

A large abstract graphic in the background of the page, composed of overlapping green and yellow shapes. A central element is a dark green, textured, curved shape that resembles a road surface or a tunnel entrance, with a series of white, oval-shaped patterns that look like road markings or a series of eyes.

# St Georges Rd, Northcote median opening review Community Consultation Report Appendix 1 survey responses

August 2017

## Appendix 1 Survey responses

The survey summary presented in the main body of this report shows in detail the first section the survey that detailed usage, frequency and mode of transport. The following is a copy of the survey data of the following three questions:

1. Has the closure of this median had an impact on your journey?
2. Please explain how
3. Would you support this median being permanently closed?

This has been provided to ensure transparency to readers of data that was provided in the survey.

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1	I Live in Elm st and the traffic is now horrendous IN OUR street and surrounding streets as all the traffic is coming through the side streets!! It was an option to get to the other side of St Georges road to take kids to the classes and now I can't even drive or walk unless I go all around!!! Major issue all the traffic is coming into all the side streets like ours and speeding by AND we have a kindergarten in our street!!!	Traffic in all our side streets as there is no option so all the traffic is flowing to a centre point and this is DANGEROUS!!!!!! It's not all about BIKES!!!!	I use this to go to my daughters dance classes and mainly on weekends to get to the other side of St Georges road! PLUS we can cross over and walk to friends rather than walk all the way to Arthurton road!	YES!!!!!!!!!!!!!! This is a huge crossing that SHOULD NOT BE CLOSED!!!!!!!!!! PUT LIGHTS IF YOU NEED TO BUT DO NOT CLOISE THIS MAJOR CROSS OVER!!!!!!!!!!!!!! All the traffic is going through our side streets - from Arthurton road side street all the way to Woolton and beyond!!!	
2		Getting across St. George's road now by using either Normandy avenue or separation street causes a significant inconvenience to my day and impacts on my travel time to attend work. The traffic on these 2 major roads now on use has significantly increased as a result of these road closures		Similar reasons as before as this would be an alternative route for me when not using beacons field parade	
3	It has made it safer for me to ride along the path.	It has made it much safer for me to ride along the path.	It has made it much safer for me to ride along the path.	It has made it much safer for me to ride along the path.	It has made it much safer for me to ride along the path.
4		Increased journey time, I have been finding an alternative route to avoid the traffic lights at separation/St Georges Rd intersection	Increased journey time, I have been finding an alternative route to avoid the traffic lights at separation/St Georges Rd intersection		
5		Unable to access High St Northcote shopping strip directly from our residence on Beaconsfield Pde by car, resulting in significant detour via Arthurton Rd (that is frequently congested). Unable to access High St Northcote shopping strip directly from our residence on Beaconsfield Pde by foot, resulting in detour via Gladstone Ave crossing. Unable to access Gladstone Ave tram stop directly via median resulting in increased trip time. Unable to access Croxton station directly from Beaconsfield Pde resulting in approx. double trip time.			
6	The only way I can get across St. George's Road is to go around the back street to Woolhouse street and drive along Arthurton, however the traffic on those roads has increased significantly so it has added at least 20 minutes to every trip	I can't get across to go to do grocery shopping, or to go visit family or to get into the city, so I have to use Arthurton Road along with everyone else it has caused significant increase to the amount of vehicles using that road and has increased every trip by a minimum of 20 minutes. Sometimes I have even been delayed by up to 40 minutes.		I can't get across to go to do grocery shopping so I have to use Normanby Road along with everyone else it has caused significant increase to the amount of vehicles using that road and has increased every trip by a minimum of 20 minutes. Sometimes I have even been delayed by up to 40 minutes.	

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7				significant traffic congestion Normanby, ( lots more road rage) dangerous for pedestrians, and there is no way my kids can ride on the bike path, as the cyclist now think they can travel so fast through that stretch. It's extremely dangerous.	
8		I now have to drive down to Arthurton Road or to get on to St Georges road where there is a lengthy wait to turn left behind the right turning traffic and then another lengthy wait to turn right in to St Georges Rd. It has tripled the time it previously took to get on to St Georges Road to drive south.	I used Gadd Street mainly when coming south down St Georges Road. This is now no longer an option and I now have to turn right at Normanby Road.	I used the Woolton Ave crossover when coming from or going to High Street Thornbury. Now I have to go via Normamby Road which is a much slower trip.	
9				I use the alternative bike path or go a slightly different way which results in basically identical travel time.	
10	Increased travel time to get to work. Impact on local businesses as we are shopping at alternative venues on the other side of St Georges Rd as far as port Melbourne on the way home from work. Crossing St Georges Rd is hard and now means we are no longer supporting local business as we have in the past. This is not our preference.	Increased travel times. Altered our journey in travelling to Northcote and Thornbury shops.. easier to go in the other direction	As previous		
11			I live in Bird Ave, so to get from High St to home I now need to go via Arthurton Rd or Normanby Rd. The traffic is now horrendous and it takes multiple changes of lights to get through the intersection	When I come out of Bird Ave and need to head south, I now need to go to Normanby Rd to do a U-turn. The number of cars in the turning lane has multiplied and it takes ages to get through. The alternative is to go via Leinster Grove to either Normanby or Arthurton and the amount of traffic on Leinster has increased significantly, which is not acceptable for a residential street	
12		Lack of option to get across to the eastern side of St Georges rd (home) from high st	It is my most frequently used cross road - get from home to u-turn south on St Georges road, get to Croxton station, high st etc.	I use this cross road option when visiting my parents, taking my daughter to childcare, driving husband to work etc.	Frequently use this cross road to get to Thornbury station, maternal child health centre, as an option to get to the northern end of high st
13	Time delays in crossing St Georges and Arthurton Roads due to traffic congestion caused by closures. The closures force all vehicle traffic to turn off St Georges at either Arthurton or Normandy	Time delays in crossing St Georges and Arthurton Roads due to traffic congestion caused by closures. The closures force all vehicle traffic to turn off St Georges at either Arthurton or Normandy			
14	Less cars while riding my bike - It's great.	Less cars while riding my bike - It's great.	Less cars while riding my bike - It's great.	Less cars while riding my bike - It's great.	
15	It just means I need to think a bit more about how I get from A to B, but that's been a fun challenge to have.		It's meant I have to turn at Normanby		
16	It's made the bike path unsafe for all users and increased congestion along bike path.	It is very unsafe to cross at George road now. There is a noticeable increase in traffic along Arthurton and Normandy roads and this is causing driver aggravation, adding to the unsafe environment as a result of the closure. There is not enough space for cyclists and pedestrians nor is there sufficient visibility. The closure is not adding to bike safety, it's taking away.			

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17	I use that crossing as a u turn to get from businesses or work on the east side of Northcote to turn to the west side of St Georges Rd, where I live on a side street. I use this particular crossing once per week - hence moderate inconvenience.	I use this crossing approx 2 times per week to get to my local cafe. It means I tend to go elsewhere to other Cafes as it's so hard to get across St Georges Road. Easier for me to go to East Brunswick than drive cross the road at end of my street!	I walk across the 'shared' path here at least 10 times per week. Bike speeds - now that they don't need to slow down for crossing cars - have increased for southbound riders (travelling downhill towards city). It is a treacherous crossing for pedestrians in morning peak - and you have to cross the bike path to get across St Georges Rd or access trams. Bike calming measures are needed! Also this inconveniences me as a driver about 4 times per week - makes it hard to get to my house.	As a driver, this is the main crossing I use - at least 5 times per week. I turn here to get to my local cafe; I leave Childcare dropoff on Bradley Ave and turn here to go to Northcote Plaza, my High St office or to our sporting activities in Northcote/Thornbury/Fairfield. I am always travelling east here (turning right or u turning). It needs to at least remain as a u turn crossing here. The congestion at the Normanby ave intersection turning right is unbearable. I have sat here for up to three light changes waiting to turn right. The back streets near my home - Woolton and Leinster - are much more congested, as are Separation St and Normanby Ave. It is easier for me to drive to East Brunswick across the creek than to the other side of my own suburb, Northcote. I use active transport whenever I can, but With 3 kids who play a lot of sport locally, I need to drive. And I am very cross about being stuck in so much gridlock as a result of the minor crossing closures.	
18	I live in Beavers Rd (east side) and we use this crossing, exiting from Gladstone to travel north along St Georges Rd multiple times per week to get to our kids sports training and games as well as Preston market and to access Bell St. The closure means doing a UTurn at Arthurton Rd instead which sometimes takes 3 sets of lights to achieve.	We used this crossing daily when travelling north from the city along St. George's Rd to access Beavers Rd east. With the closure we now have to turn right onto Separation St and then use Latham St, which is very narrow and only allows for one car to pass through at a time at the bottom end. I feel the closure of the Beaconsfield Rd crossing has dramatically restricted access to our own street.			
19	As it is now blocked off there is no concern with cars crossing.	I travel through the area and don't turn off.	I travel through the area and don't turn off.	I travel through the area and don't turn off.	I travel through the area and don't turn off.
20	Severe traffic delays on Normanby and Arthurton road - often taking 5-10 mins to travel less than 500m. Increased traffic on Woolhouse st which is meant for residents and the nearby school - it has now become busier and a thoroughfare. Delays in reaching areas close to me e.g. Driving up Beaconsfield parade to Croxton station is now impossible.	Severe delays in getting home from St Georges road - Normanby and Arthurton road are banked up with traffic in both directions with poor traffic light control to allow for these changes. Every day this would add at least 20 Minutes to my journey Unable to directly cross St Georges road to reach Croxton station.		Increased traffic on neighbouring arterial	
21		I have to drive down to Arthur ton road or Normanby road. It makes my journey a lot longer and more difficult	See previous comment, it's a similar situation	See previous comments, I use wool ton less often	
22	Traffic at Normanby and Arthurton rds has increased causing delays		Increased traffic at Normanby and Arthurton	Increased traffic at Normanby n Arthurton	
23	It's made it safer for me when I ride my bike. If I drive a car it only adds a minute or two, definitely worth it for a safer cycling and walking environment.	It's made it safer for me when I ride my bike. If I drive a car it only adds a minute or two, definitely worth it for a safer cycling and walking environment.	It's made it safer for me when I ride my bike. If I drive a car it only adds a minute or two, definitely worth it for a safer cycling and walking environment.	It's made it safer for me when I ride my bike. If I drive a car it only adds a minute or two, definitely worth it for a safer cycling and walking environment.	It's made it safer for me when I ride my bike. If I drive a car it only adds a minute or two, definitely worth it for a safer cycling and walking environment.
24	Causes major delays, congestions, severely interrupts the most ordinary of travelling needs. Interrupts me all day, every day. Causes massive increase of traffic jams constantly on Arthurton Rd and St Georges rd. so so so so so so so so so so so stupid. Thanks Darebin	As previously stated. If I need to explain something so blatantly obviously and simple then there's no hope.	Refer to previous statements	Refer to previous statements	Refer to previous statements

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25	I ride my bike and there is a suitable, safe path there now	I ride my bike and there is a suitable, safe path there now	I ride my bike and there is a suitable, safe path there now		
26		Added a huge amount of travel time and congestion onto any trip. Have had to try to find new ways to access my property thru residential back street. Pushes traffic into small street.	I use less frequently.		
28	I ride my bike along the path. The permanent closure would make it much safer.				
29	Traffic is now being forced on to other cross roads	Redirects cross traffic to other roads	Redirects traffic to other cross roads	Redirects traffic to other cross roads	Redirects traffic to other cross roads
30	By preventing me from crossing the road	By preventing me from crossing the road - I live at the end of Beaconsfield Pde	By preventing me from crossing the road	By preventing me from crossing the road	
31			Very difficult to get to outbound lanes - adds extra 10-15 minutes to what used to be a 2 minute crossing	Very difficult to get to outbound lanes - adds extra 10-15 minutes to what used to be a 2 minute crossing	
32		Adds 5 minutes each way on my commute to work	This is the crossing closest to my residence, we can no longer go outbound without backtracking for nearly 1km	Previously could use this crossing in combination with laneways to cross and change direction	
33	When driving I am now forced to divert down Separation st or Normanby ave multiple times per day to access my house in Beaconsfield Pde. Not only is this a major detour but these roads are incredible congested and quite dangerous with lots of parked cars in the bike lanes.	I live on Beaconsfield Pde - I used to use this crossing daily and as mentioned earlier I am now forced down lengthy and dangerous detours.	As discussed	As discussed earlier	
34	Take Normanby rd				
35	It's stops crossing easily	Unable to cross over	Unable to cross over	Unable to cross over	Unable to cross over
37	As a cyclist it is now safer	As a cyclist it is now safer	As a cyclist it is now safer	As a cyclist it is now safer	
39	Major problem but don't use it often. Going down to Arthurton and back takes extra time and often several light changes to get around. People often turn then wait in Arthurton for light ignoring arrow before going back into St Georges.			Normanby rd intersection is very slow and very congested. Worst along whole stretch of St Georges. Use Woolton daily. Has added 10 minutes to my journey	
40					Build up of cars at traffic lights due to cars that can no longer move freely/turn across bike path/median strip
41	For me to head north on St Georges Rd, I now have to head south on St Georges Rd to Arthurton Rd and do a u-turn at the lights, or otherwise rat run along Railway Pde & Spencer St up to Normanby Ave. Both add around 10 minutes to my morning commute. The queues for the south bound right turn into Arthurton Rd extend back into the through lane exacerbating congestion at this intersection.	I live in this street. As I can't turn right into my street coming home from the western suburbs, I have had to resort to Citylink and Moreland Rd as it is 5 to 10 minutes quicker. When I do come from the city in the PM peak, I have to detour at the Merri Pde intersection into Charles St and rat run north-bound along the railway line as the congestion at on St Georges Rd at Arthurton Rd is excessive. In the AM peak, the impact is the same as mentioned for the closure at Beavers Rd.		When heading home, back to Beaconsfield Pde after dropping my children at childcare, I have to go to the Normanby Ave intersection and do a u-turn. Again this intersection and right turn lane has inadequate capacity in the PM peak to cater for the additional vehicles using this right turn. The queues at times also extend back into the through lanes reducing ha throughput on St Georges Rd and exacerbating the delays.	

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42	Living on Bent Street between St Gs Rd and Latham Street, I have had to use Arthurton Road as my main east/west link when travelling north on St Gs Rd. This road has become increasingly congested and dangerous to travel along and the turn into it from sat Gs and is VERY dangerous. Also trucks and cars are using Bent street, a residential street with numerous children and older people, more frequently to avoid Arthurton Road.			I have a friend who lives on Woolton Avenue and access her house has become more and more difficult and dangerous for me.	
43		This is my main access point in a car as well as a pedestrian and I use it more than once a day. Its closure has made my life hell.		This is my major way to access the Thornbury shopping centre with a car.	
45	No access from one side of street to other - increased traffic at all times.	No access from one side of street to other - increased traffic at all times. No Pedestrian access - huge impact. Much longer commute time, etc. Bike paths have become dangerous and not safe for walking with a pram. Visibility is very poor.		No access from one side of street to other - increased traffic at all times.	
46				I can't cross there now when trying to use side streets to avoid the peak traffic, forcing me to go all the way up at George.	
47	We have friends on Beavers Rd that help out with dropping off kids from school to us on Beaconsfield. They refuse to do so now due to 20 min extra travel time	We live on Beaconsfield. To get to train station you have to add at least 15 mins extra to walk there. Our visitors are taking 20 mins extra to get to us due to traffic congestion on Normanby Ave. Cannot access local coffee shop on crn Beaconsfield and St Georges rd			
49				I actually use Normanby avenue, but your survey won't let me select that. The light sequencing doesn't seem to have been modified sufficiently to account for the additional traffic travelling out of the city to Normanby Ave and doing u-turns to get back to their respective streets currently blocked by the works. The net effect is that the right hand lane is banked up with more traffic effectively cutting St Georges Rd to one lane at that point.	
50	Turning around in the car is now much harder as you must go to Arthurton road	When driving due to increased traffic I now leave 15 minutes earlier than before to make it anywhere on time. When walking I take my life in my own hands when going onto the path in the middle of the road as cyclists now travel as fast as they can along it and shout at you as they go past. A friend was hit by one of these cyclists who proceeded to shout at my friend. When I cycle myself I feel just as unsafe as these cyclists who shoot along the track also don't care for other cyclists. Finally when I catch public transport it is a nightmare to simply cross the track to the tram stop and I have missed trams due to cyclists racing by not letting me through.	When walking along cyclists are now more reckless and go faster		
51	I find the bike traffic flows better. As a driver the traffic is impacted by the longer cues to make right turns at the remaining available intersections.		The same as the previous.	Same,	Positive impact, same.

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52	When cycling down the median it has had a major improvement on how safe the road is. As a car driver I have noticed little impact from having them closed.	As a cyclist riding down the central median, removing the crossing has had a major impact on how safe my trip is. As a car driver, there has been minimal impact.	As a cyclist riding down the central median, removing the crossing has had a major impact on how safe my trip is. As a car driver, there has been minimal impact.	As a cyclist riding down the central median, removing the crossing has had a major impact on how safe my trip is. As a car driver, there has been minimal impact.	As a cyclist riding down the central median, removing the crossing has had a major impact on how safe my trip is. As a car driver, there has been minimal impact.
53		It has added 10-15 minutes to travel time depending on traffic conditions which seem to be getting worse from week to week in the morning when dropping the children to school at Northcote primary school from where we live being the west side of St.Georges road.			
54		traffic congestion and added time to journey destination		I use this less but impacts on accessibility to High Street from the West as the traffic build up back down to Arthurton Road is excessive - often up to and into Nicholson Street along Bligh & Arthurton during peak times and when turns into the streets heading out to St Georges along from Woolhouse are illegal.	
55	It hasn't impacted my travel. I just plan my travel ahead and leave a bit early. However, having a signalised U-Turn (southbound to northbound) here can relieve the pressure from Arthurton Rd intersection and neighbourhood streets	No impact. However, This location aligns with a bicycle route travelling east-west and should remain open. The location should be signalised to ensure better road safety outcomes for vulnerable road users.	This crossing is close to a tram stop. There is too much conflict between tram passengers, walkers, people on bikes and vehicles. No need for this vehicle crossing here.	There is a safer signalised crossing just north of this location. However, having a signalised U-Turn (northbound to southbound) here can relieve the pressure from Normanby Av intersection and neighbourhood streets	
56	Traffic for commuting via Normanby Avenue is constantly backed up between St Georges Rd to High St. Often over the railway line during peak periods and in the other direction towards the golf course. Cross roads ease this congestion significantly. I have spoken with other local business owners on St Georges road who have expressed significant losses of revenue. This		I live on Bird Avenue, Gadd St allows me to cross St Georges Rd quickly and not congest through traffic. Same applies for all local residents.	Woolton Ave is a cross st I use to quickly get across St Georges Rd either by u-turn to head south or to get to work. Using Normanby Ave lights increases congestion.	
57	Getting to and from work as a postie. Can't cross roads without major delays. Postal rounds harder and unsafe to access on motorbike. Have to ride to Arthurton the only crossing where traffic can stay unmoved for a while especially in the wet. Riding my own motorcycle feels more unsafe when traffic is banked up at Arthurton.	Read previous post you asked. It banks up traffic as residents and workers cannot cross.		Read prev comments	
58	Traffic, much longer to cross with car, dangerous to walk or cycle, drivers very frustrated during peak. What happened to common sense?	Delays to cross at peak times.	Delays again	Long delays	
59		Getting the kids to school has turned into a nightmare morning event, not a great way to start the day, sitting in traffic for 15-20min Aaargh!			
60		Made it a lot safer to cycle/walk along St Georges Road.	Made it a lot safer to cycle/walk along St Georges Road.	Made it a lot safer to cycle/walk along St Georges Road.	
61	It's made it far safer and easier when I'm commuting on the St Georges Road bike/walking path - I don't have to worry about being run over all the time!!	It's made it far safer and easier when I'm commuting on the St Georges Road bike/walking path - I don't have to worry about being run over all the time!!	It's made it far safer and easier when I'm commuting on the St Georges Road bike/walking path - I don't have to worry about being run over all the time!!	It's made it far safer and easier when I'm commuting on the St Georges Road bike/walking path - I don't have to worry about being run over all the time!!	It's made it far safer and easier when I'm commuting on the St Georges Road bike/walking path - I don't have to worry about being run over all the time!!

