Safer streets for schools – Princes Hill Primary School - Community Engagement Report

This report provides information on the community consultation for the 'Safer streets for schools – Princes Hill Primary School' project and reports on the engagement outcomes. The consultation opened on Tuesday 10 March and closed at 9am on Monday 6 April 2026.

Overview

Project background

This project is part of the New Deal for Schools (NDS) initiative, when infrastructure improvements are combined with behaviour change to enhance safety and support uptake of active transport (riding, walking, scooting, public transport) travel to and from school.

The proposed upgrade had been initiated by Princes Hill Primary School and aimed to enhance safety by removing all traffic on Park Street east of the intersection with Wilson Street. A modal filter maintains bicycle and pedestrian movement. The kerb extension and two-way bicycle lane down Wilson Street (east side) to the roundabout allow the existing footpath to be built out, making it better for walking, riding and wheeling.

In November 2025, initial discussions commenced with the school on the proposed upgrade. Council continued to work with the school through the consultation process. Should the proposed upgrades progress, they will be delivered in conjunction with the school.

As part of the NDS initiative a budget bid has been sought through the draft budget process (26/27) in the second year to deliver infrastructural upgrades. Community feedback received from this engagement will be considered by Council before a decision is made regarding whether or not the proposed upgrade will proceed.

If the proposed upgrade is supported, Council will undertake another round of consultation as per Section 223 of the Local Government Act 1989 to permanently close the road at Park Street. The community will be informed of the outcome relating to the road closure consultation and next steps to be determined based on the feedback.

Objectives of this engagement

1. To inform the community that we are considering upgrades on Park Street and Wilson Street in Princes Hill.
2. To seek feedback from the local community and Princes Hill Primary School to understand any concerns and identify suggested improvements to the proposed upgrades.
3. To engage directly and primarily with impacted community members so they can provide feedback on the proposed upgrades.
4. To make the engagement as accessible and inclusive as possible to allow everyone in the community an opportunity to participate.
5. To share with participants how their feedback helped contribute to the final decision made by Council.

Level of community influence

1. Community feedback could help Council to understand any concerns with the proposed upgrades.
2. Community feedback could identify any suggestions to be considered to improve the proposed upgrades.

3. Community feedback could help Council to understand other comments provided by the community.

Engagement methods:

- Online survey tool hosted through Your Say Yarra engagement platform.
- Direct outreach to stakeholder groups
- 1 place-based pop-up at the following location:
    - Princes Hill Primary School – Tuesday 17 March from 3:30pm to 5:30pm
- 2 x targeted community meetings with Redmond Park and North Carlton Railway Neighbourhood House (July 2026 following formal consultation period)

Engagement questions:

1. Do you have any comments about the proposed changes outlined in the draft Concept Design?

Engagement reach

Social media channels (including social media advertisements) reaching over 5,932 people.
Council email newsletters including Yarra Life, Your Say Yarra email newsletter. This reached a total of 8,408 subscribers.
Promoted via Yarra News which is distributed to every household in Yarra (over 60,000 properties).
News story on Yarra City Council's website.
Postcards and other printed collateral available at events and postcards were distributed to 19 Council venues. These include town halls, neighbourhood houses, seniors' centres, libraries, kindergartens and leisure centres.
Postcards and letters were distributed to approx. 600 occupiers of residences and businesses in surrounding area of the proposed upgrades (note: the public housing estate was letterboxed twice and a random audit conducted of letterboxes following distribution to ensure delivery).
Mail outs of letters to approx. 600 owners of residences and businesses in in surrounding area of the proposed upgrades
Corflute posters with QR codes were put up on the lampposts located on the streets where the proposed changes are taking place.
School email newsletter was sent to parents of students.

Your Say Yarra project page:

The success of the Your Say Yarra page is tracked against the following metrics:

- **Views** - The number of times the page was seen.
- **Visitors** – The number of unique visitors that saw the page.
- **Responses** – The number of feedback responses that were submitted.

Views	Visitors	Responses
1,447	851	165

In person engagement opportunities:

In-person session (including date and location)	Approximate number of people we spoke to	Responses
Princes Hill Primary School (Wilson Street) – 17 March 2026 from 3:30pm to 5:30pm	60	43

Targeted outreach to stakeholder groups

Stakeholder group	Method	Date
Victorian Department of Families, Fairness and Housing	Phone	January 2026
	Email	January 2026
	Email	March 2026
Aveo – Redmond Park Retirement Village	Phone	February 2026
	Email	February 2026
	In-person	March 2026
	Email	March 2026
	In-person	July 2026
North Carlton Railway Neighbourhood House	Phone	February 2026
	Email	February 2026
	Email	March 2026
	In-person	March 2026
	In-person	July 2026
Princes Hill Secondary College	Email	March 2026
	In-person	April 2026

Princes Hill Primary School	New Deal for Schools program engagement	2025-2026
	Phone	February 2026
	Emails	March 2026
	In-person	March 2026
Princes Hill Kindergarten	In-person	March 2026
NECA Education	Phone	March 2026
	Email	March 2026

Engagement results (Your Say Yarra only)

Who did we hear from?

