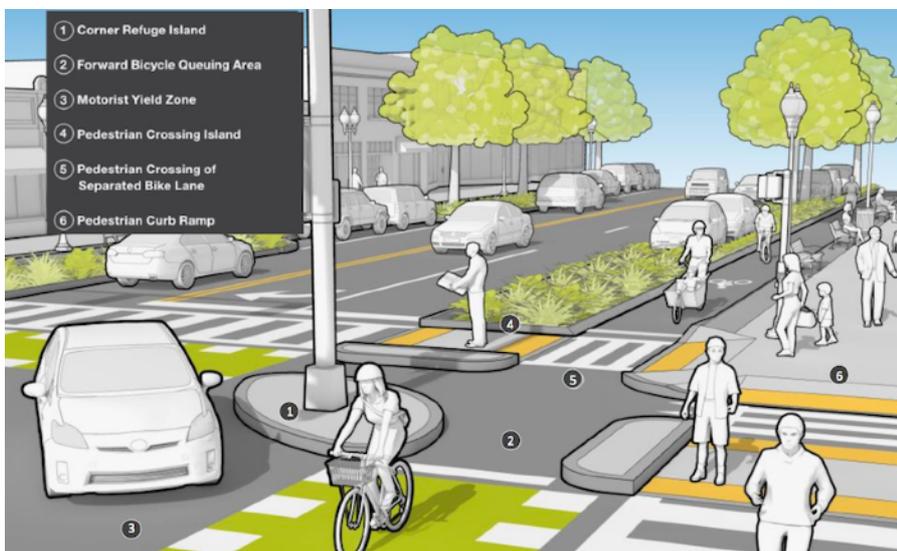
- <https://www.streets-alive-yarra.org/footpath-network>
- <https://www.streets-alive-yarra.org/bicycle-network>

Footpath network to school

Infrastructure for walking in Yarra and around Richmond High School is generally of a good standard. However, hazards do exist that impose unacceptably high risks. The primary hazards on our streets are high speed motor vehicles, where minor errors by drivers can result in collisions that cause death or serious injury.

Further improvements are possible and desirable:

- On quiet residential streets: traffic speeds should be reduced to 20 km/h, by upgrading the streets to shared zones
- On key access streets and nominated arterials: footpaths should continue at grade when crossing quiet residential streets
 - Swan, Bridge, Highett, Elizabeth, Baker, Victoria, Lennox, Church, Coppin, Burnley
- On nominated arterials: crossing distances should be reduced by using protected intersections
 - <https://www.streets-alive-yarra.org/protected-intersections>
 - Bridge/Church, Bridge/Burnley, Victoria/Church, Victoria/Burnley, Swan/Church, Swan/Burnley



Bicycle path network to school

Infrastructure for cycling in Yarra and around Richmond High School is generally of a poor standard. Many hazards exist that impose unacceptably high risks. The primary hazards on our streets are:

- high speed motor vehicles, where minor errors by people in cars (such as failing to give way to a person on a bike) can result in collisions that cause death or serious injury.
- cars engaged in the process of parking, including opening doors into the path of cyclists.

The primary barrier and deterrent to students cycling to Richmond High School are the network of shopping streets, which are also VicRoads nominated arterials.

For example, consider the challenge faced by students living in Cremorne, south of Swan Street, as they attempt to ride to Richmond High School. There is no safe way to reach the north-south bicycle path on Lennox Street. Students need to travel east-west on Swan Street to reach Lennox Street. Without a separated bicycle lane, Swan Street is too hazardous for school children.

A similar problem is faced by students living in East Richmond and Burnley, south of Swan Street, as they attempt to reach the north-south bicycle path on Coppin Street, north of Swan Street.

VicRoads acknowledges the risks and has nominated Swan Street (amongst other shopping streets in Yarra) as the location for a Strategic Cycling Corridor (SSC). Strategic Cycling Corridors typically require the construction of separated or protected bicycle lanes. The City of Yarra should publicly support VicRoads and the proposal to construct separated or protected bicycle lanes on all nominated SSCs in Yarra.