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62			I am Unable to get off at Gadd/ bird avenue tram stop as the road is closed to get to the other side. Also travelling down St. George's Rd I am unable to turn into Gadd street to get to my house	I don't use this as much	
63		Roads are less safe for motorists, cyclists and pedestrians. Traffic is chaos everywhere now; especially on side roads like Woolhouse St & Leinster Grove where roads are narrow and often only one car can drive through at a time. This extra traffic makes it dangerous for kids (esp at Croxton school) and other pedestrians. Cyclists now travel at much higher speeds along St Georges Rd path causing more danger to pedestrians. Furthermore, with excess traffic on St Georges Rd, it's now even more difficult to safely pull out of side streets (like emmaline, beavers, beaconsfield, etc) onto St. George's road. It's near impossible to see oncoming traffic with vehicles parked on St. George's road (which has always been a problem even before these works).	It was incredibly disappointing to have this median closed for a few reasons: 1. Because of all the apartments on Gadd St, there are hundreds of residents there. The huge apartment boom on that street has caused a huge amount of excess traffic in the area. By closing Gadd, those residents are forced onto neighbouring side streets causing excess traffic congestion everywhere else. 2. It was very annoying when the pedestrian crossover was closed without any communication to local residents. We live on emmaline st and use that crossing to get to tram stops and the train. It's been a big impact to be limited to only one pedestrian crossover across St Georges Rd between Arthurton & Normanby. 3. With the Spotless Factory on Gadd St, there are huge trucks that travel on that street multiple times every day. By losing Gadd, the trucks have been forced to drive down other side streets which again has caused huge congestion because the streets are so narrow and trucks are huge.		
64			I never use the road. I'm always a cyclist or pedestrian at this intersection. Or a tram user at Stop 31.	I live in Woolton Avenue east of St Georges Road and frequently cross St Georges Road to get to western destinations. This is by car, cycling and walking. I walk to tram stop 31 along the tram tracks (safer than shared cycle path).	
65	To travel north we use the u-turn at Beavers however Beaconsfield would be an adequate alternative. The Beavers Rd turn is misused regularly with drivers heading a few meters back down the northern lane in a southerly direction to get to Beavers Rd on the Western side. If some crossings are to be lost, this would be a good one to go.	It is not possible for us to head north up St Georges Rd. We have to travel from Gladstone Ave all the way on back streets to get to Normanby to get onto St Georges. This causes safety problems with the increase in back street traffic impacting on safety for cyclists and pedestrians. A notable increase in near misses when riding the bike has occurred since crossings closed. We also have to travel significantly further, again through side streets to return home when coming from the south. This has been a major impact on access and caused us to travel further which has cost safety and environmental impacts.			
66	I feel safer using the median strip when cycling, walking, and using public transport. When driving, I may have to travel slightly further to make a turn, however I'm pleased to avoid the dangerous crossing at Beavers Road in my car - it is not safe for me as a driver, nor for cyclists, pedestrians and public transport users. The safety benefits for everyone outweigh any minor inconvenience for motorists.	Exactly as for Beavers Road (see my response above)	Exactly as for Beavers Road (see my response above)	Exactly as for Beavers Road (see my response above)	As for Beavers Road (see my response above) although slightly less of an impact because I use this area less often.



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68	I often cross St Georges Rd by car, with my kids, to get to friends houses, Croxton playground, Twisters gym and Foodworks. It now takes ages because of the traffic congestion at the St Georges/Arthurton Rd intersection. I sometimes wait for 3 light changes to do a u-turn at the lights				
69	The traffic is a nightmare, the cyclists fly down the median and I am worried for the safety of my children who walk to school. The Arthurton road/St Georges Road light crossing situation is very dangerous and needs to be changed. My daily consummate has been affected by 20 minutes a day.	The traffic is a nightmare, the cyclists fly down the median and I am worried for the safety of my children who walk to school. This is the most dangerous of all. The Croton special school need access to the school and it has made traffic congestion very bad.	The traffic is a nightmare, the cyclists fly down the median and I am worried for the safety of my children who walk to school. The Arthurton road/St Georges Road light crossing situation is very dangerous and needs to be changed. My daily consummate has been affected by 20 minutes a day.	This is the most dangerous of all. The Croton special school need access to the school and it has made traffic congestion very bad.	traffic congestion
70	Travelling new takes extra 10-20min to get to extracurricular activities for 3 children at least 3 times a week each. It has also had an impact on moving around Northcote as a whole. Using Separation st has become impossible to move east to west and vice-versa	Going to friends on both sides of St Georges Rd. We share childcare arrangements. Makes getting to their safely and quickly impossible if all traffic funnelled along Seperation St. Also using the parks and attending local businesses on opposite sides of St Georges road is fought with danger so we avoid them. Not good	We use the Brunswick school of Dance and visit friends on Gadd st. Makes it so hard picking and dropping kids. The families and residence have been isolated on an island on the West side of St Georges Rd. Getting out of the west side by car is now like having to run the gauntlet. Local traffic there is impossible trying to get out onto either Normandy or Separation St. Hopeless if you're travelling to the East side	Only when I come out of Bird Avenue so I make other plans but if I was still at the Merrill childcare Centre I would be furious. There is nowhere to go - park safely and make a uturn to head to work in the city	
71					
72	Added 20min to a trip on St Georges road Added congestion on St Georges road Divided the neighbourhood	Added 20 minutes to a trip up St Georges road Frustration congestion at Normanby to make a u turn traffic on flow to residential side streets inhibiting access to cafes & local business Frustration and irritation at inconvenience			
73	We've had to use alternative routes to access our property on Beavers Road ie via Seperation St then Woolhouse St. Whereas we would have normally done a U-turn at Beavers into Gladstone, then onto Beavers Via the laneway or via Woolhouse. This closure has been of minor inconvenience, mostly because all other cross overs have been closed leaving only Separation and Normamby as places we can make the East West connection to our street. The minor inconvenience is outweighed by the positives of not having illegal turns happening from this cross over into Beavers road. We support the permanent closure of this cross over to stop those illegal turns happening from the cross over to beavers road.	We use the cross over to access East/West, West/East on St Georges Road. It is inconvenient to have to go right up to Normanby to do this cross over.	We also use this cross over as means to do East/West, West/East commute. It is inconvenient to have to access Normanby and Separation to do these East/West, and West/East cross overs.		
74					This is the main intersection to access our home from St. Georges rd (in our car). We have to instead use Hutton st. It's really just caused a change in our routine.
75	I have had to travel by back streets to get to St Georges Rd to travel north and access St Georges Rd via Normanby Rd or Hutton St.	I can no longer use this crossing to travel North along St. Georges Rd. I have to use the back streets to get to Normanby Rd or Hutton St.			

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
76	We use this crossing to get to friends, businesses Coffee shops, schools and supermarkets. Mostly, as local residents we need a way to cross St Georges RD several times a day and that does not involve us having to use already overcrowded intersections (St Georges/Separation and St Georges/Normanby). Having to go all the way around to those major intersection and join in the traffic to do a U turn is a nightmare, unnecessary and frustrating. As locals we already have to put up with the heavy traffic as it is. Don't make us join them as well	We use this crossing to get to friends, businesses Coffee shops, schools and supermarkets. Mostly, as local residents we need a way to cross St Georges RD several times a day and that does not involve us having to use already overcrowded intersections (St Georges/Separation and St Georges/Normanby). Having to go all the way around to those major intersection and join in the traffic to do a U turn is a nightmare, unnecessary and frustrating. As locals we already have to put up with the heavy traffic as it is. Don't make us join them as well	We use this crossing to get to friends, businesses Coffee shops, schools and supermarkets. Mostly, as local residents we need a way to cross St Georges RD several times a day and that does not involve us having to use already overcrowded intersections (St Georges/Separation and St Georges/Normanby). Having to go all the way around to those major intersection and join in the traffic to do a U turn is a nightmare, unnecessary and frustrating. As locals we already have to put up with the heavy traffic as it is. Don't make us join them as well	Use it to get to businesses and friends a lot. We use this crossing to get to friends, businesses Coffee shops, schools and supermarkets. Mostly, as local residents we need a way to cross St Georges RD several times a day and that does not involve us having to use already overcrowded intersections (St Georges/Separation and St Georges/Normanby). Having to go all the way around to those major intersection and join in the traffic to do a U turn is a nightmare, unnecessary and frustrating. As locals we already have to put up with the heavy traffic as it is. Don't make us join them as well	We use this crossing to get to friends, businesses Coffee shops, schools and supermarkets. Mostly, as local residents we need a way to cross St Georges RD several times a day and that does not involve us having to use already overcrowded intersections (St Georges/Separation and St Georges/Normanby). Having to go all the way around to those major intersection and join in the traffic to do a U turn is a nightmare, unnecessary and frustrating. As locals we already have to put up with the heavy traffic as it is. Don't make us join them as well
77				It is much safer for all users of the intersection. Cyclist and pedestrians are far less vulnerable. When I am driving I simply go to the intersections with traffic lights and find it has reduced my driving stress. I don't have to be watching for moving teams, pedestrians and cyclists all at once; the traffic lights make the environment safer for me to move with confidence. It makes no difference to my travel times whether I am travelling in a northerly or southerly direction.	
78			I can't fucking get across you idiots, I have to travel all the way around batman park to get all the way down to KFC		
79	Increased travel time is unacceptable. Frankly traffic flows and light sequencing on along Arthurton Road right through to Blyth Street have been stuffed by the relocated new tram stop on Nicholson Street. My journey time has increased massively and the bus stops located on interceptions also need o move 50 metres to aid traffic flow at intersections. The car share spot on Blyth Street near the corner of Sydney Road needs to move (conflict point with bus, bike lane - who put it there....very bad idea). More need to be done to prioritise east west travel, improve traffic lights etc. Forget Saturday mornings, the traffic is gridlocked. Finally, can we ban apartment developments getting deliveries during peak hour and review how close the bus stops are for the 508 bus. On Victoria Street there are some less than 20 metres apart. As a user I'd be happy to walk further for a faster service! Please move the stop from intersections where they clog them up. The city is clogged and we all need to improve flow.				
80	Delays to cross.	Delays	Delays		Delays
81	Ride my bike, although now it's much safer	Ride my bike, although now it's much safer	Ride my bike, although now it's much safer, sometimes hard to access tram		

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82				I have changed where I cross St Georges road	
83	Clogging up major intersections going all ways and at all times. Cars wanting to turn right are slowing down the right hand lanes as traffic builds up to go into right hand turning lanes. Having now to wait go the long way around instead of using the centre median strips. Ads 5 to 10 minutes to travelling times when busy. Angers people who live at major intersections as more traffic flows through there. Doesn't help as speeds changed on blyth and seperation. More pollution from cars sitting stationary for longer periods of time. Waste valuable time and resources eg fuel	Cars now forced to take other measures eg wait to turn at seperation/blyth or moreland/Normanby avenue. Clogs up these points unnecessarily. Ads needless minutes to the trip	Clogs up others points eg major intersections as people are forced to take unnecessary action to wait at major intersections. Less options for traffic to clear.	Causes unnecessary waiting time. I live off Woolton avenue and am now forced to avoid the area or wait at major intersections for longer. Causing environment impacts eg noise and fume along the congested arterials. Waste of time and money as options are limited	Used to take this route when going northbound to bypass clogged up St Georges road. Now forced to wait at hutton and moreland road intersections. Is a nightmare at peak times to wait for the lights
85				I have to travel to Normanby Rd and do a U turn and come back to Woolton Ave to access my house. I use Woolton Ave south as an easier access when travelling west in Normanby/Moreland Rd. If accesses are closed St Georges Rd will become even more dangerous for pedestrians than it currently is. Bike riders speed past pedestrians on the supposed walking/cycling path in the centre of the road. They do not advise of their oncoming presence. One neighbour was knocked down by a cyclist in St G's Rd. Closing the accesses will effectively hand over the median walkway in St G's Rd almost completely to cyclists who will speed even more if there are no crossovers.	
86	I don't use any of those medians. I cross at Normanby Rd. It's a terrible junction. As is Arthurton Rd. Both junctions need to be redesigned or signals dramatically improved.				
87			I now have to turn right at Normanby Ave and the queue is always rather long and it takes 2 sets of light to get around.	I now have to go to Normanby Ave to turn right to get to the other side of St Georges Road and only a few cars at a time can get around.	

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88	In a car, when travelling south from Normanby Ave, this is the best way to access my residence. It has a RH turning lane, so you can safely wait to cross the n median. Now I have to use another longer route through back streets to access my home, which is not a good outcome for those streets. As a bike rider there is generally more car traffic in the local streets than previously as people use new routes in and out, which has decreased overall safety. As a pedestrian, the closure has restricted ease of access walking east west. In relation to question 10, this median break can be problematic as some cars try and come through the "wrong" way (it is one way only.) Should either be made two way, relocated further north, or could be closed (assuming other medians are left open). 2 major residential developments are approved immediately adjacent to this crossing ,west side, fronting St Georges Rd, so access demand will increase in the future	In a car, this is the main way to access a southbound journey along St Georges Rd. The closure has meant that either travelling north for quite some distance to access the Normanby Ave lights and then do a U- turn. This adds considerable time to the journey, particularly in PM peak, when traffic travels very slowly north. The turning lane at Normanby Avenue is insufficient often to accommodate all the turning vehicles. Other options for accessing St Georges Rd to travel south involve negotiating the T intersection at Arthurton Rd and Woolhouse St, which is a highly dangerous exit point, and also experiences frequent crashes. There is definitely more cars turning in and out in all directions here since the medians were closed. Arthurton Rd, west of St Georges Rd is usually banked back, so it takes a minimum of two and usually 3 light cycles to be able to turn right onto St Georges Rd and essentially commence a vehicle Journey. Travel time has increased markedly. On the bike, the local roads and intersections have become more busy and dangerous to ride as there are more car vehicles than previously. As a tram traveller, crossing the shared path to get to the Tram stop at Gladstone Ave is more dangerous as there is no need for cyclists to slow down in this section now (the median breaks served this purpose) and they travel at speed. There needs to be a median access point retained either in the same or close to the same as the current location.			
89	I ride my bike in the cycle paths along the whole length of the intersections mentioned on St. Georges Rd. This has a minor impact as the road works do mean occasionally stopping to wait for equipment doing works and also the air quality does reduce when I am riding when works are occurring (though this is very minor and temporary). However, the main impact has been positive for me as a bike rider as the closed intersections make it quicker and safer for me to ride my bike.	Same as answer for Beavers Rd (q9 for memory)	Same as answer for Beavers Rd (q9 for memory)	Same as answer for Beavers Rd (q9 for memory)	Same as answer for Beavers Rd (q9 for memory)
90	Just a slight inconvenience. I need to leave a couple more minutes earlier to compensate for the blocked access plus traffic.				
91	I use the Beavers Road crossing to get home when travelling from east of St Georges Road. It saves travelling on Separation Street which is very often congested.	The Beaconsfield Road crossing is my closest and most convenient route to head south down St Georges Road.		I use this crossing regularly.	
92	It's more important that the medians are closed to cars for safety than it is to allow cars to cut through. Maybe a crossing for pedestrians would be good?	I think the medians should be closed to cars and maybe open to pedestrians and bicycles if possible.	Again the closure has been positive for me because it's safer by bike	Usually I cycle up the whole path. I used to sometimes cut across at one of the crossovers and continue on the back streets but now I just ride up to Hutton Street which is fine. It's more important that the crossovers are closed to cars than it is they're accessible by bike. Cars cutting through is scary and sometimes they don't look!	Please keep them closed. It's much safer.

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93		I feel like I am cut off from Northcote and the Plaza. Have to cross over for school drop off pick up sporting activities going to work everything. It has added up to 20 minutes on my trip at times.	I use this cross over for heading up to Children's school.	I use this cross over if the other ones are busy. Also use for school drop off and sporting activities	
95	It has made my travel safer as I now no longer need to contend with crossing vehicles.	It has made my journeys much safer (I was almost hit by a car while riding my bicycle at this crossing).	My journey is now much safer	My journey is now much safer	Made my journey much safer
96	I feel so much safer cycling in this area!! I was hit in my bike on St Georges in Thornbury, by a car that failed to give way to me on the bike path. Cars always blow through the stop sign. I've seen so many cyclists get hit here. I used to feel too unsafe to use the bike path and id feel panicked about it. Now I can use the path confidently!! I love it!	I feel so much safer cycling in this area!! I was hit in my bike on St Georges in Thornbury, by a car that failed to give way to me on the bike path. Cars always blow through the stop sign. I've seen so many cyclists get hit here. I used to feel too unsafe to use the bike path and id feel panicked about it. Now I can use the path confidently!! I love it!	I feel so much safer cycling in this area!! I was hit in my bike on St Georges in Thornbury, by a car that failed to give way to me on the bike path. Cars always blow through the stop sign. I've seen so many cyclists get hit here. I used to feel too unsafe to use the bike path and id feel panicked about it. Now I can use the path confidently!! I love it!	I feel so much safer cycling in this area!! I was hit in my bike on St Georges in Thornbury, by a car that failed to give way to me on the bike path. Cars always blow through the stop sign. I've seen so many cyclists get hit here. I used to feel too unsafe to use the bike path and id feel panicked about it. Now I can use the path confidently!! I love it!	I feel so much safer cycling in this area!! I was hit in my bike on St Georges in Thornbury, by a car that failed to give way to me on the bike path. Cars always blow through the stop sign. I've seen so many cyclists get hit here. I used to feel too unsafe to use the bike path and id feel panicked about it. Now I can use the path confidently!! I love it!
98	No impact for cycling. Minor impact for driving. Need to travel further to do a U turn to return home from supermarket and right turn lane at Arthurton road is more congested due to detour adding a small amount of additional time to my drive.			Need to travel further for a U turn	
100	Extended my trip				
101	It increases congestion on my street on Normanby Ave, there is so much traffic, I can't get my car out of my drive way if people don't give way.	Same again.	Same again	Same again.	
103		It is inconvenient with road closures, causes traffic congestion and big delays			
104				Cross over road. Have to use lights which are way too short to allow the increased traffic to flow through	Hutton street is clogged with traffic near a primary school. Dangerous
105	It is so much safer. I have been hoping for years that these medians would be closed, all the way from Miller to Westgarth.	Much safer.	Much safer.	Much safer.	The unsignalised crossings are incredibly dangerous for pedestrians and cyclists, especially children. Even as a confident, large and very brightly lit up cyclist, I have experienced many very risky situations along that path. St. Georges rd traffic is now flowing much better - I cycle and drive it regularly at all times of the day. Turning cars hold up the traffic flow and cause impatient drivers to make dangerous lane changes. We don't even need to lengthen the turn slip lanes, (although they easily could be if necessary) because even with the crossings closed the demand is so low. The only sad thing is that the crossing near the old convent is still open. I saw a car turn right into a tram there recently. Some residents are arguing that permanently closing the unsignalised crossings to motor vehicles is dividing the community in two. That is an exaggeration, and in my view the opposite of what could be a fabulous urban design outcome for local communities. Others are claiming that the closures have increased rat-running through the back streets. I understand there would be changes to traffic flow. Nonetheless if rat-running is occurring there are ways to fix it. See the suburb of Fitzroy for an example. Those wishing to drive will still have access via the signalised