Demographic data was collected via the 16 online copies of the engagement tool. Please note for some of the questions participants could select more than one option.

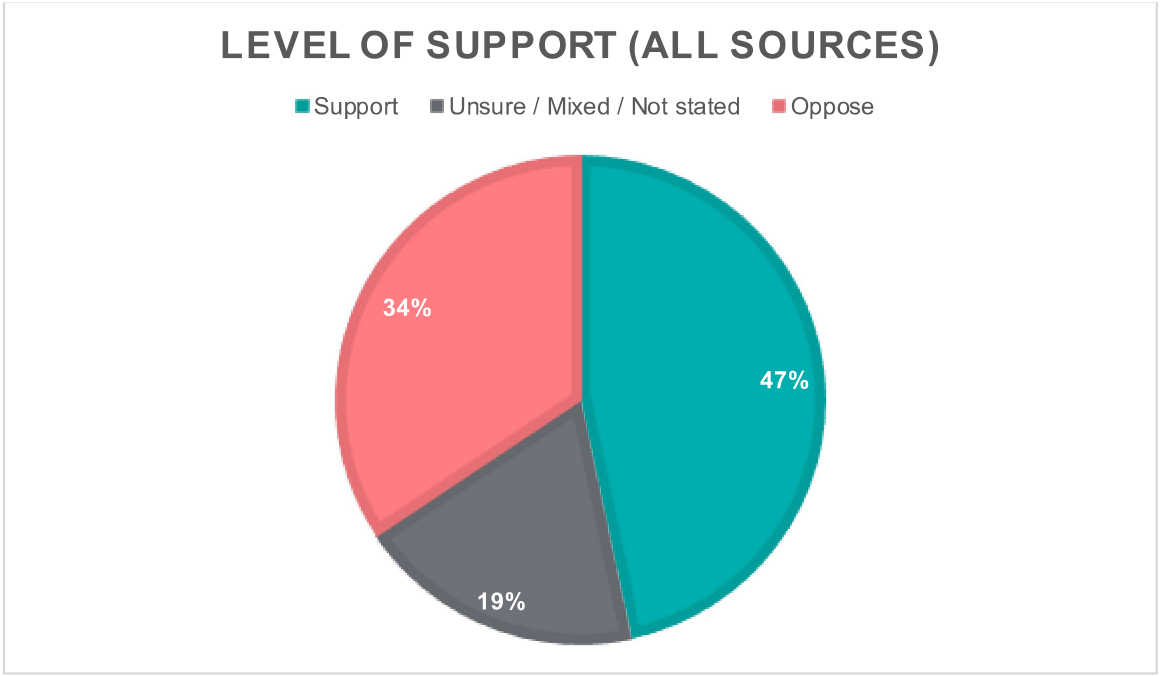
What's your connection to the location?	Numbers	Percentage
I live on or near the location (Park Street near Hardy Gallagher Reserve)	93	56.36%
I run a business on or near the location (Lygon Street close to Princes Hill Primary School)	3	1.82%
I work in the location or surrounding streets	15	9.09%
I study in the location or surrounding streets	12	7.27%
I travel through the location to access another destination	73	44.24%
I visit local shops, schools, parks or services in or near the location	80	48.48%
Other	29	17.58%

What's your connection to Yarra?	Numbers	Percentage
Live in Yarra, in a property I own (either outright or with a mortgage)	95	57.58%
Live in Yarra, in a property I rent	15	9.09%
Own a property in Yarra but live outside of Yarra	2	1.21%
Work in Yarra	17	10.30%
Own a business / business occupier in Yarra	3	1.82%

Study in Yarra	14	8.48%
None of the above	34	10.61%
Prefer not to say	4	2.42%
What gender do you identify as?	**Numbers**	**Percentage**
Man	79	47.88%
Woman	65	39.39%
Self-described	4	2.42%
I prefer not to say	17	10.30%
Total	165	100%
What is your age range?	**Numbers**	**Percentage**
Under 11	0	-
12 to 17	0	-
18 to 24	2	1.21%
25 to 34	16	9.70%
35 to 49	82	49.70%
50 to 59	19	11.52%
60 to 69	19	11.52%
70 to 84	17	10.30%
85 and older	1	0.61%
I prefer not to say	9	5.45%
Total	165	100%
What suburb do you live in	**Numbers**	**Percentage**
Abbotsford	1	0.61%
Alphington	1	0.61%
Burnley	0	-
Carlton North	14	8.48%
Clifton Hill	2	1.21%
Collingwood	4	2.42%
Cremorne	0	-
Fairfield	0	-
Fitzroy	0	-
Fitzroy North	1	0.61%
Princes Hill	89	53.94%
Richmond	3	1.82%

I live outside of Yarra	50	30.30%
Total	165	100%
Select all that apply. I am….	**Numbers**	**Percentage**
Someone who speaks a language other than English at home.	14	8.48%
A person who was born overseas	34	20.61%
A person living with a disability.	10	6.06%
A member of the LGBTIQA+ community.	14	8.48%
Someone of Aboriginal or Torres Strait Islander descent.	1	0.61%
None of the above.	91	55.15%
I prefer not to say.	21	12.73%

What did we hear?