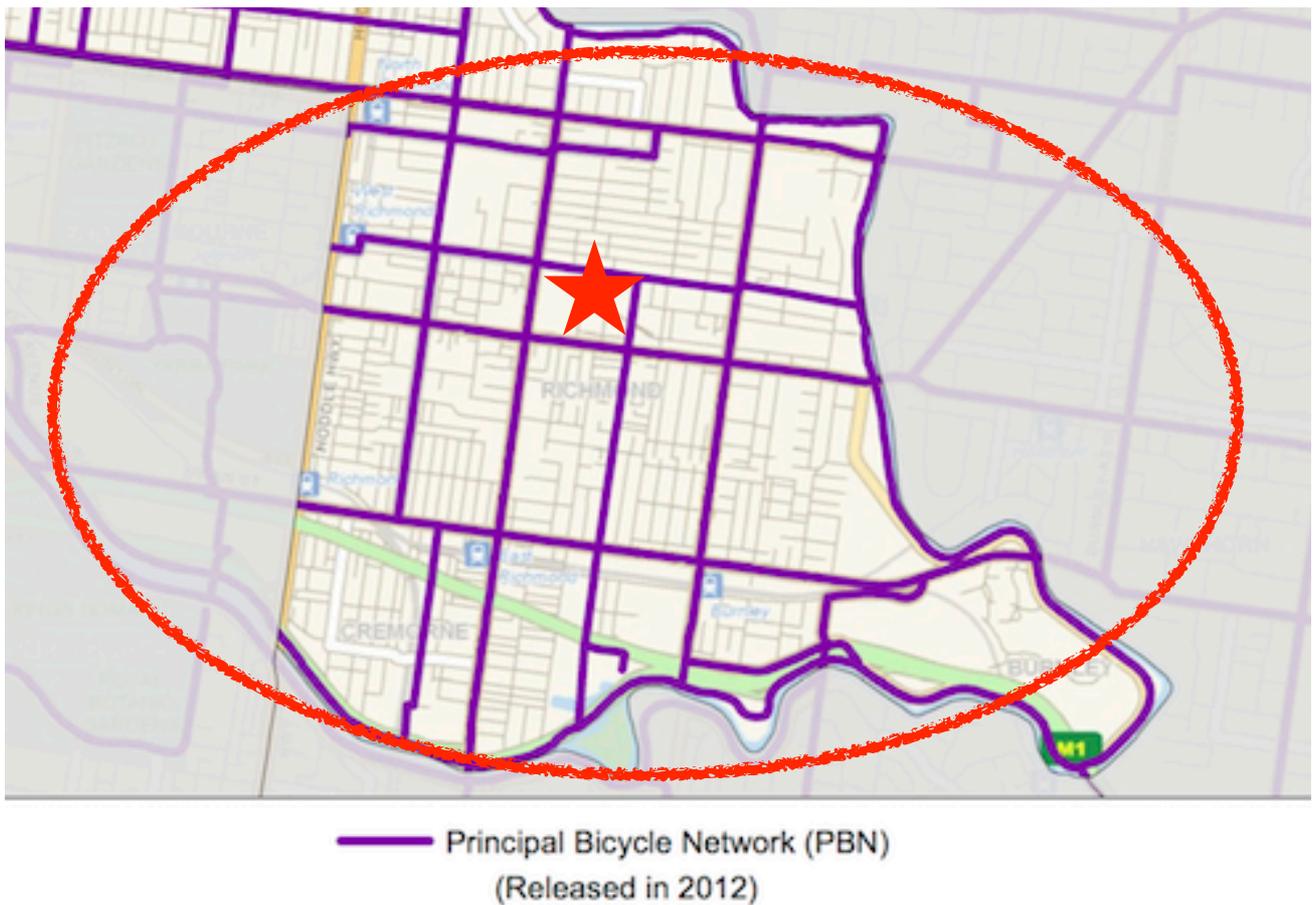
Overall, significant investment in safe bicycle travel infrastructure is drastically required:

- On quiet residential streets: traffic speeds should be reduced to 20 km/h, by upgrading the streets to shared zones
- On nominated arterials: separated bicycle lanes should be constructed:
 - Swan, Bridge, Victoria, Church, Burnley
 - <https://www.streets-alive-yarra.org/swan-street>
 - <https://www.streets-alive-yarra.org/bridge-road>
 - <https://www.streets-alive-yarra.org/church-street>
- On key access streets: separated bicycle lanes should be constructed that eliminate any overlap with the car dooring zone; or the streets should be converted to bicycle boulevards that have low traffic volumes:
 - Highett, Elizabeth, Baker, Lennox, Coppin
 - <https://www.streets-alive-yarra.org/coppin-street>

- Where nominated arterials and/or access streets intersect: crossings should be improved by using protected intersections
 - Bridge/Church, Bridge/Burnley, Victoria/Church, Victoria/Burnley, Swan/Church, Swan/Burnley, Lennox/Swan, Lennox/Bridge, Coppin/Swan, Coppin/Bridge, Highett/Church
 - <https://www.streets-alive-yarra.org/protected-intersections>

In summary, safe cycling routes should be delivered by constructing the VicRoads Principle Bicycle Network within the catchment zone of Richmond High School:

- <https://www.streets-alive-yarra.org/bicycle-network>



The red star indicates the location of Richmond High School, while the red oval roughly indicates the catchment zone for Richmond High School.

Public transport

Tram stops in Yarra and around Richmond High School is generally of a poor standard. The primary hazard is a high speed motor vehicle hitting a passenger when the passenger attempts to embark or disembark a tram.

The solution is to eliminate this risk, i.e. to eliminate the opportunity for motor vehicles to drive past a tram when passengers are embarking or disembarking. This can be achieved by either:

- Protected tram stops
 - <https://www.streets-alive-yarra.org/protected-transit-stops>
- Or requiring vehicles to share the same lane as trams. In this solution, the only hazard imposed upon embarking or disembarking passengers is impact from a bicycle, which presents a much lower risk of serious injury or death, compared with collision with a motor vehicle.