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					crossings. Yes, this is less convenient for car drivers. However the unsignalised crossings will remain open to pedestrians and cyclists, although safety and access for these local groups could and should be easily improved by approximately doubling the pedestrian crossing lights along St Georges Rd to improve access for locals to walk and cycle safely across. This is the real dividing effect of St Georges Rd - it closes of the eastern and western sides to local people on foot and bicycles. Those driving cars are much more able to compete with that traffic. The permanent crossings make the bicycle and pedestrian path much safer for the approximately 2,000 (according to the electronic counter at Merri Pde) or so a day cyclists, including many school children, use who use it. I don't know how many pedestrians because we don't count them. There's probably only a few hundred cars utilising those crossings each day. In addition St Georges Rd speed should be reduced to 60 kph, or even 50 kph. It is a high pedestrian use area. Even Bell St has 60 kph! The closures make the St Georges Rd tram route safer for trams too. I don't know how many times I have seen cars turn right into trams not only risking lives, but holding up thousands of commuters on the tramlines. The question I would ask you to consider is this: "How do you balance the inconvenience of adding a few hundred metres driving distance for a few hundred daily drivers with the safety of the thousands of cyclists and pedestrians using the central path?"
106		When I ride my bike along St Georges Road it feels a lot safer	Again, it has made my bike ride safer	I don't need to worry about on coming cars when I cross	
107	I use the crossing to drive and get across from the tram stop which has been blocked so I have to go alternative routes. Luckily I know the back ways but it's still annoying	I sometimes use this to walk across but I use the next entry so that's no big deal	I don't use this crossing much just for tram crossing	It's the main crossing to and from my house for driving and walking. It's been annoying to not have any access along St Georges rd	
108	Largely safer for me on a bicycle. I have had a near miss before due to drivers not obeying give way signs.	Safer on bicycle as drivers routinely ignore give way signs	Have had accident here from driver not giving way to cyclists travelling along bike path	Safer for kids on bicycles from drivers not obeying give way signs	Safer as drivers ignore give way signals
109	It takes longer to get places, which means more fuel. The closure has increased traffic on the side streets.	I am unable to go south unless I go to artherton rd and do a U turn which can take several light changes or I go out of the way and use the back streets, this increase my time and fuel usage. The worse thing is the time factor, the longer people sit in the car wasting time the more pissed off they get, which results in rushed driving (accidents) and anger (road rage).	I am unable to go south unless I go to artherton rd and do a U turn which can take several light changes or I go out of the way and use the back streets, this increase my time and fuel usage. The worse thing is the time factor, the longer people sit in the car wasting time the more pissed off they get, which results in rushed driving (accidents) and anger (road rage).	I am unable to go south unless I go to artherton rd and do a U turn which can take several light changes or I go out of the way and use the back streets, this increase my time and fuel usage. The worse thing is the time factor, the longer people sit in the car wasting time the more pissed off they get, which results in rushed driving (accidents) and anger (road rage).	
110	During certain periods of the day the turning lights at Arthurton Rd are very congested.	I have to go to Arthurton Rd and U turn.	I have to go to Arthurton Rd and U turn.		
111				Have children at special school and mainstream... And after school activities...what use to take 10 mins usually now takes 25 and I am often late for one youngster or the other...stressful and anxiety provoking	

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112	I use the next intersection with traffic lights			I have found it just as easy to use the next intersection with traffic lights	
113	The traffic in the right lanes going either direction on St Georges rd is at a stand still waiting for cars to turn right at Hutton st, Normanby ave and separation st. the traffic on Hutton st, Normanby ave and separation st is out of control due to longer red light sequence to allow right hand turns on St Georges rd. it's not working. Cars need cross overs to enter local streets and do U turns	See previous answer	See first answer	See first answer	See first answer
114	my cycle is faster and less dangerous	my cycle is faster and less dangerous	my cycle is faster and less dangerous	my cycle is faster and less dangerous	my cycle is faster and less dangerous
115		All of the closures have negatively impacted travel by both car and bike. Major delays by car, overspill of traffic onto smaller roads causing further delays and higher risk for bike travel.	All of the closures have negatively impacted travel by both car and bike. Major delays by car, overspill of traffic onto smaller roads causing further delays and higher risk for bike travel	All of the closures have negatively impacted travel by both car and bike. Major delays by car, overspill of traffic onto smaller roads causing further delays and higher risk for bike travel.	All of the closures have negatively impacted travel by both car and bike. Major delays by car, overspill of traffic onto smaller roads causing further delays and higher risk for bike travel
116	Traffic congestion at Arthurton Road and Normanby ave intersections is high. All traffic now routed via these 2 intersections. My daily commute through my own suburb has increased as I cannot easily access streets either side of St Georges road. I live on Woolhouse street Northcote. This has now become a shortcut for vehicles trying to avoid the Arthurton road intersection. Our street is now taking on more traffic than ever. It's a nightmare trying to even get out of my parked car due to the sheer number of cars passing through.			I use this crossover to get to Thornbury shopping and restaurant district. Forces me to go through long waiting turn times at the Normanby ave intersection.	
117	I can't get through anymore I have to go further down where bottle necks occur.	I can't get through anymore I have to go further down where bottle necks occur.	I can't get through anymore I have to go further down where bottle necks occur.	I can't get through anymore I have to go further down where bottle necks occur.	I can't get through anymore I have to go further down where bottle necks occur.
119				Long delays as have to use main intersections	
120	It is an absolute nightmare!!!!!!! Traffic is becoming dangerous, people are running red lights to get through the seperation st intersection because of congestion, this was already a terrible intersection, it is now worse than ever. There is increased traffic on back streets as people are trying to avoid St Georges rd, particularly dangerous on Woolton av with the Croxton Special school as parents are trying to get their special needs children in and out of cars, the extra traffic making it particularly harder for them. The whole affected area feels more unsafe now for pedestrians, bikes and cars alike. Why can't we put permanent flashing lights on the median crossovers to stop cars and slow down bikes? It's a responsibility for both.	See previous	see previous	see previous	
121	Rerouting normal travel routes resulting in Increased travel time. Significant increase in congestion at the at George's road / arthurton road intersection	Increased travel time, significant increase in congestion at the St Georges road / arthurton road intersection.	Increased travel time, significant increase in congestion at the St Georges road / arthurton road intersection.	Increased travel time, significant increase in congestion at the St Georges road / arthurton road intersection.	

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122	Have to use the intersection of Arthurton Road instead.	Have to use the intersection of Arthurton Road instead.			
123		it has made getting into and out of our residential are far more difficult and forced more traffic down some of the minor roads between the railway line and St Georges Rd	it has made getting into and out of our residential are far more difficult and forced more traffic down some of the minor roads between the railway line and St Georges Rd	it has made getting into and out of our residential are far more difficult and forced more traffic down some of the minor roads between the railway line and St Georges Rd	Reduces access to Henderson Reserve and forced down minor roads along the train line to get to the reserve
124	I use this to access High st and shopping areas regularly. I frequently use this street to cross St Georges Rd without getting stuck on Normanby Ave or Arthurton Rd lights. Being funnelled down to the major roads for crossing takes too long in peak times of the day.	I use this to access High st and shopping areas regularly. I frequently use this street to cross St Georges Rd without getting stuck on Normanby Ave or Arthurton Rd lights. Being funnelled down to the major roads for crossing takes too long in peak times of the day.	I use this to access the Croxton rail station and High st shopping areas regularly. I frequently use this street to cross St Georges Rd without getting stuck on Normanby Ave or Arthurton Rd lights. Being funnelled down to the major roads for crossing takes too long in peak times of the day.	I use this to access High st and shopping areas regularly. I frequently use this street to cross St Georges Rd without getting stuck on Normanby Ave or Arthurton Rd lights. Being funnelled down to the major roads for crossing takes too long in peak times of the day.	
125	Can no longer access the bike path as easily and makes it quite annoying to catch trams, as I have missed them on a few occasions in the morning due to having to walk further down to an intersection.	Can no longer access the bike path as easily and makes it quite annoying to catch trams, as I have missed them on a few occasions in the morning due to having to walk further down to an intersection.	Can no longer access the bike path as easily and makes it quite annoying to catch trams, as I have missed them on a few occasions in the morning due to having to walk further down to an intersection.		
126	It safer and quicker when I riding my bike	safer and quicker when riding my bike along St Georges	safer and quicker when riding my bike along St Georges	safer and quicker when riding my bike along St Georges	safer and quicker when riding my bike along St Georges
127	I live at 239 St Georges Road. There are no openings until 1.5km up the road. The traffic on the street is congested as it is which will increase significantly with the new building developments. It can sometimes take me 25 minutes to get to High Street with is 450m away.	The closure of all the median strips put pressures on the road all the way long.			
128	Travel times are significantly longer for example my travel time to the local school has increased by 240%. Congestion is unbearable and road rage has increased. I have witnessed at least one violent road rage incident due to motorist frustration with congestion caused by the minor crossings.	When visiting family in Beaconsfield parade we need to travel via arturton road. we have fewer pathways to get there and are stuck in congested traffic	its created traffic access issues at the children's ballet school in Gadd st	We need to go significant extra distance via Normanby avenue which is now congested with cars to drop off and pick up children from primary school. walking in the area has become dangerous due to extra cars	less crossing options when going to kinder at batman park
129		Let's put it this way. How normal is it that you have to go a long way in the complete opposite direction and then drive back past your house where you started to get anywhere; or vice versa to get home. And all in greatly increased traffic caused by the whole situation! How this is suddenly being considered permanently after the water pipe repairs is totally beyond me.			
130	I can only return from the East side via Arthurton Rd or Normanby Ave. Longer travelling times and congested intersections	As with Q10 travelling East and West		As with the previous question travelling East or West. Median crossing chosen depends on traffic at the time of crossing	
131	I have had to travel all the way down to seperation st. the traffic is far worse and makes a 5min trip to my daughters childcare to 15 mins	Haven't been able to get through to the other side. Traffic clogging is horrible	Unable to reach childcare	Unable to reach the tram stop	
132		Yes as I live at 143 Gladstone Ave so now I have to use Woolhouse and Seperation to travel towards the CBD on St Georges Rd. However this is no inconvenience and I quite like using this alternative route.			



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133	Added travel time, more traffic congestion	As before	As before	As above	
134	Can't U turn to get to required destination. Instead have to travel south along Leinster Grove. This road is a narrow residential street with parked cars and busy. Impacts me and residents on this street.				
135					I just go a different way and cross at Hutton
136	I sometimes use this section for getting to kinder and schools.				
137	Longer travel time and increased traffic on St Georges Rd.	Longer journey and increased traffic on St Georges Rd.		Longer journey and increased traffic on St Georges Rd	
138	I often visit the various retail outlets and find I have to travel down to the major traffic banked intersections to perform a U turn				
139	We are being forced to use Arthurton Rd or cut through to Blyth Street which are flooded with cars and traffic. To get to High Street is taking double the amount of time. In peak hour coming home from High St to get to Lewis St where we live, is a disaster. We cut through Hutton St sometimes or even go the opposite direction and come out to St George Road where Northcote High is. It's a disaster	See previous response. Every point you have closed is causing us residents huge inconvenience and we are sitting in terrible traffic!!!!		Again, see my previous responses. These medians need to be left open so that local residents can take the appropriate route home rather than having to travel to other intersections where there is heavy traffic.	
141	Use traffic lights	Use traffic lights		As beforehand	
142	I use Beavers Rd to u turn when visiting family in bent st and other friends in the area				I often use this crossover
144	I can no longer travel to Northcote plaza without having to travel in the opposite direction towards KFC and be held up by traffic! Even going down my street onto woolhouse parade gets me stuck in long traffic up arthurton road				
148	When there are trucks or orange cones blocking other roads causing congestion in other areas				
150				Have to go around to the traffic lights	
151				As we can't drive across we now use other roads	
153	Having to use the main roads which are pretty much a stand still even during non peak times. Everything takes 5 times longer just to cross St Georges rd.	Same as before... it allows me to bypass traffic to get to local places.		Same as before.	
154	I have to travel further to get to the other side of St.Georges Rd. More traffic at the lights. Longer trip times.	Same reasons as stated above.		It was my preferred access to High St.	

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155		I need to turn there to get to my daughter's gymnastics class every week so now I have to drive down to Arthurton road and back up.	I used to turn there when leaving Northcote to go back up to Reservoir. The nearby pedestrian lights meant there was often a break in traffic there.		
156	Bike path safer and easier to use	Bike path safer and easier to use	Bike path safer and easier to use	Bike path safer and easier to use	Bike path safer and easier to use
157	The closure has made my cycle trip much safer, as I don't have to worry about getting hit by a car crossing without stopping at the stop signs, or with the driver not looking.	It has made my cycling trip much safer, as I don't need to worry about being hit by a car that has failed to stop at the stop signs, or the driver hasn't looked.	It has made my cycling trip much safer, as I don't need to worry about being hit by a car that has failed to stop at the stop signs, or the driver hasn't looked.	It has made my cycling trip much safer, as I don't need to worry about being hit by a car that has failed to stop at the stop signs, or the driver hasn't looked.	It has made my cycling trip much safer, as I don't need to worry about being hit by a car that has failed to stop at the stop signs, or the driver hasn't looked.
158	All of the closures have increased travel times and congestion along St Georges Rd, particularly at busy times.			I live in Woolton Avenue and to get to my home have to travel further north, wait at the congested Normanby Ave lights, do a u-turn, return to the south. If going north I have to use Rayment St to get to St Georges Rd, which is very narrow.	
159	Traffic volume (backed up) on St Georges road has increased making it very difficult to exit my street. I now have to travel an extra km (up to 10-15 minutes at times) to u turn on St Georges road (my street exits directly onto St Georges Rd with no other option). My kids are finding it much more dangerous to cross St Georges Rd at Arthurton Rd due to confused and increased traffic (even with assistance from lights). But most importantly, I no longer want to leave my house by car, and avoid driving to shops etc - it's just too much hassle in less essential. It feels like the suburb has been split in half and no longer feels like one community			I could easily use another crossing. Two crossing points would be sufficient	
160	It is fantastic, makes it so much safer.	It is fantastic, makes it so much safer.	It is fantastic, makes it so much safer.	It is fantastic, makes it so much safer.	It is fantastic, makes it so much safer.
161	Sometimes I have to ride further along to be able to cross St Georges Rd. But I also have far fewer scary interactions with drivers who aren't looking as I cross the median on the bike lane.	Sometimes I have to ride further along to be able to cross St Georges Rd. But I also have far fewer scary interactions with drivers who aren't looking as I cross the median on the bike lane.	Sometimes I have to ride further along to be able to cross St Georges Rd. But I also have far fewer scary interactions with drivers who aren't looking as I cross the median on the bike lane.	Sometimes I have to ride further along to be able to cross St Georges Rd. But I also have far fewer scary interactions with drivers who aren't looking as I cross the median on the bike lane.	Sometimes I have to ride further along to be able to cross St Georges Rd. But I also have far fewer scary interactions with drivers who aren't looking as I cross the median on the bike lane.
162	I just use other intersections when driving. Walking and Biking is fine.				
163			Longer drive around times and far longer traffic queues to get the arthurton rd	I use it as a thoroughfare and again it means longer traffic queues up and down St Georges rd to get to the appropriate intersection to cross over	
164		There is a greater volume of traffic using the signalled crossings to make right hand turns, which makes it longer to get around. Also having to overshoot to get access to my street is annoying, and there seems to be a lot more cars using the back streets which have a lot of pedestrian activity, which seems a bit more dangerous.	See previous comment	See previous comment	
165		I need to drive further to get to the next set of lights before I can turn. It actually feels safer.			

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166		I don't use that crossover but the survey required a response. I use the path on bike for transport or on foot for exercise.			
167	Having to travel around and not being able to cross the intersection is extremely frustrating, especially now in very built up traffic which will only become worse.	Considering drives pay for car registration and for drivers licences, we should come first! This impacts drives because we cannot cross an intersection. Why not use tax payers money to set up lights and ensure that bike riders use them correctly.	It causes me to have to spend extra time stuck in traffic trying to get across St Georges road.		
168	Being a resident using those median lanes is essential because they act like a u-turn point and having to travel all the way down to intersections to make a u-turn has increased my travel time by 5-10 mins (more in peak hour)	I use that point as a major u-turn point because most of my day to day shops are located close to their plus my dr.	Some of my family live near there and it is extremely frustrating to have to travel down to the nearest intersection to make a u-turn	I use that to cross over and get to work, it helps a lot having that open	
169	Major traffic delays means much lost time on road in car - school pick ups, getting anywhere in the afternoon, often not able to make appointments due to traffic build ups, many more car accidents around. Cyclists no longer travel at safe speed as need to look for cars so now causing major issues with pedestrians - one of my children hurt as a result, now won't let my children walk along the path as cyclists now dangerous and not watching for ANYTHING.	Same as above.	Same as above.	Same as above.	This means that to get to some of the places I need to go I need to go up Gilbert street and do a U Turn which is not always safe to do!
170	Hard to get to desired locations on the other side of St Georges rd. increased traffic on Normanby Ave. increased traffic on lienster grove. This is a particular issue in the mornings when Leinster grove used by many Northcote high students riding to school during peak hour.		As prev	As prev	
171	Used infrequently to cross while walking. Not a major impact as easy to walk up to the crossing at Gladstone.	It requires us to travel south to Arthurton st and then turn right from Arthurton for any travel towards the city, in the car. The traffic congestion at Arthurton is significant and it adds to my journey. We also cross at Beaconsfield to walk to the train station and High st, a minor inconvenience to walk to the crossing and back the other side but an inconvenience none the less.			
172	Traffic is funnelled into just a few crossing points adding lots of time to any trip involving crossing St Georges Rd. It makes you reconsider short trips and separates friends.	Sometimes get home via St Georges Rd and this crossing point.		Woolton is our main access street for trips from home and returning home. It greatly inconveniences us in terms of ease of access to/from our property.	
173	Increased traffic flow on east west movement and north south movement of other roads.	Increased traffic flow on east west movement and north south movement of other roads.		Increased traffic flow on east west movement and north south movement of other roads.	Increased traffic flow on east west movement and north south movement of other roads.
174	not being able to cross over means having to add an extra 15mins or so to the journey	Doesn't allow me to cross over to get from east west and back across St Georges rd and therefore forcing me to add several minutes into heavy traffic along St Georges rd	It has become so difficult to visit friends and family in the area and to transport children to and from schools and to their part time jobs.		

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175	Traffic congestion delays. More traffic at speed on local residential streets (creating safety concerns). Ongoing residential developments on St Georges Rd, will see more interruptions to traffic flow- inevitably there is always lane closures, with trucks, cranes etc.	There is already a fine balance of the integration of all modes of transport along this corridor. Closures to any of the medians in question will only spill over and impact on local residential streets, thus creating another set of traffic issues. Added to this is the timing on the arrow lights has not changed/ extended.	For the same reasons referenced in question 13. All medians are a part of an integrated system.		
176	Unable to use		Unable to use	Main crossing point	
177				We live on Normanby Ave. traffic is backed up all day. Getting through that intersection can add 10-15mins to our trip	
178	When on my bike, sometimes I turn off the cycle track into Beavers Rd. I have missed the down ramp during closure!	No impact	No impact	No impact	No impact
179	it would be ok if bikes can still get across				
180			More time in car to get across St Georges Road at other crossings		
181	Slowed my journey	Slowed my journey	Slowed my journey	Slowed my journey	
182	Closed medians have made it easier to commute down the temporary bike path. So a minor impact but a good one.	Same as previous answer.	Same as previous answer.	Same as previous answer.	Same as previous answer.
183				Given I have to pick my child up from care on Woolton, I now have to turn at Normanby which is very busy and congested. Also, bikes are going much faster along the bike path, making it extremely dangerous to cross with our preschool aged child.	
184			Unable to cross the median strip to reach High St. Traffic is funnelled to traffic lights to turn right creating long delays in both directions.		
186		It is safer - not having to check for traffic			
187	There are no worries while riding regarding cars crossing the bike track. It is safer than before. It makes quicker the commute.	Safer trip No worries with cars Quicker commute from home to work	Safer trip No worries with cars Quicker commute from home to work	Safer trip No worries with cars Quicker commute from home to work	Safer trip No worries with cars Quicker commute from home to work
188	I am always aware when there is construction of the need to be alert and adjust quickly. Not fearing being sideswiped by a car has made the commute less stressful.	As per my previous answer: I am always aware when there is construction of the need to be alert and adjust quickly. Not fearing being sideswiped by a car has made the commute less stressful.	As per my previous answer: I am always aware when there is construction of the need to be alert and adjust quickly. Not fearing being sideswiped by a car has made the commute less stressful.	As per my previous answer: I am always aware when there is construction of the need to be alert and adjust quickly. Not fearing being sideswiped by a car has made the commute less stressful.	As per my previous answer: I am always aware when there is construction of the need to be alert and adjust quickly. Not fearing being sideswiped by a car has made the commute less stressful.
190	I feel safer on my bike not having to constantly watch for cars	I feel much safer on my bike	I feel much safer on my bike	I feel much safer on my bike	
191				I can't avoid traffic	