Engagement results (Popup event)

An in-person 'popup' event was held on Wilson Street outside Princes Hill Primary School on Tuesday 17 March from 3:30pm to 5:30pm.

Two council officers were present along with representatives from Princes Hill Primary School. Multi-lingual officers were available at the site.

Participants were invited to share their comments using paper forms, filling in the online survey through a QR code or post-it notes. Large print plans were available to view.

Who did we hear from?

Although demographic forms were available, many respondents chose not to fill out or fill only part of the forms. Therefore this information is incomplete. However, given the nature of the event and the information available, almost all respondents in this engagement activity had a direct, local connection to the project.

Engagement results (Other sources)

For this engagement, other sources include:

- Phone calls directly to the project team
- Emails
- Letters from groups and organisations
- Petitions

Who did we hear from?

It was not possible to collect the same demographic information from feedback received via email, phone call or other methods outside of the engagement process. Where possible, some of this information has been inferred where there is confirmation (e.g. someone has provided their name and email address which has matched with a physical address within Council's Oracle customer service system).

Feedback Themes

This section summarises the key feedback themes and response. These are combined from all sources.

Possible design changes and responses are included separately in Attachment 4.

Car parking availability	
What did we hear	**Our response**
• Support from some local residents, some of whom will have on street car parking spaces removed and support the project. • Concern from some local residents and visitors for on-street car parking availability for visitors, healthcare workers and others visiting facilities nearby (in particular Redmond Park, Ikon Park and education facilities).	Extensive data has been collected on car parking usage on Wilson Street and the wider area. While there are peaks of relatively high usage in some sections of streets for short periods, overall car parking occupancy is low. The angled car parking on the west side of Wilson Street is managed by the Victorian Department of Families, Fairness and Housing.
Safety and general access	
What did we hear	**Our response**
• Support for improved safety for children and reduced interactions between children and car traffic. Particularly from PHPS parents / grandparents / carers and students and nearby residents. • Concern about decreasing safety in other locations due to increase or changes in movements to traffic. • Comments about safety of Cassar Place intersections on Wilson Street and McIlwraith Street, and about safety of Arnold Street,	A Road Safety Audit would be conducted on any proposed design. The entrance and exit into Cassar Place would remain open and be made safe under any proposed design. Pigdon Street would be improved and encourage for school pick up and drop off to discourage use of Wilson Street for this purpose. 'Local traffic only' signs could also be erected and GPS companies contacted to reduce priority for route wayfinding through Cassar Place. This would also be picked up through the Road Safety Audit and monitoring of the area.

particularly at intersection with Pigdon Street (in particular from Princes Hill Secondary College). • Concern about impacts of new development nearby in Merri-bek on traffic in the area.	One objective of the proposal is to improve safety for all in the area and multiple design elements respond to this aim. This is outlined in the main report.

Walking and cycling	
What did we hear	**Our response**
• Support for mitigating conflict between people cycling and walking and creating a more attractive environment for healthy and active travel, particularly for kids. • Concerns raised regarding road user behaviour and education, and dogs in shared spaces, , and providing improvements for people who are not Yarra ratepayers. • Concern about people crossing from Wilson Street public housing estate across Solly Avenue and Wilson Street. • Suggestions raised for separated cycling and walking paths, education for parents and students, and signage / enforcement for road and path user behaviour.	Providing safe infrastructure and more space for people to circulate would reduce conflict between people cycling and walking. The present footpaths are narrow relative to the number of people who currently use it. Council has no authority to enforce moving vehicles or change the Victorian Road Rules. Year 1 of the NDS programme involved working with the school on behaviour change, including Bike Ed and similar education activities. Education programmes alone have not been shown to change travel behaviour in the medium to long-term, which is why the NDS seeks to include infrastructure. Some concerns were raised about crossings at Pigdon Street and in surrounding streets. Safety issues for people crossing Solly Avenue and Wilson Street from the public housing estate is acknowledged. The proposed plans will improve safety by significantly reducing car traffic on both streets and simplifying traffic flow to only one direction. Any formal crossing (e.g. a zebra crossing) would require significant additional funding and further car parking removal which is a strong point of contention in the community.