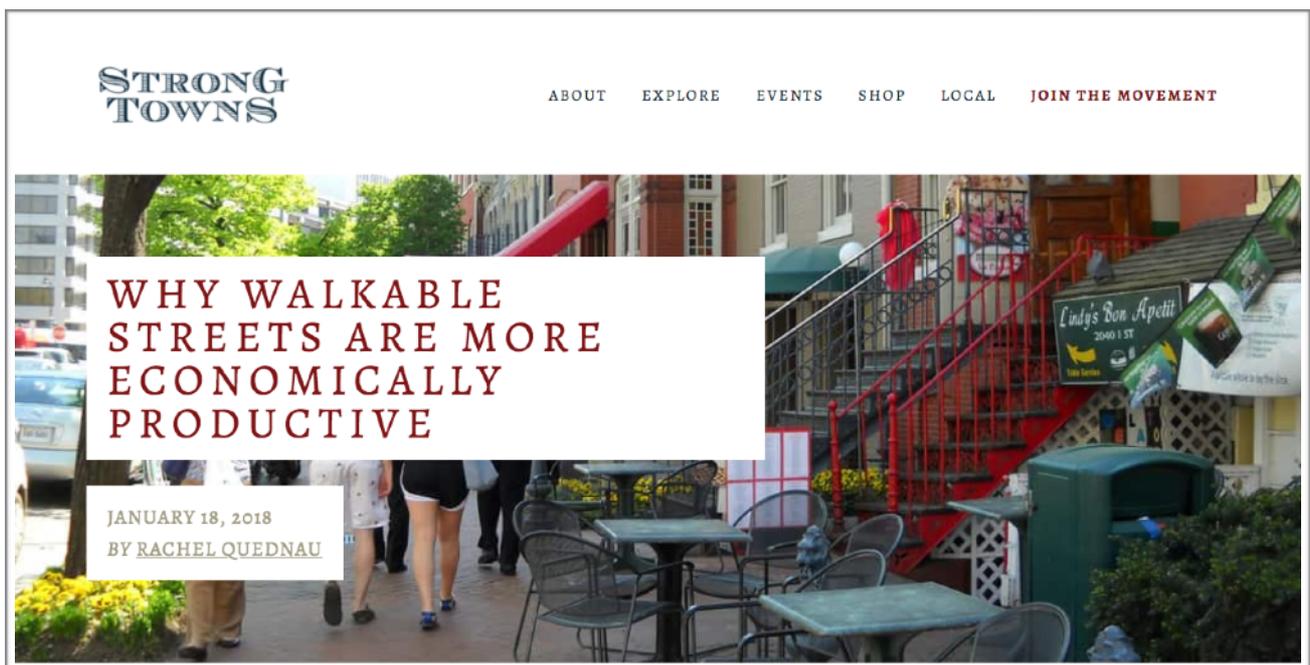


Image credit: OCULUS Landscape Architecture and Urban Design

Ancillary benefits

Investing in safe travel infrastructure does not only benefit staff, students and parents of students. It also has ancillary benefits for the wider community.

- Active Ageing - older residents can live longer in their own homes, and mitigate isolation, by being able to travel around Yarra without a car
 - <https://www.streets-alive-yarra.org/submissions>
- Traders - active transport infrastructure can attract more repeat business from local residents:
 - <https://www.streets-alive-yarra.org/better-for-business>



- Organisations - active transport infrastructure can help patrons of Citizens Park, Recreation Centre, Bridge Church, Richmond Town Hall etc; to move between their homes and these destinations
- Time savings - active transport infrastructure enables more people to get around without a car, thus freeing up space on our streets for those who need to drive:
 - <https://www.streets-alive-yarra.org/better-for-cars>
- Reduced health costs - the State Government Department of Health benefits from a healthier population with lower overall demand on the public health system, including lower demand for trauma care (caused by collisions and crashes).
- Increased taxes - State and Federal Governments benefit from more profitable businesses and more employees, who contribute income tax, payroll tax, and company tax.
 - <https://www.streets-alive-yarra.org/budget>

Recommendations

Streets Alive Yarra calls upon the City of Yarra to implement safe routes to Richmond High School by actioning the following recommendations:

1. Improve safety in the immediate vicinity of Richmond High School by:
 - Constructing a pedestrian crossing on Gleadell Street
 - Widening footpaths on Gleadell and Griffith Streets
 - Extending Palmer Street (as a footpath/bicycle path) through to Gleadell Street
 - Upgrading Gleadell and Griffith Streets into 20 km/h shared zones
 - Changing car parking to angled “reverse-in, forward-out”
 - Footpaths continuing at grade along Bridge Road and Highett Street
2. Provide safe routes to Richmond High School by:
 - Upgrading quiet residential streets in the catchment zone into 20 km/h shared zones
 - Constructing protected bicycle lanes on shopping streets and access streets in the catchment zone
 - Constructing protected intersections where shopping or access streets intersect in the catchment zone
3. Conduct community consultation by surveying the parents of all students attending primary schools in Yarra, asking:
 - How do they intend for their children to travel to high school?
 - What infrastructure would help them and their children consider walking or cycling to high school?
 - What value (e.g. time saving, physical & mental development) do parents place upon the ability for their children to travel safely within Yarra, without being driven by parents?

These recommendations can be paid for by:

1. Classifying streets in Yarra as public open space so that investments in safe travel infrastructure can be funded from the open space levy;
2. Applying to State and Federal Governments for funding.

Of all the recommendations, the top priority is to develop a north-south bicycle path that runs from the Main Yarra Trail right up to Highett Street. The best option is to convert Coppin Street into bicycle boulevard, running past Richmond Primary School and Barkly Gardens.

- <https://www.streets-alive-yarra.org/coppin-street>