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192	I am a resident and acutely aware of the impact this has had on traffic conditions and risk to children at the local school (Croxtan & Baltara). Not happy VicRoads!!	I am a resident and acutely aware of the impact this has had on traffic conditions and risk to children at the local school (Croxtan & Baltara). Not happy VicRoads!!	I am a resident and acutely aware of the impact this has had on traffic conditions and risk to children at the local school (Croxtan & Baltara). Not happy VicRoads!!	I am a resident and acutely aware of the impact this has had on traffic conditions and risk to children at the local school (Croxtan & Baltara). Not happy VicRoads!!	I am a resident and acutely aware of the impact this has had on traffic conditions and risk to children at the local school (Croxtan & Baltara). Not happy VicRoads!!
193			Am now forced out onto Separation or Normandby which are 'car parks' at any time of day!		
194					I live on the west side of St Georges road in Rennie street. I use the Watts street crossover whenever I need to travel south down St Georges road or to go to Thornbury station. I will be very disappointed and inconvenienced if it is not reopened. Breaks are definitely needed by mainly local residents to be able to get to and from their properties. They are needed for u turns and also to access the east side of St Georges road. Please reinstate them when the M40 works are complete. It helps to reduce traffic at signalled crossovers.
195	Restricted access to shops and cafe. Complicated access to my childrens after school activities.				
196		The closures have caused traffic to back up at the signalled crossings for people to make u-turns. It has also lengthed my journey in distance. It has often caused me into residential streets to avoid the signalled crossings u-turns to get to my destination.	I often have needed to turn into Gadd St from St George's Rd over the median strip. I now have to either do a U-turn at Arthurton or Normanby.	Same as previous response.	
197					
198				Slight detour	
199		I use this access this section very rarely	Closure has increased distance to walk and cycle to reach residences on the Western side of St Georges Road. has affected car sharing with colleagues		
200	Walking journeys have almost doubled. Missed trams. Almost wiped out by cyclists on a number of occasions	as above			
201			When driving to and from work each day.		Walking
202	Cycling is easier but doing a u-turn in a car is harder				
203			Increases my travel time significantly. Specifically travel between school (Northcote Primary, and after school activity on Gadd st-other side of St Georges Rd) Traffic on Normanby and Separation/ Arthurton road is much worse	Increases my travel time significantly. Specifically travel between home and school (Northcote Primary) Traffic on Normanby and Separation/ Arthurton road, Leinster is much worse.	
204				Traffic congestion is horrible a simple journey which would take 5 minutes now can take up to half an hour at peak times	

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205			Traffic backs up along Arthurton, Moreland and Hutton streets. People are impatient and doing dangerous turns to get across. I have to leave more time during rush hour to get across, more than I usually did.	Same explanation as before.	Same explanation as previous
206			Live in Kemp St. Use Gadd St median for U turn to take St G north to Preston and Reservoir where daughter lives and ring road to get where son lives	Live in Kemp St (St G side of railway line). Use Woolton median coming from city on St G road to do U turn into St G south and left into Kemp, also often come from Woolton, turn right into St G north. At the moment have to reach Normanby from city before can do U turn into St G south to get home.	
207			Daily delays Increased traffic	Wool tonight ave provides access to and from my house	Woolton ave is often blocked watt St provides a secondary access to my house
208	Faster and safer ride to work	Faster and safer ride to work	Faster and safer ride to work	Faster and safer ride to work	Faster and safer ride to work
209					Simply turn right into Hutton street to access Clapham street
210	Extra travel time Increased traffic congestion	Increased traffic congestion			
211	Extended travel time travel to and from my house.	The closure has extended my travel time.			
212	As a cyclist, pedestrian and tram user the only impact has been not having to look out for cars travelling the wrong way through over the median				
213		Can't cross over either by car or if walking!			
215	Getting across makes it difficult and long, work on one side live on the other , elderly parents makes it harder to get across also customers finding it difficult	Coming across takes a lot longer , having to use Atherton rd and Normanby ave ,also having to use all the back streets were children and parents are going to schools especially Croxton special school very dangerous going down lenster grv and woolhouse st back streets are busier than St Georges Rs ridiculous situation			
216		Inability to cross St Georges Rd in the car, forcing me to use Separation St which is heavily congested.	Inability to cross St Georges Rd in my car, forcing me to use Separation St or Normanby Rd, both which are heavily congested. Inability to cross St Georges Rd to get to / from the Croxton Station forcing you to walk to Beaconsfield or Normanby.		
217	I cycle along st George, the medium strips were more of a nuisance when open as cars or long vehicles sometimes wait straddling the bike path blocking cyclist traffic. Also always need to watch out for cars unaware of bike traffic. Now they are closed during water works I feel a lot safer	I cycle along st George, the medium strips were more of a nuisance when open as cars or long vehicles sometimes wait straddling the bike path blocking cyclist traffic. Also always need to watch out for cars unaware of bike traffic. Now they are closed during water works I feel a lot safer	I cycle along st George, the medium strips were more of a nuisance when open as cars or long vehicles sometimes wait straddling the bike path blocking cyclist traffic. Also always need to watch out for cars unaware of bike traffic. Now they are closed during water works I feel a lot safer	I cycle along st George, the medium strips were more of a nuisance when open as cars or long vehicles sometimes wait straddling the bike path blocking cyclist traffic. Also always need to watch out for cars unaware of bike traffic. Now they are closed during water works I feel a lot safer	I cycle along st George, the medium strips were more of a nuisance when open as cars or long vehicles sometimes wait straddling the bike path blocking cyclist traffic. Also always need to watch out for cars unaware of bike traffic. Now they are closed during water works I feel a lot safer
218	I now use the road instead of the median	Same as before	Same answer	Same	Same

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219	No more worry about cars hitting me!	As before- easier to cycle without concern of cars coming across.	Faster journey due to not having to slow down to ensure cars aren't coming across	Faster journey, less stress!	As above responses!
220			I have relatives that live in Gadd St and I have to go down to Arthurton Road and turn around or go in the back way down Clarendon Street. The traffic is so much worse with everyone having to turn at those two	The traffic is a problem because of everyone having to turn at the same two spots	
221	I live in Beaconsfield pde on the creek side of St Georges Rd. I hate the closed crossings they make all my journeys so much longer. Please reopen them.	I live in this street. The Beaconsfield pde closure has Been so inconvenient I can't even put it into words. I beg you not to close this crossing. Am considering moving house if it stays closed. Sooo hard to get out of our street now.		I used to use this one to cross to high st and I miss the option	
222	When I jog along Merri Creek I'm looking for access points to the path in the middle of the Rd to jog back along and I can't access it here.	Can't access the path done the middle of the road when I'm jogging home.	As above.	As above.	As above.
224	Traffic banked up in other areas	traffic banked up in other areas	traffic banked up in other areas	traffic banked up in other areas	traffic banked up in other areas
226	Stuck in heavy traffic and intersections when trying to get to friends, supermarkets, schools etc.. All the time, now so much worse even during weekends. The worse is trying to cross, walking to tram or park. Commuters on bicycles ride at crazy speed and now without any breaks in the rd they don't stop for pedestrians, school kids, or anyone trying to cross. So many pedestrians being shoved and hurt and lots of near misses. Not due to cars, but to cyclists. Locals should have a right to enjoy safe walks to schools, tram stops, parks and local businesses. As drivers, we are very aware of pedestrians, cyclists and trams when crossing St Georges Rd. We are now suffering from having to join in heavy traffic and travel the whole length of St Georges Rd and then get stuck at intersection, waiting for a U turn arrow for ages. We need to get to supermarkets, kids activities on weekends. It has been so frustrating not having those options.	Stuck in heavy traffic and intersections when trying to get to friends, supermarkets, schools etc.. All the time, now so much worse even during weekends. The worse is trying to cross, walking to tram or park. Commuters on bicycles ride at crazy speed and now without any breaks in the rd they don't stop for pedestrians, school kids, or anyone trying to cross. So many pedestrians being shoved and hurt and lots of near misses. Not due to cars, but to cyclists. Locals should have a right to enjoy safe walks to schools, tram stops, parks and local businesses. As drivers, we are very aware of pedestrians, cyclists and trams when crossing St Georges Rd. We are now suffering from having to join in heavy traffic and travel the whole length of St Georges Rd and then get stuck at intersection, waiting for a U turn arrow for ages. We need to get to supermarkets, kids activities on weekends. It has been so frustrating not having those options.	Stuck in heavy traffic and intersections when trying to get to friends, supermarkets, schools etc.. All the time, now so much worse even during weekends. The worse is trying to cross,, walking to tram or park. Commuters on bicycles ride at crazy speed and now without any breaks in the rd they don't stop for pedestrians, school kids, or anyone trying to cross. So many pedestrians being shoved and hurt and lots of near misses. Not due to cars, but to cyclists. Locals should have a right to enjoy safe walks to schools, tram stops, parks and local businesses. As drivers, we are very aware of pedestrians, cyclists and trams when crossing St Georges Rd. We are now suffering from having to join in heavy traffic and travel the whole length of St Georges Rd and then get stuck at intersection, waiting for a U turn arrow for ages. We need to get to supermarkets, kids activities on weekends. It has been so frustrating not having those options.	Stuck in heavy traffic and intersections when trying to get to friends, supermarkets, schools etc.. All the time, now so much worse even during weekends. The worse is trying to cross, walking to tram or park. Commuters on bicycles ride at crazy speed and now without any breaks in the rd they don't stop for pedestrians, school kids, or anyone trying to cross. So many pedestrians being shoved and hurt and lots of near misses. Not due to cars, but to cyclists. Locals should have a right to enjoy safe walks to schools, tram stops, parks and local businesses. As drivers, we are very aware of pedestrians, cyclists and trams when crossing St Georges Rd. We are now suffering from having to join in heavy traffic and travel the whole length of St Georges Rd and then get stuck at intersection, waiting for a U turn arrow for ages. We need to get to supermarkets, kids activities on weekends. It has been so frustrating not having those options.	Stuck in heavy traffic and intersections when trying to get to friends, supermarkets, schools etc.. All the time, now so much worse even during weekends. The worse is trying to cross, walking to tram or park. Commuters on bicycles ride at crazy speed and now without any breaks in the rd they don't stop for pedestrians, school kids, or anyone trying to cross. So many pedestrians being shoved and hurt and lots of near misses. Not due to cars, but to cyclists. Locals should have a right to enjoy safe walks to schools, tram stops, parks and local businesses. As drivers, we are very aware of pedestrians, cyclists and trams when crossing St Georges Rd. We are now suffering from having to join in heavy traffic and travel the whole length of St Georges Rd and then get stuck at intersection, waiting for a U turn arrow for ages. We need to get to supermarkets, kids activities on weekends. It has been so frustrating not having those options.
227		because it has closed off side streets normally available		as before	
228			Has increased travel time by forcing me into peak traffic along St Georges road, there is inadequate signage around the roads closed and how to get around them, I am often forced to double back along St Georges and make a u-turn at traffic lights	Forces me to enter St Georges road by turning right at arthurton road which is always heavily congested and very limited cars can make it around that intersection	This is my primary avenue for getting across St Georges road when heading to work or to family. This being closed has added an average of 10-15 minutes of driving time to trips in evening peak. I use this one the most as it is less congested than the rest of St Georges road and closure would unnecessarily force me into traffic
229	Journey takes longer				

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230	I cannot get out of my street (Shaftesbury Pde) safely on to St Georges Rd because the traffic is banked up and no one will let you in. If I go around the block on to Normanby I sit in traffic. It has made a 5 min trip to school take over 15 mins due to congestion.			We use Woolton daily to avoid the Normanby intersection. Normanby and St Georges is a dangerous intersection with drivers not understanding how to use the turning lights and arrows. I have seen too many accidents and near misses	
231		To travel south along St Georges Rd from Beavers Rd means that I go via Woolhouse St to Arthurton Rd and turn left. The level of traffic means that it can take 10 minutes to get to the lights at the St Georges Rd intersection. Alternatively, turning right from Woolhouse at Arthurton Rd to access Nicholson St means a very risky turn due to the extent of the traffic build up both ways which has become excessive since the crossover streets have been blocked off.	I use this crossover less on a daily basis but it still impacts on the overall increase of traffic in the area due to all the closures of the cross roads.	As per Gadd St, I use this crossover less than Beaconsfield Pade but it is useful to cross over either towards High St or return.	
232		I live on Normanby avenue, the amount of traffic has increased quite significantly, especially during peak hour the traffic is almost back up till high street from St Georges road			
233	Have to go Normandy or Arthurton street with heavy traffic.	Causes impact on Arthurton street.			
234		Since closures the roads is more congested	Road traffic increase		Same as previous answers
235				Use alternative route	
236	Feel much safer as a cyclist and runner	Feel much safer as a cyclist and runner	Feel much safer as a cyclist and runner	Feel much safer as a cyclist and runner	Feel much safer as a cyclist and runner
237	None whatsoever - the traffic on St Georges road is an issue overall but these minor roads can do with quiet. Would be great to close Arthurton Road too!				
238				Due to lack of options everyone crossing St Georges has to use the main crossings and traffic there is generally quite bad.	Due to lack of options everyone crossing St Georges has to use the main crossings and traffic there is generally quite bad.
239					Easiest way to get across St Georges Rd on route to High St shops
240				Can't use the cross st and also makes further north more crowded because others can't either	Can't use the cross st and also makes further north more crowded because others can't either
241	It is safer to travel through this intersection, with no risk of interaction with vehicles.	It is safer to travel through this intersection, with no risk of interaction with vehicles.	It is safer to travel through this intersection, with no risk of interaction with vehicles.	It is safer to travel through this intersection, with no risk of interaction with vehicles.	It is safer to travel through this intersection, with no risk of interaction with vehicles.
242	Beavers Road is far too busy with cars using it as a short-cut between High Street and St Georges. It is a really dangerous place for kids and animals.		There should be an introduction of a one-way system in Northcote to reduce the volume of traffic through Gadd / Beavers / Latham. Most of the cars speed through as a rat-run as opposed to residents	Carlton and Fitzroy have similar traffic issues but they have an effective one-way system	
244				More traffic. Journey takes longer	



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245	We are appalled at the closure of so many crossings. Separation St and Normanby Rd crossings are already very highly congested. Your additional closures have made these cross streets virtually unusable due to extremely heavy traffic heading east and west. It can take 20 minutes to get from Thornbury to Northcote! This is insane.	Huge delays in crossing St Georges Rd every time, all times of day.	Delays in traffic crossing.	Delays in crossing at various times of day.	
246	I cycle down St Georges	I cycle down St Georges	I cycle down St Georges	I cycle down St Georges	I cycle down St Georges
247		Takes longer to get to anywhere, in traffic more, requires use of backstreets where kids could be playing etc.			
249		I am unsure why it has to be all open or all closed. Where is the community working group to discuss possible solutions? We may not need all to re open but a good compromise would be to open a couple. Install Slip lanes, level the roads, create better visibility with more sensible planting, add better signage and improve lighting. All of this yes comes at a cost however would work for cars, pedestrians and cycles. Our Emergency Services also need access to cross in emergency situations as it's a danger to the community to block all accesses on a major roads and could result in more deaths. You are also blocking access to a major train station Croxton as school children, elderly and general public cannot access the station easily now by foot or car. You also are affecting the mental health of many residents who feel cut off from the community they choose to live in due to the access it gave them. There is also the Croxton school who's students and family's are affected by the increased difficulty to park and get the disabled children to school with feel anxious about the increased traffic. I personally live in Beaconsfield parade and work in cbd and my child goes to childcare in Thornbury. With all the accesses closed I am trapped as the traffic build up on Atherton/separation St, Woolhouse, Leinster Grove and Nicholson is awful in peak and non peak periods. The additional traffic has added 30 min each way onto my commute. My husband cycles to work every day and the local streets are now more dangerous as there is increased cars and very frustrated drivers, cyclist, trucks (as Melb water are using our streets to send large trucks all day up and down to access sites) and pedestrians are sharing roads not designed to take the pleasure. I'm happy to part of a further discussion as I'm passionate about my community but mindful ensuring all road users feel safe.			
250	It's now safe to ride down the bike path	Safer for cycling	Safer for cycling		Safer for cycling
251				Safer as a cyclist to know no cars coming	Walking children to the train station or to the football oval takes a long time without crossing at watt. It creates a big drama and leads to more use of car than would be case of able to cross there.

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252	Much safer.	Much safer.	Much safer.	Much safer.	Much safer.
253	I don't ride my bike this way as it's not easy to cross St Georges red.	I will have to use an alternate road so I may need to ride further.			
254	Much safer when riding my bike		Much safer on my bike	Much safer on my bike	Much safer on my bike
255	I ride across it, low traffic meant I rarely stopped prior.	Safer for bikes	Safer for bikes	Safer for bikes	Safer for bikes
256	My daughters attend gymnastics at Twisters in beavers road and the shutdown has meant that it takes twice as long to get to and from the location as it used to. We are already travelling in peak hour on the way home and this has made it much worse. The roads that are open can take 5 changes of lights to get through. Bad at the best of times, unbearable with tired hungry kids in the car. I also attend osteo appointments near beavers road and the closure again has meant I need to allow twice as long to get anywhere. Last weekend it took me 45 minutes to get to Fitzroy because if the traffic build up on arrhurto. Road due to lack of other options.	Traffic redirection from these locations into Normanby and arthurton roads has made resulting traffic unbearable and frustrating.	My daughters attend ballet in Gadd et. Firstly, all the closures have meant traffic along the only available routes ie arthurton and Normanby is ridiculous. Took me five changes of lights to get through the other day. We are now forced to go around a long way and are frequently late for our 4pm class - a full half hour after picking up a kilometre away. I also have a five month old screaming baby in the car on these days. No fun for anyone and dangerous. The closures of s these roads has doubled my commute time into work at docklands.	Redirection of traffic into alternative routes	
257	makes cycling feel much safer and quicker. Driving and motorcycling I use other crossings.	makes cycling quicker and safer. Driving is unaffected	makes cycling quicker and safer. Driving is unaffected	makes cycling quicker and safer. Driving is unaffected	makes cycling quicker and safer. Driving is unaffected
258	Crossing Not used often enough to gauge impact.				
259	Cycling down the bike path feels so much safer with the road closures.	Cycling down the bike path commuting to work, school and shops feels so much safer with the median closure.	Cycling down the bike path commuting to work, school and shops feels so much safer with the median closure.	Cycling down the bike path commuting to work, school and shops feels so much safer with the median closure.	Cycling down the bike path commuting to work, school and shops feels so much safer with the median closure.
260	Faster and safer commute, dramatically safer	Faster and much safer	Faster and safer	Faster and safer	Faster and safer
261	Getting into our street (Gladstone Ave west) from the north - I have to divert through the back streets adding to local traffic. Also complicated accessing shops at Northcote Central and cafes and bakery in High street. Arthurton Rd is even more congested. Crossing the shared path is hazardous accessing the tram and taking the dog for a walk. I am generally a daily commuter cyclist, but find as a pedestrian that when I do catch the tram, the cyclists barrel down the path unconstrained by having to slow for the road crossings. I never use the bike path during peak hour because of reckless cyclist behaviour - speed mainly.				
262	Cycling/pedestrian connectivity improved	Cycling/pedestrian connectivity improved	Cycling/pedestrian connectivity improved	Cycling/pedestrian connectivity improved	Cycling/pedestrian connectivity improved
263				Pedestrian access is still available.	

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265				If driving from the south I have to go further north to Normanby Rd to do a U-turn. No negative impact on walking or riding bike.	
266	Less crossroads to worry about but less shade and weather protection	More relaxing ride without crossroads		More relaxing ride without crossroads	I live in miller st and we usually ride down watt st to get home from eastern locations. Now we can't access the bike path from watt st without illegally using the tram tracks.
267	Slight delay by car				
269	I live in Gladstone Avenue, so when I come home from the shops, school pick-ups, music lessons etc. I have to use the Arthurton Road intersection. The queues at this intersection are horrendous and it regularly takes me more than 4 sets of lights to cross this intersection.	This is the closest intersection to me if I want to travel from my home to my children's school and the local shops. I now have to drive to Normanby Ave. In the morning, I then need to add to the St Georges Rd congestion for a much greater distance. I used to journey horizontally across Northcote (travelling along Beaconsfield) now I'm forced to travel vertically and contribute to the conjestion.		I travel to work along this road, but I can use Normanby without too much difficulty.	
270				Cannot access child care centre unless detouring up and down to get across	
271	As a cyclist going through all these intersections is bow easier				
272		I have no problem using an alternate route			
273	Only when I'm driving.				
274		It takes longer now and due to the streets being closed all of St Georges road and high street are most congested at both peaks of the morning and night resulting in a longer commute		Same as the other closure impact answer	
275	You have to travel a lot further up and then all the way back down to arthurton and up.				
276	It has made the journey via bicycle much much safer as it removes the chance of being struck by a car at this crossing	It has made the journey via bicycle much much safer as it removes the chance of being struck by a car at this crossing	It has made the journey via bicycle much much safer as it removes the chance of being struck by a car at this crossing	It has made the journey via bicycle much much safer as it removes the chance of being struck by a car at this crossing	It has made the journey via bicycle much much safer as it removes the chance of being struck by a car at this crossing
277	Adds time onto trip				
278	Much safer ride	Much safer ride	Much safer ride	Much safer ride	Much safer ride
279	I ride	I ride	I ride	I ride	I ride
281	Going a little further to a controlled intersection is probably more efficient				
282	It now takes me longer to get home from the city as I have to go up to an intersection with lights etc.			I use this as an entrance to the cycle path, now I have to find another way in.	