Car traffic access and convenience	
What did we hear	**Our response**
• Support from some respondents for closing access to cars traffic to eliminate speeding, volume and other safety and amenity concerns. • Concerns raised from other respondents regarding reducing car traffic access creating longer routes and creating practical difficulties, mainly at Redmond Park and McIlwraith Street. • Concerns raised regarding emergency and service vehicle access, mainly at Redmond Park and the public housing estate. • Questions about maintaining access to Cassar Place from Wilson Street. • Concerns that there is not enough car traffic in the area to justify changes. • Concerns that there is too much car traffic in the area creating safety issues.	Vehicle access to all properties is maintained. Extensive traffic data has been collected across multiple years and days. The volumes of redirected traffic are low. Traffic management is required to achieve the objectives set for this project. Emergency services were consulted as part of this project and no response was received. No essential emergency access is being obstructed as part of this project. Under the relevant legislation, emergency services are able to disregard Road Rules where required. There are many existing one-way streets and no through roads throughout Yarra and Melbourne. Cassar Place would remain open at both the eastern and western end. Traffic speeds and volumes would be closely monitored.

Increased car traffic elsewhere

What did we hear	Our response
• Concern for increased traffic on surrounding streets, particularly Arnold Street and Pigdon Street. Concern for potential rat running on local streets and laneways and increased car travel times.	The volumes of redirected traffic are low. Traffic management is required to achieve the objectives set for this project. The current number of weekday vehicles per day over a 24-hour period on Wilson Street (southbound) is 244 vehicles per day. Modelling conducted by external consultants has shown that the total volumes of traffic to be re-routed is typically around 30 vehicles or less per hour at most, which represents less than one additional vehicle every two minutes displaced across surrounding intersections and streets. This is a conservative overestimate as noted in the report. The initial implementation would use adjustable infrastructure and allow any changes to be made quickly and easily if required – for example, if there are significant spillover impacts to other streets.

Bicycle parking

What did we hear	Our response
• Concerns raised about the current difficulties parking bicycles in the area. • Support for increased numbers of bicycle parking spaces, particularly near the school.	The proposed options provide significantly more space for any additional bicycle parking to be installed. Exact locations would be determined later in the design process.

Public space, greening and community use

What did we hear	Our response
• Support for improved amenity opportunities for new green space, play and informal gathering areas, trees and shade, and a 'third space' for local communities. • Suggestions raised for design of any new space.	There will be opportunities for further community input into the design of new open space should the project proceed.

Alternative suggestions

What did we hear	Our response
• An alternative proposal raised to utilise the existing nature strip on Wilson Street adjacent to the school. • There were suggestions to change nothing on the street itself. An alternative proposed was to instead focus on running programmes to enforce child behaviour, banning cycling, require registration for people cycling and provide education programmes for parents.	Officers have investigated the feasibility of this suggestion to utilise the existing nature strip. Introducing this proposal would not address the barriers to safe and active travel identified through this process. The principles of integrated planning and best practice include the need for school frontages to be safe, welcoming and easily accessible while protecting students from vehicle conflicts, and maintain set-down areas and car parking away from school gates.

	Operationally, this option would also provide significantly less usable space. There are also utility services at this existing nature strip that would be prohibitively expensive to move or remove, such as light poles. There may be additional underground services and considerations such as tree roots that significantly constrain possible options. For these reasons, this suggestion is not recommended. However, a future design would seek to integrate the existing nature strip into any proposed new open space created on Wilson Street. The other main suggestion made was to only change part of Wilson Street to one way and allow two way car traffic in the southern section. Officers have investigated this option and it is not supported due to: • Safety concerns (cars attempting to u-turn in this location and / or illegal driving against one-way regulations) • Would require removal of two trees • Would require removal of at least five additional car parking spaces • High costs The New Deal for Schools program engaged with the wider school community on behaviour change. This included Bike Ed and other safety and education programs. Enforcement of the Road Rules is the responsibility of the Victorian Government and Victoria Police over which Council has no jurisdiction.

Additional suggestions	
What did we hear	**Our response**
• People on bikes using the bluestone drain on the north side of Park Street at the intersection Wilson Street. • Path connection from the north end of Arnold Street to the Linear Park shared path. • Introduce paid car parking to manage demand in the area. • Introduce new angled car parking in the median strip of McIlwraith Street. • Install more car parking in the area. • Install a new one-way road for pickup and dropoff in the current grassed area at the south end of McIlwraith Street. • Install separated walking and cycling paths in the Linear Park.	The Linear Park Masterplan adopted by Council in 2025 includes new and upgraded paths in the area to better connect these streets to the existing shared path. There is no proposal to introduce paid car parking or additional car parking in the area. Parking more broadly is being considered as part of the Kerbside & Parking Strategy, which is being developed and will be presented in the near future.