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283	Need to access Beavers rd as part of my regular journey but cannot when closed off	Sometimes use this access point but not daily.		A regular crossing point as part of my journey has been closed off.	
284	Tragic, the light have not been changed, there is only two cars can sit in that lane so you wait three set of lights before turning right, I was here before bike lanes, the bike lanes have only been a money pit, don't even ask how much those tree have cost, my trips take me 20 mins to get out of Northcote. Sorry if I sound angry but I'm a the moment trying not to go out now for the time it takes,Northcote plaza can take10 mins and I live in Beavers rd.	Turning right,as previously wrote, go shopping,	Turning right, peek hour is a joke plus those light you would need to open a hole lane where the lights are so twenty cars can turn right ,a lot of people live in this area	Turning right and Ginny the other side of Woolton ave	
285	Considerable traffic congestion with turning now required at arthurton road Delay in access local streets	Delayed travel times travelling either way on St Georges road			
286	It's much safer without cars crossing.	It's much safer without cars crossing.	It's much safer without cars crossing.	It's much safer without cars crossing.	It's much safer without cars crossing.
287	Can't use beavers road to turn right (heading north) on St. George's road. I use this when coming from the east to get home. Particularly coming from high st shops			Can't use woolton ave to turn right (heading north) on St. George's road. I use this when coming from the east to get home. Particularly coming from high st shops	Use this to get from home to Thornbury station (coming from Rennie st)
288	Safer as a cyclist, more consistent travel northbound in particular.	Safer as a cyclist, more consistent travel northbound in particular.	Safer as a cyclist, more consistent travel northbound in particular.	Safer as a cyclist, more consistent travel northbound in particular.	Safer as a cyclist, more consistent travel northbound in particular.
289			Crossing with my baby son in the pram has been difficult especially as our crossing has been closed at the moment. There are openings a bit further up (before the lights) which are helpful but quite dangerous.		
290	Significantly increased level of safety as a commuter cyclist	Significantly increased safety as a commuter cyclist	Significantly increased safety as a commuter cyclist	Significantly increased safety as a commuter cyclist	Significantly increased safety as a commuter cyclist
291			There are other ways to get onto St Georges Rd if you think about it. These small crossings have always been an issue for me and I do feel better with them not being there. I've had several close calls and it's nice to know it's not a problem as the moment.		
292				Use other roads instead	
293	Much safer with the road closures - I have myself, or witness, a near miss with traffic almost daily at some point along the length of St Georges Road.	See other comment	See other comment	See other comment	See other comment
295	The closure has aided my cycling, improved safety and reduced risk to injury. Closing the median has increased the number of cycling commuters.	The closure has aided my cycling, improved safety and reduced risk to injury. Closing the median has increased the number of cycling commuters.	The closure has aided my cycling, improved safety and reduced risk to injury. Closing the median has increased the number of cycling commuters.	The closure has aided my cycling, improved safety and reduced risk to injury. Closing the median has increased the number of cycling commuters.	The closure has aided my cycling, improved safety and reduced risk to injury. Closing the median has increased / encouraged the number of cycling commuters.

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296	I used to often swing past Foodworks on the way home from St Georges Road north but now that the Beavers Road median is closed it makes it much less convenient to go there so I don't anymore.	I can no longer depart my street (elm st west of St Georges) and U turn on St Georges Rd at Beaconfield Pde to head south. Instead of getting straight onto the arterial road network i am now pushed onto the local road network via Woolhouse Street and Arthurton Road. (Takes longer to head north to Normanby Avenue and UTurn) Woolhouse St/Arthurton Road and Arthurton Road/St Georges Road intersections are significantly more congested since the median closures (during commuter peaks and weekend mornings and early afternoons) I now cut through Shakespeare Grove onto Sumner Ave to head south on St Georges Rd. Since all of the median closures, undertaking a u turn on St Georges Rd at Arthurton Road from the north takes much longer than it used to. Also, regularly when attempting to do a uturn from the north a westbound car waiting on Arthurton Road at the red light facing east (between the northbound and southbound lanes on St Georges Rd) doesn't realise they can go when the green arrow goes for vehicles on the northern approach and blocks the intersection. It's because they are facing a red signal to their left and green arrow to their right. The intersection of Arthurton Road and St Georges Road really needs to be reviewed. More green time required on Arthurton Road during commuter peaks and weekend mornings/early afternoon as cars turning into St Georges Road bank up along Arthurton Road, and there's not enough green time to cross St Georges Road as a pedestrian in one cycle unless you're running.		I used to often use Woolton Avenue to get to and from High Street Thornbury. Now I have to use Normanby Ave which takes a long time to turn right into from the St Georges Rd(south).	
297	I now feel safe walking and cycling along the shared path. My children can now use the shared path unaccompanied as they do not have to interact constantly with people driving motor vehicles. Whilst driving I have found and observed less near misses and the driving in this area has improved with by only crossing at the signalised intersections. I have found the closures to be a resounding positive to travel in this area.	I now feel safe walking and cycling along the shared path. My children can now use the shared path unaccompanied as they do not have to interact constantly with people driving motor vehicles. Whilst driving I have found and observed less near misses and the driving in this area has improved with by only crossing at the signalised intersections. I have found the closures to be a resounding positive to travel in this area.	I now feel safe walking and cycling along the shared path. My children can now use the shared path unaccompanied as they do not have to interact constantly with people driving motor vehicles. Whilst driving I have found and observed less near misses and the driving in this area has improved with by only crossing at the signalised intersections. I have found the closures to be a resounding positive to travel in this area.	I now feel safe walking and cycling along the shared path. My children can now use the shared path unaccompanied as they do not have to interact constantly with people driving motor vehicles. Whilst driving I have found and observed less near misses and the driving in this area has improved with by only crossing at the signalised intersections. I have found the closures to be a resounding positive to travel in this area.	I now feel safe walking and cycling along the shared path. My children can now use the shared path unaccompanied as they do not have to interact constantly with people driving motor vehicles. Whilst driving I have found and observed less near misses and the driving in this area has improved with by only crossing at the signalised intersections. I have found the closures to be a resounding positive to travel in this area.
298	Time affected in peak hour				
299	The closure of these unsignalised crossings has made my daily bicycle travel far, far safer. I live in Reservoir and I use the St Georges Rd shared path as my daily bicycle commuting route, from Cheddar Rd down to its end at Merri Pde (and then further on into Docklands). I also use the path with my children, particularly on the weekends; going to Preston market, weekend activities, visiting friends and family, etc. I think that the path is a tremendous asset. I am very pleased that Darebin and VicRoads are seriously considering permanently closing the non-signalised crossovers, after Melbourne Water has finished the pipe works. However, I am disappointed to read (Cr Kim Le Cerf's letter to VicRoads, dated 23 February 2017), that Darebin is now backing away from that. As an	The closure of these unsignalised crossings has made my daily bicycle travel far, far safer. I live in Reservoir and I use the St Georges Rd shared path as my daily bicycle commuting route, from Cheddar Rd down to its end at Merri Pde (and then further on into Docklands). I also use the path with my children, particularly on the weekends; going to Preston market, weekend activities, visiting friends and family, etc. I think that the path is a tremendous asset. I am very pleased that Darebin and VicRoads are seriously considering permanently closing the non-signalised crossovers, after Melbourne Water has finished the pipe works. However, I am disappointed to read (Cr Kim Le Cerf's letter to VicRoads, dated 23 February 2017), that Darebin is now backing away from that. As an	The closure of these unsignalised crossings has made my daily bicycle travel far, far safer. I live in Reservoir and I use the St Georges Rd shared path as my daily bicycle commuting route, from Cheddar Rd down to its end at Merri Pde (and then further on into Docklands). I also use the path with my children, particularly on the weekends; going to Preston market, weekend activities, visiting friends and family, etc. I think that the path is a tremendous asset. I am very pleased that Darebin and VicRoads are seriously considering permanently closing the non-signalised crossovers, after Melbourne Water has finished the pipe works. However, I am disappointed to read (Cr Kim Le Cerf's letter to VicRoads, dated 23 February 2017), that Darebin is now backing away from that. As an	The closure of these unsignalised crossings has made my daily bicycle travel far, far safer. I live in Reservoir and I use the St Georges Rd shared path as my daily bicycle commuting route, from Cheddar Rd down to its end at Merri Pde (and then further on into Docklands). I also use the path with my children, particularly on the weekends; going to Preston market, weekend activities, visiting friends and family, etc. I think that the path is a tremendous asset. I am very pleased that Darebin and VicRoads are seriously considering permanently closing the non-signalised crossovers, after Melbourne Water has finished the pipe works. However, I am disappointed to read (Cr Kim Le Cerf's letter to VicRoads, dated 23 February 2017), that Darebin is now backing away from that. As an	The closure of these unsignalised crossings has made my daily bicycle travel far, far safer. I live in Reservoir and I use the St Georges Rd shared path as my daily bicycle commuting route, from Cheddar Rd down to its end at Merri Pde (and then further on into Docklands). I also use the path with my children, particularly on the weekends; going to Preston market, weekend activities, visiting friends and family, etc. I think that the path is a tremendous asset. I am very pleased that Darebin and VicRoads are seriously considering permanently closing the non-signalised crossovers, after Melbourne Water has finished the pipe works. However, I am disappointed to read (Cr Kim Le Cerf's letter to VicRoads, dated 23 February 2017), that Darebin is now backing away from that. As an

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	<p>almost daily user of the path, I would experience or witness at least one near miss a week at those crossovers. Even though the crossovers had speed humps and stop signs, drivers would either be unaware of that and fail to stop, believe that they do not need to give way to path users (despite the stop signs), misjudge the speed of oncoming cyclists and cross dangerously, just not look for or see path users (SMIDSY - Sorry Mate I Didn't See You), be distracted and on their mobile phones, or stop over the path and block it. Since the crossovers have been closed for the pipe works, my rides down the path have been much, much safer and far less stressful. I have personally witnessed two collisions, where drivers failed to give way and knocked down cyclists. My great fear is that there will be a cyclist or pedestrian fatality, because a driver fails to give way at a crossover that Darebin and VicRoads know is unsafe (as per the statistics in Cr Le Cerf's letter and Darebin's safety study of 2015). I have also seen two tram on car collisions. The inconvenience and wider cost to the community from such tram collisions is quite considerable, given that they shut down the whole line until everything is cleared and checked again. Quite frankly, it amazes me that a driver can fail to see something as large and as obvious as a tram. This says to me that there will always be collisions at the non-signalised crossings, simply due to driver behaviour. My very strong preference is for VicRoads to permanently close these non-signalised crossings, otherwise drivers will continue to injure pedestrians and cyclists. The safety of vulnerable road users must be considered more important than the convenience of drivers. The quality and inherent safety of the infrastructure becomes increasingly important, when the evidence shows that there is only so much that can be done in terms of driver behaviour and practices. If VicRoads does decide to re-open the crossovers, then they need to be properly signalised, making it explicitly clear to drivers that they need to stop and wait for a green signal before crossing the path and tram lines. The road treatments also need to be such that drivers are forced to slow before getting to the crossovers, so that they cannot just drive quickly through them, ignoring any signals. In addition, the default priority should be for the path and tram lines, any signals should be set as green by default for path users and trams, and red for motorists. Drivers should not have a default green signal, with path users needing to press an on-demand button and wait for the completion of the intersection light cycle, before then getting a green light. 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300	I am usually in an Uber and estimate an increased cost. Also there is no other easy way to get into my street (Gladstone Avenue) without lots of twists and turns. The lengthy building works blocking the street at the High St end make it even more difficult to navigate as both entrances to Beavers road are mostly inaccessible.			Increased traffic around this area makes it more dangerous to navigate as a pedestrian.	
301	More traffic congestion	Increased traffic congestion	Increased traffic congestion	Increased traffic congestion	Increased traffic congestion
302		We use St Georges road several times daily. I occasionally go down Beaconsfield Rd to get to Croxton Primary school. My usual mode of transport is by bicycle. I used to hate riding down St Georges Rd due to the unpredictability of the cars crossing the bike path. I have had many near misses in the past and always rode particularly slowly to avoid accidents. Now I love riding down St Georges Road. I also now feel comfortable allowing my daughter to ride down St Georges Road both to visit the Fitzroy library and to attend Saturday language school in Clifton Hill. In the past I would drive her. Closing off these roads has made our commute so much safer. I commute to work daily and the closure of the median crossings has been a huge improvement for my commute.			
304	In the car I need to take a different route	In the car I take a different route			
305	Have to drive to the main intersections to cross, stuck in traffic etc. Bike riders going too fast to cross as a pedestrian. Bike riding ok when the crossings are open to bikes. Increase in number id cars and dangerous driving down back streets as cars try to avoid busy intersections		That's the place closest to my house that I crossed.	Used that crossing to cross the road most days	
306	As a local resident not having the medium strip available has kept all the local traffic jammed with passer bye people. Maybe use landscape that's safe for EVERYONE. Cars, trams, bikes, walkers, wheelchair uses. Thanks	St Georges is jammed with locals forced on the main strip. Sat arvo banked up, Sunday arvo banked up, every work day the same.	St Georges is jammed with locals forced on the main strip. Sat arvo banked up, Sunday arvo banked up, every work day the same.		St Georges is jammed with locals forced on the main strip. Sat arvo banked up, Sunday arvo banked up, every work day the same.
307	It has improved the safety of the St Georges' Rd Shared path, reducing the risk of a car failing to give way and causing an accident.	Improved Shared Path safety, by removing ability for failure to give way / car positioned over stop line to cause an accident.	Improved Shared Path safety, by removing ability for failure to give way / car positioned over stop line to cause an accident.	Improved Shared Path safety, by removing ability for failure to give way / car positioned over stop line to cause an accident.	Improved Shared Path safety, by removing ability for failure to give way / car positioned over stop line to cause an accident.
308		It takes a lot longer to get to the road heading south (towards the city) because I have really two options - option one is to turn left into St Georges road, drive up to Normanby, do a u turn then head south, or to drive down back streets to arthurton then wait AGES (this is the worst light sequence in Melbourne) to turn right into St Georges road. There is no additional time for right turners, so it takes forever.			

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309	Crossing at all of these intersections on foot is now more dangerous as there is no line of site with the cyclists going along the footpath. The cyclists seem to think that it is no longer a shared path whilst the works take place. Crossing to family and friends by car is almost impossible as we have to use the Arthurton rd intersection which adds significant time and increases risk due to erratic behaviour of drivers through that intersection.	As with the Beavers road cross st. Beaconsfields closure has made travelling very difficult. If a number of the roads are going to be closed then at least one of these two should remain open.	Our house is on the street that runs between Gadd St and Beaconsfield crossings. We previously used either of these to get to the East side of St Georges. We are now unable to do this so need to use an intersection much further up or take back streets causing more traffic on minor streets. This is dangerous for residents.	All the closures have increased traffic on side streets and at the major intersections at an unsustainable level.	
310	Extra travel time	Extra travel time			
311	It has caused significant interference in getting to our home particularly in the evening, we are required to wait in lengthy queues to turn right at the St Georges/Arthurton Rd intersection. This intersection is not set up the amount of cars that need to turn right now. The light changes are quick, the turning lane is too short. After getting through the intersection we are then forced to snake through narrow side streets which are practically one-way due to parking on both sides of the road. As many of the streets are cut off by the train line, there is no direct route at present.			It is a useful through road that is wide enough to accomodate traffic and travels straight through to High Street.	
312		Usually use minor roads to cross. Needed to use Normanby artherton etc.	Bicycle. Extra distance. Need to use footpath as major road unsafe for cyclists.	As previous. Bicycle user. Main roads poor option. Need east west safe cycle option. Not on main roads.	
313		In car I Have to travel further to main road and do a U turn. I also use the minor roads parallel to St Georges more often. I've noticed traffic congestion generally seems worse since the closures, particularly wool house and Leinster rd.	I have to use minor roads Leinster and wool house because I am unable to reverse direction on St Georges after a class at Brunswick dance school in Gadd st		
314		Have to go further down St Georges to do a u turn to come back up			
315	Not being able to access my destination	Not being able to access location of practioners	Driving traffic		
316					I actually don't use any of these medians supplied but the survey wouldn't let me continue picking 'none'
317		Traffic at Arthurton Rs and Normanby rd is bad and now become worse. Very inconvenient to do u-turn. Take longer to travel between home, work, childcare. No nice place for a stroll.		I always did u-turn there after dropping/pick up a kid off at childcare but now need to wait long for the light	
318				It was the direct route I would take in the morning and evening.	Unable to cross as a pedestrian
319	Very frustrating having to go to Arthurton to turn back on the north side of St Georges. The traffic lights there are terrible. I also used this junction to avoid having to turn right from separation street into St Georges as this can be a very busy junction.			I use this to avoid the Normanby road right turn.	



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320			I drop my children to Merri community childcare and it increases my journey time by 10 minutes each way because I can only get across at Clarendon st or Separation st, which are banked up because Of the closure. I also received a traffic light fine turning right into Clarendon because I got stuck in the congested intersection	Same as previous answer. Increased journey time by 10 mins	
321	I feel safer cycling with the closure.	Safer cycling	Safer cycling	I feel safer cycling	Safer cycling
322			Safer	Safer	Safer
324	Crossing to get to tram is now very dangerous due to speeding cycling bikes. Before they were lots slower due to cars. Trying to get to our street we have to go via Arthurton or Normanby. These roads are already overloaded with traffic so it takes twice as long to get out and in. Lots more traffic on back streets now as well.	Dangerous crossing as pedestrians as cyclists now speed as no cars. Hard to get in and out via car and have to go via Arthurton and Normanby which are already to busy. Also lots of traffic now on back streets.			
325	It has meant I have to go 10-20 minutes out of my way to walk home	I have to go 10-20 minutes out of my way on my walk to/from Croxton stn each day.	I have to go 10-20 minutes out of my way on my walk to/from Croxton stn each day.		
326	It has made it much safer to cycle and drive down St Georges road. Now I no longer fear crossing the medians while on my bike. Previously, cars never seemed to see the stop sign as they were worried about the tram tracks. Although, thankfully, I have never had an accident there, I have witnessed several accidents, seen probably one near miss a week, had several near misses myself. I have even been on a tram which has hit a car crossing a median. Additionally, I have seen cars have to do emergency stops, as cars turning right block the lane while giving way to trams. Now the traffic seems to run much more smoothly, although it still backs up crossing Arthurton St.	It has made it much safer to cycle and drive down St Georges road. Now I no longer fear crossing the medians while on my bike. Previously, cars never seemed to see the stop sign as they were worried about the tram tracks. Although, thankfully, I have never had an accident there, I have witnessed several accidents, seen probably one near miss a week, had several near misses myself. I have even been on a tram which has hit a car crossing a median. Additionally, I have seen cars have to do emergency stops, as cars turning right block the lane on St. Georges road while giving way to trams. Now the traffic seems to run much more smoothly.	It has made it much safer to cycle and drive down St Georges road. Now I no longer fear crossing the medians while on my bike. Previously, cars never seemed to see the stop sign as they were worried about the tram tracks. Although, thankfully, I have never had an accident there, I have witnessed several accidents, seen probably one near miss a week, had several near misses myself. I have even been on a tram which has hit a car crossing a median. Additionally, I have seen cars have to do emergency stops, as cars turning right block the lane on St. Georges road while giving way to trams. Now the traffic seems to run much more smoothly.	It has made it much safer to cycle and drive down St Georges road. Now I no longer fear crossing the medians whole on my bike. Previously, cars never seemed to see the stop sign as they were worried about the tram tracks. Although, thankfully, I have never had an accident there, I have witnessed several accidents, seen probably one near miss a week, had several near misses myself. I have even been on a tram which has hit a car crossing a median. Additionally, I have seen cars have to do emergency stops, as cars turning right block the lane on St. Georges road while giving way to trams. Now the traffic seems to run much more smoothly.	It has made it much safer to cycle and drive down St Georges road. Now I no longer fear crossing the medians whole on my bike. Previously, cars never seemed to see the stop sign as they were worried about the tram tracks. Although, thankfully, I have never had an accident there, I have witnessed several accidents, seen probably one near miss a week, had several near misses myself. I have even been on a tram which has hit a car crossing a median. Additionally, I have seen cars have to do emergency stops, as cars turning right block the lane on St. Georges road while giving way to trams. Now the traffic seems to run much more smoothly. It would be helpful to clarify whether U-turns are allowed at Miller Street, as currently it is not clear. Sometimes cars do, sometimes they seem unsure.

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327	My travel time in the car from my home to the local shops at high st/northcote plaza has tripled because I and others no longer have the option of crossing at Beaconsfield pde or Beavers Road. This has dramatically increased congestion at the intersection of St Georges Rd/Arthurton which was already busy. I often wait at the same set of lights 3 or more times in non peak hour traffic for a short trip to my local shops and services. I also cross St Georges road regularly with my pram which has become extremely dangerous with the road closures. My only option is to cross at the main intersection or at the afoodworks at Gladstone ave. This pedestrian crossing is very dangerous as the trams are not lined up with the pedestrian crossing so there is often a tram passing when there is a green man. The two pedestrian crossings also don't line up so I have to enter the shared bike path with my pram. Since the closure of the crossing the cyclists literally fly down this pathway because they are going down hill and don't have to stop regularly. It is very scary entering the bike path with a pram and even intimidating for any walker to enter this pathway. As a result is does not serve as a shared pathway at all. It is a bike track that local residents try to duck across quickly without getting hit by cyclists.	Yes. This was previously my primary method of accessing our local shops and infrastructure at high st. now I have to drive through the main intersection of St Georges/arthurton which is ridiculously congested now. It often requires me to wait at the same set of lights three if more times in non peak. A 1-1.5km local journey can take me 10- 15 minutes in the car. It is not always possible to walk because I have a baby and sometimes large bags.	This has also contributed to extra congestion at the arthurton/St Georges and Normanby/St Georges intersections. Basically this has forced local residents to use the main intersections instead of the closest		
328			Catch tram or enter bike track further down St. Georges Road.		
329	No impact I chose this one to move forward in the survey				
330	I cycle down the bike track only	Cyclist	Cyclist	Cyclist	Cyclist
331				not being able to cross over there, adds time to my journey	not being able to cross over impacts my journey
332	I have felt much safer commuting to work on my bike whilst they have been closed	I feel safer cycling to work with the medians closed.	I feel safer cycling to work with the medians closed.	I feel safer cycling to work with the medians closed.	I feel safer cycling to work with the medians closed.
334	Initially I couldn't cross the median strip on my bike and had to do so at Arthurton Rd, which made the journey more dangerous. In terms of car traffic, the whole area is now much more congested on separation/Arthurton and Normandy Roads. I think it is incredibly frustrating if you live on the West side trying to get to shops, schools, sporting facilities etc which are mostly on the East side.	It's one of the main crossing points for me on both bike and car to get from East to West e.g. To get to sporting activities etc for my kids. I think as locals you should not always be forced to use major roads, especially when riding		As per previous definition, but I use this road less than Beaconsfield because of where I live	
335			It take much longer to access Gadd street where we have after school activities		
337	Have a clear walk or ride thought the area.	Walk and ride safer.	Feel better about riding and walking here.	Easier walking and riding.	Easier to cross while walking.
339	Massive congestion on the surrounding roads including Arthurton and Normanby	Refer previous explanation		As before	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
340	Road closures are a blessing for cyclists :)	Road closures are a blessing for cyclists :)	Road closures are a blessing for cyclists :)	Road closures are a blessing for cyclists :)	Road closures are a blessing for cyclists :)
341		It is really hard to get to the west of Northcote because Arthurton Rd, Leinster Grove/Woolhouse St & Normanby Ave have become really congested because of the median closures. I am concerned about the bicycle accidents also so suggest a compromise - that 2 medians are reopened with traffic lights to keep the cyclists safe.			
342	Feels much safer as a cyclist Please note: it is unclear in these questions whether the question about impact implies 'negative impact' or means to include positive impacts. I hope this is taken into account in data analysis. E.g. I am reporting Major Impact and mean positive impact as a cyclist. The question does not allow me also to report that there has been no substantive (negative) impact for me as a driver. In fact, sometimes the impact as a driver is also positive because cars are not blocking traffic on St Georges Rd.	I am safer as a cyclist and reach work or home far less stressed and anxious Please note: it is unclear in these questions whether the question about impact implies 'negative impact' or means to include positive impacts. I hope this is taken into account in data analysis. E.g. I am reporting Major Impact and mean positive impact as a cyclist. The question does not allow me also to report that there has been no substantive (negative) impact for me as a driver. In fact, sometimes the impact as a driver is also positive because cars are not blocking traffic on St Georges Rd.	I can ride the path without fear of being hit or verbally abused by car drivers that assume it is my responsibility to stop for them.	My journey is much safer and less stressful. I am now riding more often than I used to and others have told me they have returned to cycling the path after having given up riding because they were worried about being injured at the crossover. This is great for the community and health and wellbeing.	I am riding more often because it is much safer - others are too. Having more people riding relieves traffic on the roads and makes the car journey easier when I drive.
343	It has made me feel so much safer on my bike!!!!	So much safer to bike!	So much safer to bike!	So much safer to bike!	So much safer to bike!
344	No impact on north south travel. Much safer on bicycle with crossing closed	No impact on north south travel. Much safer on bicycle with crossing closed	No impact on north south travel. Much safer on bicycle with crossing closed	No impact on north south travel. Much safer on bicycle with crossing closed. East west travel from my home on Normanby ave to high st slightly impaired when in car owing to this alternate route not being available and long queue at Normanby x St Georges	
345		It has caused incredible increase on traffic congestion on side streets.	Closure has increased traffic on side streets and now Woolhouse and Leinster are chaos. It's dangerous for Croxton school where there are no extra measures to warn drivers of the school in the area. Furthermore, only one vehicle can fit on those roads in any one direction because vehicles are allowed to park on both sides of the roads. It's awful and the safety of cyclists, pedestrians and drivers as well are all at risk now. It's incredibly frustrating that all those roads were closed yet no measures were taken to assist traffic flow in surrounding streets. It's infuriating for local residents and has become a nightmare. Furthermore, drivers pulling out of streets onto St Georges Rd are blinded by cars parked on St Georges Rd (problem that was in place prior to works). There have been many accidents caused because cars don't have full view when pulling onto St Georges Rd where vehicles are travelling 70km/hr. The other issue lies with all the Gadd St traffic coming from the Spotless Factory delivery trucks and the apartment jungle where there are thousands of residents. By closing their main thoroughfare, you are forcing all those hundreds of vehicles (the trucks are huge) onto neighbouring roads.		

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346				My entry on to the bike and foot path is either from the Hutton st intersection or from another intersection with traffic lights	
347		it has been closed for the last 5 months		it has been closed	
348	Traffic chaos and also people not being used to this and having acute road rage.	Traffic, traffic, traffic and delays. And what has happened to ALL the trees.		As above. Delays, delays, delays and traffic. Really bad. L3nthens the journey three times. Northern corridor worst in Melbourne. Really bad decisions and no understand of local residents. Really awful.	
349	I ride so if anything the closures have improved the speed of my journey. Rather than using the crossovers to get to the side streets i use another route	I use another route.	I take an alternative route	I take another route	
350	Uturn issues	Unable to turn			
351	Positive impact & my cycling commute feels much safer	Positive impact & my cycling commute feels much safer & I believe more cyclists are using the pathway	Visibility has improved since the closure of the medians & I feel much safer commuting at all times of the day for my shift work hours.	Similar reason of improved visibility & safety for cyclists	Cars used to fly across St Georges from Watt Street & fail to 'Give Way' often so it has been a significant improvement despite the poor pathway routing leading up to the Miller Street intersection.
352	I had a road accident between myself on bike and a car, I was riding down beavers rd, to avoid a car I pulled onto the footpath and crashed			I used to be able to use this route to access meetings and events and friends who live on the other side of St Georges rd, now I can't and all the traffic is funnelled around separation st and Normanby rd	
353	Faster due to less cars crossing	Can go faster	Faster	Can go faster	
354				Although I used to use the wooton st minor crossing I now realise that I can use the main intersection instead which is a lot safer for me and bike riders	
356	Coming from High Street to Beavers Road on the other side of St.Georges Road takes up to 5 minutes longer due to the increased congestion on Arthurton Road				
358		St Georges Rd trams inbound are always delayed and access to Croxton Station more difficult. Bike path far more dangerous than usual			
359	I use the cycle path and my journey is quicker and safer with it closed.	I use the cycle path and my journey is quicker and safer with it closed	I use the cycle path and my journey is quicker and safer with it closed	I use the cycle path and my journey is quicker and safer with it closed	I use the cycle path and my journey is quicker and safer with it closed
360	I cross it either on bicycle or tram. The closure had made my bicycle trip much safer.	The closure has made my bicycle trip much safer.	The closure has made my bicycle trip much safer.	The closure has made my bicycle trip much safer.	The closure has made my bicycle trip much safer.
362	Now have to travel in the opposite direction down to woolhouse st to access St Georges Rd and the same on my return journey I have to get to Separation street or turn right at Normanby				
363	General access back to High St and on to Beavers rd to Merri Ck. Traffic at any time is terrible on Arthurton rd coming from west side of St Georges	Same as other response.. traffic on Nornamby heading either way over St Georges rd is shite, smaller alt routes better for local traffic	See earlier responses.. why the hell cant Vic roads leave it alone.	Rinse repeat!!!	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
	heading East..				
364	Occasional use				
365	Much safer riding, cars crossing over puts cyclists at significant risk and I've had more than a few close calls	Much safer	Much safer	Much safer	Much safer
366	Unable to use median crossings to cross from the East side of St Georges rd to the west side and vice versa. Traffic is heavy when using the major intersections with traffic lights during this closure period				
367	Moderately positive impact on safety while cycling	Moderately positive impact on safety while cycling	Moderately positive impact on safety while cycling	Moderately positive impact on safety while cycling	Moderately positive impact on safety while cycling
368	Lengthens time for quick errands in other side of St Georges Road.	As above. I access this crossing when I need to travel south from my home.	I frequently use this crossing to access my home. This and other closures increase the build up on Normanby Ave in the afternoon greatly increasing travel time.	This closure has added 15 minutes to my morning commute. This and other closures has made Normanby road traffic congested and more dangerous to cyclists. All closures have resulted in dangerous speeds amongst cyclists making pedestrian access to the other side of StGeorges Road dangerous for me and my children. Several of the casualties on this strip are bicycle and pedestrian, these closures will increase this. The amenity of a suburb for those who live there should be prioritized over commuters through the suburb.	
369	Detours causes delays and inconvenient		Delays and detours causes major inconvenience to local residents	Major inconvenience to local residents and build up of traffic at Normanby Ave intersection	
370	Improved safety while riding along the bike path				
371		Congestion at the intersection at St Georges Road/Separation St intersection (to turn right onto St Georges Rd at Batman Park) means I avoid the area altogether now when approaching St Georges Rd from High St Northcote.			
372				Changes the route I usually take, resulting in increased travel time.	
373	none	none			
374	Beavers road allows us a to be connected to High St across the railway.	I live on Beaconsfield and this closure not only blocks us off from the rest of Northcote but has created a big influx of thoroughfare traffic up Woolhouse/Beaconsfield/Leinster. It is terrible for us.	Traveling from the north we regularly use Gadd to cross over to the west		
375	I find them unsafe so would prefer to go to major intersections when driving.	None for driving. Better for cycling			

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376		To avoid the usually congested Normanby Avenue (becasue of Normanby/St Georges intersection) I choose other options of Leinster Grove to cross St Georges Rd to leave where I live which is Smith St Thornbury. Also access form Northcote or south heading North West I use Woolton as a preferred way to avoid congestion at High st and Normanby.		To avoid the usually congested Normanby Avenue (becasue of Normanby/St Georges intersection) someitmes a 20 minute wait. I usually choose other options off Leinster Grove to cross St Georges Rd to leave where I live and head towards Northcote. I live in Smith St Thornbury (West end). Also access from Northcote or south heading North West I use Woolton as a preferred way to avoid congestion at High st and Normanby.	To avoid the usually congested Normanby Avenue (becasue of Normanby/St Georges intersection) I choose other options of Leinster Grove to cross St Georges Rd to leave where I live which is Smith St Thornbury. Also access form Northcote or south heading North West I use Woolton as a preferred way to avoid congestion at High st and Normanby.
377	I dont use any of the medians. I just travel from reservoir to the CBD 6-7 days a week. Question 7 gave no option for no crossing.				
378	I return home from a friends. I now need to travel to Separation St to head north on St Georges Rd.		As above	Often enter St Georges Rd from either side of Woolton Ave.	If attending shops at Hutton St unable to travel south until U turn at Oakover Rd.
379					
380					
381		Traffic is so much worse. I now struggle to get my son to Croxton School on time as it's on the other side of St Georges Rd from where we live.		Same reason as before.	
385	I use one of the signalised crossings	I use a signalised crossing close by	I usage a signalised crossing near by		I use Hutton Street
386		Travel times are significantly longer when crossing at the Normanby and Arthurton intersections due to the closures.		The closure of these median strips has overloaded the Arthurton and Normanby intersections with vehicle traffic dramatically	
387	I am cyclist and tram commuter	I am cyclist and tram user/commuter	I am cyclist and tram user/commuter	I am cyclist and tram commuter	I am cyclist and tram commuter
388	Still allows me to cycle along St Georges Rd without interference if vehicles		Having the centre median crossings closed has benefited myself as a cyclist using the paths. Not having to slow down looking out for vehicles has made the journey far more pleasant		As per previous replies....having the median crossing closed has made the journey more enjoyable when cycling and walking along the track without interference of crossing vehicles
389	I now divert at the big roundabout near Merri creek, St Georges rd and go via high st to Thornbury				
390	Traffic jam causes by the construction.				
391					
392	Turn at Arthurton Rd Instead of Beavers road				
393			I only use the crossover if I need to travel north.ie to access the freeway via Bell st. my normal travel is south from Woolton to Fitzroy.		
394	It has made it easier and safer to travel along St Georges Rd on my bike	It has made it easier and safer to travel along St Georges Rd on my bike	It has made it easier and safer to travel along St Georges Rd on my bike	It has made it easier and safer to travel along St Georges Rd on my bike	It has made it easier and safer to travel along St Georges Rd on my bike

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395	I live on Normanby Ave. The increase in traffic is enormous. I feel the has been no change to the light sequence and it is very difficult to get in and off my street.	I am a local. I visit my friends in the area and it is very difficult to get around my own area.	Same reason. As a local itvis difficult to get around my local area.	As before. Difficulty driving in my local area.	
396	Always late for appointments and sometimes for school drop offs and pick ups				
397	Can't do a u turn when headed south and want to change to north	Can't travel east - west or vice versa across St Georges Rd	Can't travel east - west or vice versa across St Georges Rd	Can't travel east - west or vice versa across St Georges Rd	Can't travel east - west or across St Georges Rd to get to my residence
398				I just have to go to the next set of lights to cross.	
400	I just have to go a different way	Go a different way	Plan different ways		
402	Increased congestion at main intersections. Turning signals too quick resulting in red light infringments. As a cyclist, too much traffic around lights and people now speeding to make the lights is a safety issue			Having to travel to main sets of lights to leave street where there is increased congestion. Too many cars now flowing through parallel residential streets (e.g. Leinster grove) to avoid congestion, safety risk for families that use parks	
404	Safer bike ride through the area	Safer commute on bike	Safer commute	Safer commute	Safer commute
405			I live in Gadd Street and now must drive around the 'back' way and use wither Normanby Avenue or Arthurton Rd every single time. Also, when I am on foot with my daughter in the pram it adds considerable distance to get to High Street, Croxton Station, coffee shops etc	I used to use it when returning from the shops to avoid having to use the busier Normanby Ave, now it's not an option	Watt St is where the Maternal & Child Health Nurse it located and I had not realised it was closed until I had an appointment and had to do a very tricky / dangerous U-turn in order to get there
407		I am unable to turn where I usually turn requires me to travel further in heavy traffic.		I use it often and now I have to travel further in heavy traffic.	
408	Has made cycling safer, faster, more comfortable	Has made cycling safer, faster	Has made cycling faster, safer	Has made cycling safer, faster.	Has made cycling safer, faster.
409		Inconvenient.			
411	Car access between high street and houses on the other side of St Georges road			Avoidance of arthurton road St. George's rd terrible congestion for travelling north from near northcote station.	
412	Can't head to twisters need to Godwin arthurton Rd - longer more traffic				
413			It is worse when I'm driving due to the removal of specific directional travel, but all the medians' closures have had a positive impact on my cycling along St Georges Rd.		
414				This had been my way to get on and off St. Georges Rd and into my local area, while avoiding the congested major intersections and roads.	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
415			At all times accessing High Street and sporting, shopping and medical facilities on the other side of St Georges road now takes much longer to drive through. Since November 2016 we have not been able to determine a pattern to leave home and make appointments on time, we are often 5-10 minutes late. Saturdays are the worst days.	As above.	
416	I feel the closure has provided me with a safer experience riding with my kids on the bike. There has been less close calls with vehicles crossing these roads. When i am driving in my car it has made no real difference other than initially remembering i cannot cross there anymore and therefore i have to do a u turn further down.			I feel the closure has provided me with a safer experience riding with my kids on the bike. There has been less close calls with vehicles crossing these roads. When i am driving in my car it has made no real difference other than initially remembering i cannot cross there anymore and therefore i have to do a u turn further down.	
417		Pushing all of the turning and u-turning traffic onto the separation and Normanby Avenue intersections has significantly increased my travel time to and from my children's childcare in the other side of sy Georges rd, particularly during peak times. It is difficult to turn into St Georges rd because of the increased traffic that had to stay on the road longer awaiting an opportunity to turn right. The separation street and Normanby right turn lanes are regularly backed up, both by increased traffic and ppl who do not one how to use the intersection/follow the arrows. I have almost been in accident, and have witnessed many near misses, caused by people stopped mid- intersection whi di not realiseb that there is an arrow signaling them to move through. The increased traffic has caused a noticeable difference in terms of frustration and dangerous driving as people try to push through the congested intersections. I've also noticed more people taking the back route asking leinster st to avoid St Georges road, which has made those quieter back streets dangerous for pedestrians.	Pushing all of the turning and u-turning traffic onto the separation and Normanby Avenue intersections has significantly increased my travel time to and from my children's childcare in the other side of sy Georges rd, particularly during peak times. It is difficult to turn into St Georges rd because of the increased traffic that had to stay on the road longer awaiting an opportunity to turn right. The separation street and Normanby right turn lanes are regularly backed up, both by increased traffic and ppl who do not one how to use the intersection/follow the arrows. I have almost been in accident, and have witnessed many near misses, caused by people stopped mid- intersection whi di not realiseb that there is an arrow signaling them to move through. The increased traffic has caused a noticeable difference in terms of frustration and dangerous driving as people try to push through the congested intersections. I've also noticed more people taking the back route asking leinster st to avoid St Georges road, which has made those quieter back streets dangerous for pedestrians	Pushing all of the turning and u-turning traffic onto the separation and Normanby Avenue intersections has significantly increased my travel time to and from my children's childcare in the other side of sy Georges rd, particularly during peak times. It is difficult to turn into St Georges rd because of the increased traffic that had to stay on the road longer awaiting an opportunity to turn right. The separation street and Normanby right turn lanes are regularly backed up, both by increased traffic and ppl who do not one how to use the intersection/follow the arrows. I have almost been in accident, and have witnessed many near misses, caused by people stopped mid- intersection whi di not realiseb that there is an arrow signaling them to move through. The increased traffic has caused a noticeable difference in terms of frustration and dangerous driving as people try to push through the congested intersections. I've also noticed more people taking the back route asking leinster st to avoid St Georges road, which has made those quieter back streets dangerous for pedestrians	
418			I live just off of Normaby avenue, the number of cars now having to use this major intersection has increased significantly causing more traffic delays and during the time the other intersections have been closed, several accidents near the end of Normanby and Rayment Streets. Local residents use the intersections currently closed and it appears to help manage traffic congestion in the area. Please reopen these intersections after the water pipe replacement has finished.	Please see previous answer fo Gadd St.	
420		Closing the median has had little effect on my cycling commute. However driving from my house to go either south or east typically takes an additional 10-15 mins. I don't do this in work peak hours, mainly weekends or off peak.			



No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
422	Much safer to travel by bike. With the car you can plan ahead to get where you need to go and traffic flows, a little, easier past the closures.	As above, safety.	As above, safety!	As above, safer!	As above, safety!
423	I am a resident of Beavers road. I cannot cross over when I go walking to the plaza. I have to down to the next set traffic lights tgen on the way back I have to walk an extra area just to enter my street!!! I live here, I should be able to enter as I pay Vic roads rego and I pay council rates too! What a disgrace this project has been, 12 months! Closures! Not only Beavers but all the ones too , just to get to Northcote plaza, I have to drive upto Normanby avenue in Thornbury then drive down back into st grouches road just to get to the plaza. And tge traffic OMG! It's been the worst it's ever been here since my 41 years here as a resident. Someone needs to be responsible for this. It's an utter disgrace				
424	1. The trees and green space of the bike path has been destroyed 2. The bike path that was a big benefit of us purchasing property here now looks miserable. 3. A lack of vegetation and nature as well as healthy recreation in an area is proven to negativly affect mental health of local reasidents.	1. The trees and green space of the bike path has been destroyed 2. The bike path that was a big benefit of us purchasing property here now looks miserable. 3. A lack of vegetation and nature as well as healthy recreation in an area is proven to negativly affect mental health of local reasidents.	1. The trees and green space of the bike path has been destroyed 2. The bike path that was a big benefit of us purchasing property here now looks miserable. 3. A lack of vegetation and nature as well as healthy recreation in an area is proven to negativly affect mental health of local reasidents.	1. The trees and green space of the bike path has been destroyed 2. The bike path that was a big benefit of us purchasing property here now looks miserable. 3. A lack of vegetation and nature as well as healthy recreation in an area is proven to negativly affect mental health of local reasidents.	1. The trees and green space of the bike path has been destroyed 2. The bike path that was a big benefit of us purchasing property here now looks miserable. 3. A lack of vegetation and nature as well as healthy recreation in an area is proven to negativly affect mental health of local reasidents.
425		We used this crossing regularly to cycle, walk and drive to reach high st in northcote. With this crossing closed we now have to battle traffic at either Normandy ave or arthurton Rd.			
426	No cars posing danger to me during my commute	No cars posing danger to me during my commute	No cars posing danger to me during my commute	No cars posing danger to me during my commute	No cars posing danger to me during my commute
427		AS a car user, I need this median to be open, as I often use it to get out of traffic congestion along St Georges Rd in morning peak hour traffic, when doing school run. The traffic jams are legendary on St Georges Rd during both peak hours, and it is extremely convenient, as a local resident, to be able to by-pass at least some of the jam but taking the median and travelling through local streets on the other side of St Georges Rd. As a bicycle commuter together with my children, commuting on bicycles to school and work, I have enjoyed the uninterrupted ride on the bike path. However, I still support the median remaining open.	See my note for Beaconsfield Street median - the use I make of Gadd Street median is largely similar to that of Beaconsfield Street one.	I use this median to a lesser extent and its closure has had more of a positive effect for the bicycle commuting aspect of our family.	
428	Majorly positive impact. I feel a lot safer riding my bicycle along St Georges Rd since the median has been closed.	Majorly positive impact. I feel a lot safer riding my bicycle along St Georges Rd since the median has been closed.	Majorly positive impact. I feel a lot safer riding my bicycle along St Georges Rd since the median has been closed.	Majorly positive impact. I feel a lot safer riding my bicycle along St Georges Rd since the median has been closed.	Majorly positive impact. I feel a lot safer riding my bicycle along St Georges Rd since the median has been closed.
429	By using I mean cross them on a bike so having them closed is better.	cross on bike	cross on bike	cross on bike	cross on bike
430	Cross further up the road				

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431				Increased travel time	
432		It makes access to Beaconsfield Parade very difficult and unnecessarily clogs up other intersections and causes overflow traffic to block the right hand lane (both directions) on St Georges Road.		It makes it much more difficult for me to get home. This means I have to use other much busier roads for access thus increasing risk	St Georges Road has become like Trumps supposed wall. With all the closures the amenity within Northcote has been drastically affected to the detriment of all
433				All the centre median crossings closed has funnelled all cars to signalised I/sections that are one lane only. If you need to turn right onto St. George's Rs to head north it can take up to 10 mins to get through the lights - watching several sets of light changes. Even longer on weekends, incredibly frustrating.	
434		I work in Northcote five days a week and commute from the Eastern suburbs. The road works have added an extra 5-10 minutes onto my commute (each way) because I either have to drive further to do a turn or U turn or if I'm on the tram I can't get off at the designated tram stop. Essentially my originally direct route to work has been compromised and made significantly harder and more time consuming.	As mentioned previously, I work in Northcote (in Gadd street) five days a week and commute from the Eastern suburbs. Not being able to cross the crossing of Gadd and St Georges Rd to get to the Eastern Freeway takes means I have to drive further to do a U turn. This took me an extra ten minutes this evening. If I take public transport/tram then I can't get off at the designated tram stop at gadd street and either have to get off earlier or after and walk which again means more wasted time. Essentially my originally direct route to work has been compromised and made significantly harder and more time consuming.		
435	I need to travel further in the car; but when I'm cycling- it's made it feel safer				
437	Riding on bike path	Riding on bike path	Riding on bike path	Riding on bike path	Riding on bike path
438	I'm unable to cross St Georges rd at the crossing closest to me by bicycle, foot and by car. However it might be less risky to bikes and pedestrians on the bike path, by reducing the number of crossings.		It is the closest crossing for me. As a pedestrian and cyclist, this has forced me to take a longer route.		
439	Severe traffic build up and time delays going to all destinations...!!!	As above		As above	As above
440	I live on Beavers Road, and the closure has significantly increased journey times taken to travel to High Street Northcote (and Northcote Plaza). Surely there is a solution that will improve safety, whilst reducing traffic congestion.	Can no longer U-turn on this road.		I rarely used this minor closing prior to its closure.	
441	It has had a major POSITIVE impact on my journey as a cyclist. The crossover closures have made my daily journey much safer and more efficient.	Safer and more efficient for my daily journey	Safer and more efficient for my daily journey	Safer and more efficient for my daily journey	Safer and more efficient for my daily journey
442			I can't turn into Gadd St and instead drive several blocks and do a U turn.		

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443	It a great way to get through to High street and we have friends who live in the street			Very convenient to use this street	
444			Unable to enter Gadd St from St Georges Rd		
446	When in car have to go all the way up to thornbury to get to the other side				
447	More vehicles using Arthurton rd which is a MAJOR road for the area. With the problem that exists with people not sure when to turn in front of the East bound traffic due to the staged light sequence. It can take 10 minutes to get from Northcote station and getting to St Georges rd.	More vehicles pushed onto Artherton rd.			
448	Lengthy queue of cars waiting to turn at the next intersection				
449		The journey is the same, just wait a little bit longer to turn		It's very close to lights anyway	Lights are not far away
450	We use this road to cut across to High Street and go to Northcote Plaza.			Brother lives in Thornbury and we use this road to access his place with ease.	
451		I use alternative medians that also have traffic lights, making the crossing easier.		Similar to the previous comment, I use alternative medians.	
452				I now need to use Normanby ave in the car which is more congested but it is worth the extra wait because closing the small street crossings makes it safer for everyone and encourages cycling	
453	It inconveniences me in crossing St Georges rd	It inconveniences me in crossing St Georges rd			
454		As a senior citizen it is necessary to walk much further to cross road			
455					All cars now have to cross at Hutton avenue, which gets very congested on the stretch between thornbury station and at George's road
458		Traffic at open crossings i.e. Normanby and Separation is always congested. Have to go out of way to cross over. Tend to use high st or back roads to avoid St. George's.		I live on Shaftesbury pde our only crossing is Normanby so need to go through traffic lights to turn right each time.	In order to go north on St. George's rd can only do so from Normanby or smith. At peak or school hours these areas are often banked up.
459	Is Much safer when riding	Much safer when riding	Much safer when riding	Much safer when riding	
460	It's made travel much safer and predictable. Having a protected cycleway and walking route has encouraged me to ride.		Much safer for those walking and riding. Minor inconvenience for drivers	I travel by bike and use this route often. The ride now is considerably safer.	
461	You can travel on a bike with more security that a car will not cut across the road and risk knocking you off because they don't see you.	You can travel on a bike with more security that a car will not cut across the road and risk knocking you off because they don't see you.	You can travel on a bike with more security that a car will not cut across the road and risk knocking you off because they don't see you.	You can travel on a bike with more security that a car will not cut across the road and risk knocking you off because they don't see you.	You can travel on a bike with more security that a car will not cut across the road and risk knocking you off because they don't see you.

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463			I live on Gadd St (west side), so the closure adds time to local car journeys from west to east, but I think it is better to keep it closed to encourage people to cycle on the bike path.		
464			I can no longer walk straight through the pathway - it is always blocked so a two minute walk now takes 10 as I usually have to find a way to walk all the way round. I also frequently visit people on Gadd st and Gladstone Ave, and cannot turn into these streets - instead I have to drive a kilometre to be able to perform a u turn, then drive back up St Georges road. It is ridiculous.	I live on Woolton Ave, this closure has affected me the most. I can no longer turn into my street off St Georges Road when driving, or easily walk to the tram stops or bus stops. It really does make me so frustrated.	
465	Traffic slows down... right lane VERY slow	Traffic bottlenecks			
466	Instead of using crossover streets, I now have to use either Separation St or other major roads if heading north and they are much busier making travel time longer	Not only in travel time but other cars are using Railway Parade as away to get across to High St and as it is a very narrow road, it becomes quite dangerous			
467	As a cyclist, it is much safer for myself and my fellow pedestrians to cross without the threat of being hit by traffic.	As a cyclist, it is much safer for myself and my fellow pedestrians to cross without the threat of being hit by traffic.	As a cyclist, it is much safer for myself and my fellow pedestrians to cross without the threat of being hit by traffic.	As a cyclist, it is much safer for myself and my fellow pedestrians to cross without the threat of being hit by traffic.	As a cyclist, it is much safer for myself and my fellow pedestrians to cross without the threat of being hit by traffic.
468				This was a convenient alternative to Clarendon St / Moreland Road when the traffic was banked up in Moreland Rd.	
469	Whilst the closures have required that i use different local routes, this is more than offset by the increased safety for cyclists			Removes short cut to high st. Alternatives available	Don't use it much
470	Dont have to slow down and make eye contact with car or truck drivers.	Don't worry about cars	Don't worry about cars	Don't worry about cars	
471	Traffic congestion has significantly increased travel times accessing St Georges Rd.	As before. Traffic is funnelled along Arthurton and Normanby and it can take up to 15 min to get from Northcote station to St Georges Rd now. Also the cross streets are very busy as people try to weave their way over towards Thornbury and then down onto St Gorges Rd. Very dangerous as these side streets are filled with kids walking to the numerous local schools	As previous	As previous	As previous
472					I live on at Georges rd so the closure means I have to pull a uturn either further up in Miller or turn right at Hutton and come around the back way, down watt st and left to get to my house. Also google maps hasn't been amended so it's very confusing for taxis and visiting friends
473			Crossing at Gadd Street blocked access to city bound tram and stop closed. This is a short term inconvenience though. I would be happy for it to be permanently closed to motor vehicle traffic though.		

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474		Traffic has been horrendous. Especially around Miller Street which is where I now have to go to do a U Turn to get to the other side			
476	It makes it so much safer when travelling by bike, and simplifies driving conditions	It makes it so much safer when travelling by bike, and simplifies driving conditions	It makes it so much safer when travelling by bike, and simplifies driving conditions	It makes it so much safer when travelling by bike, and simplifies driving conditions	It makes it so much safer when travelling by bike, and simplifies driving conditions
477	I live north of St Georges Rd but I regularly use businesses on the western side of the road and use Beavers Rd to access them. I, along with all of the other users now have to go down to Arthurton Rd and do a u-turn. The extra congestion on St Georges Rd and at the Arthurton Rd intersection have basically doubled the time it takes to get to my appointments.	Same reasons as Beavers Rd.			
478	I rarely cross				
479					
480				This was the main route I used to visit friends and to travel between St. George's rd and high st when going to shops and cafes in the areas surrounding the median on both rds I now have to go around the block to see friends and have to wait with all through traffic at the major intersections. The trip takes much longer now due to increased through and right turning traffic at the signaled intersections	
482				The closure has had no effect	
483		Protracted time on St Georges Rd. Made painful and longer.	Extended time and length my journey.	Extended time and length of my journey.	
484			Have to travel to Normanby Ave to get across which can take some time depending on the time of day. It's particularly bad at school pick up and drop off time.	It's not too bad as I used Hutton to cross over anyway.	More traffic funneled to Hutton Street and Miller.
485	Traveling further north to Moreland road to do a u-turn to access St. George's rd east.				
486					Because I cycle through the area onto the path or use the lights to perform a controlled turn. With the crossing closed I feel safer as a cyclist.
487	As I cycle most of the time it has dramatically improved safety, and travel is quicker (this also applies when in the car.	Improved safety and travel times.	Improved safety and travel times.	Improved safety and travel times.	Improved safety and travel times.
488	I have to go to Arthurton st to u turn in the car	I don't use it in the car. On the bike it makes it safer			
489				The bike ride is safer with these crossovers taken out	

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490	Less risk from cars.	Loweted risk of being hit by a car, particularly at night.	Lowered risk of being struck by a car.	The most dangerous cross road for trams, bikes and pedestrians would be fixed. Cars constantly block trams and many people on bikes and on foot are struck. Large vehicles block the way.	Lowered crash risk
491	Ride to the conditions and it is perfectly safe. Stop the Darebin bug goddam whinging president and tell him to piss off. He doesn't even ride on it regularly. He uses Victoria road or high street. It is fine as it is. It is the pedestrians stepping out from the bushes who don't look that are the problems	Ride to the conditions and it is perfectly safe. Stop the Darebin bug goddam whinging president and tell him to piss off. He doesn't even ride on it regularly. He uses Victoria road or high street. It is fine as it is. It is the pedestrians stepping out from the bushes who don't look that are the problems		Ride to the conditions and it is perfectly safe. Stop the Darebin bug goddam whinging president and tell him to piss off. He doesn't even ride on it regularly. He uses Victoria road or high street. It is fine as it is. It is the pedestrians stepping out from the bushes who don't look that are the problems	
492	It has created bottlenecks in all surrounding streets and a quick local journey by car is no longer possible	It has created bottlenecks in all surrounding streets and a quick local journey by car is no longer possible	It has created bottlenecks in all surrounding streets and a quick local journey by car is no longer possible	It has created bottlenecks in all surrounding streets and a quick local journey by car is no longer possible	It has created bottlenecks in all surrounding streets and a quick local journey by car is no longer possible
493	Haven't needed to turn there.	Haven't needed to turn there.	Haven't needed to turn there.	Haven't needed to turn there.	Haven't needed to turn there.
494	its so much safer and easier to ride along this stretch of road	Its safer	it is so much safer and easier to ride to work	it is so much safer and easier to ride to work	it is so much safer and easier to ride to work
495	I feel safer because as a cyclist because I can ride down the middle of the road without having to worry about being hit by cars flying Brough the stop signs to cross the road without looking out for cyclists. I have had so many near misses here than anywhere in my years of cycling.	As a cyclist I feel safer.	As a cyclist I feel safer.	As a cyclist I feel safer.	As a cyclist I feel safer.
496		Increases length of journey			
497			Increased car trip to see friends who live in street		
498		The traffic along St Georges road is now ridiculous. And lights at the only two available crossings are now a nightmare with all the traffic trying to either turn or do a u-turn			
499	Barriers have caused the traffic to slow, but otherwise, the traffic has remained fluid.				
501		It's soooo much better for cyclists and teams. Safety and speed.	As above	As above	As above
504			I've have to take lengthy detours when leaving home and approaching home. Traffic is now heavier.	I now have a lengthy detour to get home.	
505			Increases traffic conjection because everyone has to go to the lights and turn around, and it increases traffic on the back streets.	Same reasons as before.	
506				I can use alternatives	

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507			When I drive on St Georges Rd, I use only he main intersections to cross. I prefer not to cross at the minor crossings, I don't mind travelling a little further to cross at a more appropriate spot		
508	Have to travel much further to get where I have to go, in traffic				
511					Being unable to turn at Watt St crossing adds 6 minutes to my journey by car. It has added two sets of traffic lights to my journey. Increased risk to my family, friends and self when riding bicycles no longer having safe exit access at Watt St. Increased risk to family and self when walking no longer having access at Watt St. Longer journey times have resulted travelling along St Georges Road since road closures. Traffic at open intersections have increased traffic delays resulting from cars wanting to do u-turns. Erratic driving has resulted with drivers changing lanes trying to avoid turning traffic lane. Abuse from these drivers has also resulted.
512		I drive daily to and from work and have found traffic has increased significantly as a result of the closures. Furthermore, it takes longer to get into the city due to my location and closure ofthe Beaconsfield Parade median.			
513		Any travel time has increased when it involves crossing St Georges Rd. Clearly the traffic lights have not been re synchronized to cope with the traffic diversion and if they do not reopen them then clearly travel time will never improve and frustration levels will just continue to increase. The removal of the trees and agapanthus whilst it's an eyesore it has improved visibility. Woolton and Beavers cross intersections need to be reopened/reinstated and put traffic lights on these intersections so that all who use St. George's road and the intersections are safe (pedestrian/cyclists/vehicle drivers/car drivers). I can appreciate this will mean the bike path will have a couple of additional stops but overall it should ensure better traffic flow and safety!	Accessing the Brunswick School of dance.	Accessing various activities including gymnastics and dancing that require crossing St. George's road to access.	
514	Traffic is so bad. I can't enter Beavers rd. I have to wait for lots of traffic it's a joke . I can't cross with my pram without getting killed by so many vechicles. Beavers rd no parking available and traffic everywhere seriously something needs to be done and now apartments everywhere congestion pollution please get traffic under control people from north to city use our area area as a corridor				
515	No more cars to watch out when traveling on the bike path. Super!	No more cars to watch out when traveling on the bike path. Super!	No more cars to watch out when traveling on the bike path. Super!	No more cars to watch out when traveling on the bike path. Super!	No more cars to watch out when traveling on the bike path. Super!
516		Hard to get back onto St Georges road demo the other side and more traffic on road.			

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517		Volume of traffic means that unable to use likes of Beaconsfield to move between St Georges and High Street		Unable to divert if there are traffic delays.	
518	It's much safer for cyclist with these intersections closed. There is no fear of being hit by cars. I believe all non-signalled intersections along St Georges road should be permanently removed	It's much safer for cyclist with these intersections closed. There is no fear of being hit by cars. I believe all non-signalled intersections along St Georges road should be permanently removed	It's much safer for cyclist with these intersections closed. There is no fear of being hit by cars. I believe all non-signalled intersections along St Georges road should be permanently removed	It's much safer for cyclist with these intersections closed. There is no fear of being hit by cars. I believe all non-signalled intersections along St Georges road should be permanently removed	It's much safer for cyclist with these intersections closed. There is no fear of being hit by cars. I believe all non-signalled intersections along St Georges road should be permanently removed
519				Journey times are longer on foot and by car. Works needed on Normanby to improve travel times east west. Tram is moving much better and risk of being thrown in tram as it makes emergency stop for car driver who doesn't understand the road rules crossing Wilton has been removed. Movement as pedestrian across will be improved when path reopens	
520	Have to travel right up to st G rd then turn around and go back when wanting to travel south				
521		Time - the closure has put an extra 10 minutes each way for after school sport. 2 kids different days different sports. The traffic clog at separation/arthurton sometimes can bank up to high street and to merri creek.		Extra travel time in traffic with angry drivers due to the median crossing being closed and only channelling traffic through separation st/ arthurton rd and Normandy ave	
522	Much safer riding - previously come across many drivers who believe they have right of way on these crossing or stupidly block the bike path or just can't judge distance or don't look	Much safer riding on this section	Safer riding		Safer riding
523					
524		Significant increase in time to travel across the other side of St. George's road with increased congestion around Arthurton road and Normanby Road. Also significant increase in traffic along the normally quiet residential back streets	Crossing St. George's road now requires a much longer alternative route which many people are also using, thus significantly increasing traffic congestion at those alternatives intersections and increasing travel times	We frequently use this cross over and now have to divert to Arthurton road to cross St. George's road. This has seen significant traffic increase and congestion	
525	Major impact is positive - feel safer cycling and have had less near accidents with cars who do not check before driving through or cannot see cyclists.	Major impact is positive - feel safer cycling and have had less near accidents with cars who do not check before driving through or cannot see cyclists.	Major impact is positive - feel safer cycling and have had less near accidents with cars who do not check before driving through or cannot see cyclists. As someone who also drives I don't mind turning at the lights further up or down the road.	Major impact is positive - feel safer cycling and have had less near accidents with cars who do not check before driving through or cannot see cyclists. As someone who also drives I don't mind turning at the lights further up or down the road.	Major impact is positive - feel safer cycling and have had less near accidents with cars who do not check before driving through or cannot see cyclists. As someone who also drives I don't mind turning at the lights further up or down the road.
526			Longer travel times		
527			I spend far more time sitting at lights going through the back streets off arthurton Rd or up to the next turn. Heading north I also now have to sit in slow traffic on high st rather than St Georges Rd		
528					Living in Rennie St, we use the Watt St median to access Thornbury train station. Closing it permanently would be a disaster!



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533	I now have to either use Arthurton or Normanby to cross, as everyone else does and it is ridiculously congested	I now have to either use Arthurton or Normanby to cross, as everyone else does and it is ridiculously congested	I now have to either use Arthurton or Normanby to cross, as everyone else does and it is ridiculously congested	I now have to either use Arthurton or Normanby to cross or turn on to St Georges to go north, as everyone else does and it is ridiculously congested	
534	this is a way I often cross over on my bike to reach the supermarket. Also we seek every route possible to cross over St Georges Road when we are driving in the car	when driving (we come down Beaconsfield or Emmaline from our house) and cycling we seek every route possible to cross St Georges Road	Re driving: We live on Leinster Grove and seek every road to cross over and go south.When cycling I wish to cross from Emmaline and Beconsfield to get across to High St.		
536	provided much safer place for daily commuting	provided much safer place for daily commuting	provided much safer place for daily commuting	provided much safer place for daily commuting	provided much safer place for daily commuting
537	I now have to cross further up, along with everyone else creating more congestion at the larger intersections. It also makes me less likely to use local shops because of the increased time. I've also noticed that road users are more frustrated creating potentially dangerous situations.	I now have to cross further up, along with everyone else creating more congestion at the larger intersections. It also makes me less likely to use local shops because of the increased time. I've also noticed that road users are more frustrated creating potentially dangerous situations.	I now have to cross further up, along with everyone else creating more congestion at the larger intersections. It also makes me less likely to use local shops because of the increased time. I've also noticed that road users are more frustrated creating potentially dangerous situations.	I now have to cross further up, along with everyone else creating more congestion at the larger intersections. It also makes me less likely to use local shops because of the increased time. I've also noticed that road users are more frustrated creating potentially dangerous situations.	
538		When I've wanted to cross there I've had to instead drive to Arthurton & go right around.			
539		I live on the west side off St Georges Rd and we have a lot of activities on the East side of St Georges Road in central Northcote. It is imperative that there is multiple options to access central Northcote. Having had the streets blocked off has increased the road traffic on the FEW streets that are available to the central nNorthcote.	same explanation as before.	same explanation as before	
540	I now have to travel along a congested St Georges Rd to get to my destination rather than be able to UTurn	I now have to travel along a very congested St Georges Rd rather than be able to U turn			
541	Need to access St Georges Rd end of Beavers Rd via Arthurton Rd and Latham St.				
542	Increased travel time due to congestion, confusion of drivers. Very difficult to go west-east across St Georges Road now	See previous answer		See previous answers	See previous answer
543			Forced to travel via Normandy Ave instead, adding 10 mins to journey time	Forced to travel via Normandy Ave instead, adding 10 mins to journey time	
544				Need to drive to the next one up	
545			Cannot cross over, real pain	The median I use to cross onto high street	
547	One less intersection to have to slow down and check that cars will give way	One less intersection to have to slow down and check that cars will give way	One less intersection to have to slow down and check that cars will give way	One less intersection to have to slow down and check that cars will give way	One less intersection to have to slow down and check that cars will give way

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
548	The closure has substantially added to my car journey times. A significant detour is required to travel to and from my home. Safety and efficiency of the road have also been reduced with increased traffic speed along the closed sections and substantial congestion in peak periods around the Separation Street and Normanby Avenue intersections. Pedestrian and cyclist safety has also been compromised by the poor configuration of access to pedestrian crossings and tram stops created by the M40 works.	The closure has substantially added to my car journey times. A significant detour is required to travel to and from my home. Safety and efficiency of the road have also been reduced with increased traffic speed along the closed sections and substantial congestion in peak periods around the Separation Street and Normanby Avenue intersections. Pedestrian and cyclist safety has also been compromised by the poor configuration of access to pedestrian crossings and tram stops created by the M40 works.	The closure has substantially added to my car journey times. A significant detour is required to travel to and from my home. Safety and efficiency of the road have also been reduced with increased traffic speed along the closed sections and substantial congestion in peak periods around the Separation Street and Normanby Avenue intersections. Pedestrian and cyclist safety has also been compromised by the poor configuration of access to pedestrian crossings and tram stops created by the M40 works.	The closure has substantially added to my car journey times. A significant detour is required to travel to and from my home. Safety and efficiency of the road have also been reduced with increased traffic speed along the closed sections and substantial congestion in peak periods around the Separation Street and Normanby Avenue intersections. Pedestrian and cyclist safety has also been compromised by the poor configuration of access to pedestrian crossings and tram stops created by the M40 works.	
549	The traffic in the back streets is so much more and the major intersections have a huge demand now as locals are forced to only use them. I often have to only go one block but cross St Georges rd but if driving have to do long detours	I use it weekly when it's open			
550	I feel safer on my bicycle with the Beavers Road median closed because I don't have to worry and/or stop because of cars crossing it when bicycles are coming.	I feel safer on my bicycle with the Beaconsfield Parade median closed because I don't have to worry and/or stop because of cars crossing it when bicycles are coming.	I feel safer on my bicycle with the Gadd Street median closed because I don't have to worry and/or stop because of cars crossing it when bicycles are coming.	I feel safer on my bicycle with the Woolton Avenue median closed because I don't have to worry and/or stop because of cars crossing it when bicycles are coming.	
551					
552			My trip takes longer as the traffic banks up at the next intersection waiting for a green arrow. It sometimes take more than one change of lights to get around.	Again takes much longer to go to intersection and wait for arrow.	
553	Shortcut removed east/west and West/east. Forced to take Artherton, which is often very slow and packed.			Shortcuts unavailable. Forced to take often busy artherton or Moreland roads.	
555	Safer	Safer	Safer	Safer	Safer
556	I have young children and have to cross St Georges road multiple times per day, the impact has been an increase in travel time from 5 mins to 20-30 mins. I have to use arrhurton road instead and sometimes I sit in traffic at the lights there for over 20 mins waiting to cross. This is not just in peak hour but also during the day, and is usually the worst on a Saturday.	As above. I would not oppose the closure of beaconsfield as long as beaver remained open.			
557		I use the cross over atleast 4 - 6 times a day to get kids to school and back !!!		I do use this cross over twice a week when i pick up and drop off another child for school	
558		I'm smart enough to use other intersections correctly. There however extra traffic at intersections causing congestion			
559			When trying to turn right from Gadd to head north along St Georges road, I have to turn left on St Georges and do a U-Turn further up the road.	When attempting to turn north onto St Georges road, I instead have to turn south and complete a U turn to head in my desired direction.	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
560	I can't get my child to ballet lessons very easily in Gadd St. We also used this opening to get onto St Georges Rd when travelling north. We also used these openings when cycling to the creek, and travelling to friends houses	Same as above	As above		
561	I only sometimes use beavers to turn left onto St. George's road.	It has had a positive impact rather than negative . Less speeding traffic using beaconsfield parade to avoid using the major roads . The crossover at beaconsfield is dangerous for drivers , cyclists and trams.			
562		I now do a U-turn at Arthurton Road instead of using the crossing.			
564	It's made no difference to my driving experience; but has made me less weary of the intersection as a cyclist. Whilst I am unsure exactly which intersections were involved, I have witnessed a number of near misses with cars using the median crossing, that did not give way to cyclists where no traffic lights were present.	It's made no difference to my driving experience; but has made me less weary of the intersection as a cyclist. Whilst I am unsure exactly which intersections were involved, I have witnessed a number of near misses with cars using the median crossing, that did not give way to cyclists where no traffic lights were present.	It's made no difference to my driving experience; but has made me less weary of the intersection as a cyclist. Whilst I am unsure exactly which intersections were involved, I have witnessed a number of near misses with cars using the median crossing, that did not give way to cyclists where no traffic lights were present.	It's made no difference to my driving experience; but has made me less weary of the intersection as a cyclist. Whilst I am unsure exactly which intersections were involved, I have witnessed a number of near misses with cars using the median crossing, that did not give way to cyclists where no traffic lights were present.	It's made no difference to my driving experience; but has made me less weary of the intersection as a cyclist. Whilst I am unsure exactly which intersections were involved, I have witnessed a number of near misses with cars using the median crossing, that did not give way to cyclists where no traffic lights were present.
565		Pros: Uninterrupted walking and cycling along the shared path, no threat of danger from cars navigating the crossings. Cons: Having to drive further along St Georges Road to cross or turn around.		Pros: Uninterrupted walking and cycling along shared path, no threat of danger from cars navigating the crossings. Cons: Having to drive further along St Georges Road to cross or turn around.	
566				- traffic congestion - increased traffic at the lights - increased travel times by 15 minutes or more - Safety issues, car driver and cyclists breaking the law.	
567					It is the closest turn off to my house on St Georges Rd. Now I have to go around the block. The back streets around here (near train station, primary school) are small & often congested.
568	Everything is blocked off, in order to get home by any means of transport you have to go right around. It is so difficult, time consuming and also safety wise has an impact				
569	Much better to not worry about drivers not disobeying give-way. Find me a cyclist who has not had a near-miss along here and you will be lucky. Safe system approach needed - drivers are in fast road mentality here on St Georges Rd and cyclists should not be put at risk to facilitate unsustainable automobility. Much higher level of service for cyclists now. This is one of the most important strategically important cycling corridors in Melbourne and should be designed for cyclist priority and safety.	Much better to not worry about drivers not disobeying give-way. Find me a cyclist who has not had a near-miss along here and you will be lucky. Safe system approach needed - drivers are in fast road mentality here on St Georges Rd and cyclists should not be put at risk to facilitate unsustainable automobility.	Much better to not worry about drivers not disobeying give-way. Much higher level of service for cyclists now, on what is one of the most important strategically important cycling corridors in Melbourne.		
570	Fewer close calls with cars failing to give way	Fewer close calls with cars failing to give way	Fewer close calls with cars failing to give way	Fewer close calls with cars failing to give way	Fewer close calls with cars failing to give way

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571		I just use the next opening, but I understand that Cyclists are safer that ways. Impacts only 5 mins a day			
572	You have to drive further up to be able to cross to other side	You have to drive further to get access across to other side of st G RD		I cross down to Woolton quite often so its really annoying having to closed off	
573		I usually cross wherever gets me from one side to the tram line	As above		
574	Much safer! Don't need to watch for cars darting through. Keep them all closed permanently	Much safer. Keep closed	Much safer. Keep closed	Much safer. Keep closed	Much safer. Keep closed
575	Bike Path much safer	Bike Path Much Safer	Bike Path much safer	Bike path much safer. Do not need to avoid potential accidents at the crossover where cars do not give way	Bike path much safer. Do not need to avoid potential accidents at the crossover where cars do not give way
576	The road closures make cycling safer	Mahes cycling safer	makes cycling safer	it is better closed and makes cycling safer	Road closures make cycling safet at these intersections
577	No longer need to worry about vehicles when cycling	No longer need to worry about vehicles when cycling	No longer need to worry about vehicles when cycling	No longer need to worry about vehicles when cycling	No longer need to worry about vehicles when cycling
578	Makes travelling along St Georges road much safer,	Much safer.	Much safer	Much safer.	Much safer
579		It has added an additional 10 to 15 minutes when making short trips to high street via car or when looking to head to that direction. Regardless of the time of day, there is too much traffic heading down the main roads of separation or moreland. It would also increase the number of car in the backstreet which gain access to St Georges road.	If Beaconsfield was to remain close, this would change to major.	As per previous answers, can not close the cross ways and expect people to use the main intersections as they are not set up to take a large amount of traffic.	As per previous answers
580	I live on beavers road. I now have to make a major detour to return to my house. Beavers road has also been closed at the high street end so I need to detour on the other end too.				I infrequently use compared to beavers road.
581	Much safer as cars and bikes are not not pulling out into St Georges Rd causing safety concerns and delaying traffic.	Safety	Safety		Safety
582				traffic congestion in the area is shocking. Closing the roads permanently will not improve the traffic flow it will make it worse and it will get worse with all the new apartments going up along high street and St Georges road. Increase in cars on the road will result in further congestion and delays. What would normally take 3 mins from getting from point a to point b is now taking 25 minutes on some days.	
583	I can ride my bike up this section fine	I can ride my bike up this section fine	I can ride my bike up this section fine	I can ride my bike up this section fine	I can ride my bike up this section fine
584		Need to walk or drive a bit further to cross			
586	walking and cycling has had a major POSITIVE impact, alot less near misses, much safer for all.	Major POSITIVE safety impact for walkers and cyclists, much safer.	Major POSITIVE safety impact for walkers and cyclists, much safer.	Major POSITIVE safety impact for walkers and cyclists, much safer.	

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588	Traffic build up at Arthurton Rd is enormous and adds up to 20 mins on each journey.		Again having to use Arthurton Rd with the extra traffic lights and short light cycles.	Long lines of cars turning into Arthurton Rd and Normanby Rd. Takes three lights cycles to get through.	
589	I have friends who live on both side of St Georges Rd. Getting to and from those house are difficult with all the closures. Same goes with getting through to St Georges Rd and High St shops.	I have friends who live on the opposite side of St Georges Rd to me and getting to and from, especially in the dark is dangerous. Also getting to and from shops on St Georges Rd and High St	I have friends who live on the opposite side of St Georges Rd to me and getting to and from, especially in the dark is dangerous. Also getting to and from shops on St Georges Rd and High St	I have friends who live on the opposite side of St Georges Rd to me and getting to and from, especially in the dark is dangerous. Also getting to and from shops on St Georges Rd and High St	I have friends who live on the opposite side of St Georges Rd to me and getting to and from, especially in the dark is dangerous. Also getting to and from shops on St Georges Rd and High St
590	I cross there to and from the tram stop.			I used to cross StGeorges Road here all the time - by car, on foot and cycling. It's way way better now. After 15 years living here, every single crossing by car was extremely stressful. SO MANY HAZARDS to look out for! I had to be alert constantly and never complacent. Then some idiot would pull out from parking without indicating and still have a near miss! Even though it might take more time now using Normanby or Arthurton, it's certainly more relaxing.	
591	I use alternate route				
592			Due to the closure of the Gadd St Crossing: 1. We now have to detour around several back streets, including Railway parade, which is barely a 2 way road at the best of times 2. With all the development underway in Northcote, cement trucks are now re-directing around tight-bend corners, such as Stott St, from Normanby, nearly wiping out cars as they attempt to make the various tight corners. 3. Beavers Rd, Bent St and Gladstone Ave are all one way towards High St, due to 2 additional construction sites, requiring even further detours - and the neighbouring businesses are next for re-development 4. We purchased our property as it allowed for ease of access to the city and the airport; however the closures have removed this, creating a great deal of anxiety and stress for us as a family, cutting us off from offering transport to families on the other side of St Georges Rd.		
593	have to travel further to cross		travel further / see alternative route	travel further on busy St Georges Rd to cross	
594	I no longer have cars suddenly driving across the bike track without checking for bikes. Nor do I have cars blocking the track while they wait for traffic.	no surprise cars appearing, no surprise cars blocking the bike track.	no surprise cars appearing, no surprise cars blocking the bike track.	no surprise cars appearing, no surprise cars blocking the bike track.	no surprise cars appearing, no surprise cars blocking the bike track.
595	I now don't have to worry about cars failing to stop and or give way at the stop sign. When it's open cars very often will fail to give way or stop for bikes.	I now don't have to worry about cars failing to stop and or give way at the stop sign. When it's open cars very often will fail to give way or stop for bikes.	I now don't have to worry about cars failing to stop and or give way at the stop sign. When it's open cars very often will fail to give way or stop for bikes.	I now don't have to worry about cars failing to stop and or give way at the stop sign. When it's open cars very often will fail to give way or stop for bikes.	I now don't have to worry about cars failing to stop and or give way at the stop sign. When it's open cars very often will fail to give way or stop for bikes.
596	Much safer when using the path as a pedestrian or cyclist.	Much safer when using the path as a pedestrian or cyclist. Any decision to re-open the crossing should include traffic signals.	Much safer when using the path as a pedestrian or cyclist. Any decision to re-open the crossing should include traffic signals.	Much safer when using the path as a pedestrian or cyclist.	Much safer when using the path as a pedestrian or cyclist.

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
597	It has made my trip safer and less stressful.	It has made my trip safer and less stressful.	It has made my trip safer and less stressful.		
598	Increased traffic congestion on all roads around the area. St Georges Rd backs up due to increased amount of traffic attempting to turn right at the open intersections. Cars attempting to avoid this rat run down other streets which affects the safety of these back streets. Traffic is funnelled into the major intersections causing major backups and higher risk of accidents due to drivers attempting to get through in a change of lights. My experience is that there has been an increased amount of accidents during this time - I would be very interested in the data from these past 5 months.	As per previous section, increased traffic congestion, increased traffic on back streets reduced safety. Noticed more accidents			
599	cycling feels safer with no cars to watch for at medians	cycling feels safer	cycling feels safer	cycling feels safer	cycling feels safer especially with my kids
600					No it hasn't affected. Actually made it easier by using the next available signalised intersection
601	Yes, it has made it difficult and a longer journey to visit friends who live on Beavers Rd.	I often use this median to get across St Georges Rd in the morning and on weekends, but now have to go up the road to Normanby. Given that other traffic is also doing this now, it can take 10 minutes just to get out of my street onto St Georges Rd.	This is the median I use every morning, most nights and on weekends. It's added more time to every journey I take, both by car and by foot to get to public transport, as I can no longer easily and quickly get onto or across St Georges Rd.	I use this median several times a week and it's closure has added more time to my journeys, because I have to go further along to turn and also doing so puts me in among the traffic.	
602	It's safer without the cars crossing through the median without stopping for bikes and pedestrians	It's safer without the cars crossing through the median without stopping for bikes and pedestrians	It's safer without the cars crossing through the median without stopping for bikes and pedestrians	It's safer without the cars crossing through the median without stopping for bikes and pedestrians	It's safer without the cars crossing through the median without stopping for bikes and pedestrians
603	much safer on the bike	safer on the bike	safer on the bike	safer on the bike	
604	It's had a positive impact by not have to risk issues with traffic crossing unexpectedly.	It's had a positive impact in that I don't have to risk the cross traffic and the danger it presents.	It's had a positive impact in that I don't have to risk the cross traffic and the danger it presents.	It's had a positive impact in that I don't have to risk the cross traffic and the danger it presents.	It's had a positive impact in that I don't have to risk the cross traffic and the danger it presents.
605		I often use this crossing in the evening but especially at weekends or when I go to Norhcote Plaza. Now its closed I have to use Arthurton and Woolton which can be much longer, or even Normandy a Leincster	I normally use this crossing each morning and regularly (3 or 4 times) a weekend. Closing it has forced me to use Leinster Grove and Woolhouse Street in the morning which now has long queues onto Arthurton Rd which is also much busier and often queued from Woolhouse to St Georges Rd. My use at the weekend is slightly less annoying as the diversion via Normanby works better for me but this also has long queues		
606	Having them closed is great for cycling - probably better				
607				The median closures have actually been fantastic for commuting to work by bike, as there have been no accidents or near misses by cars that do not see bikers or do not stop for them. I feel much safer as a biker and am very glad that I have not had to dodge out of the way for cars that do not stop at the intersection.	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
608					
609					
610	Well, can't get through. Takes too long and is too congested going around			Adds too.much time to my trip	
611		I use St. Georges as a cyclist for travel to Preston Market, Heidelberg etc. This crossing allows access to Darebin Road, which I use occasionally.			
612	the closure has heavily increased right turn north bound flow at separation st which has both a short arrow sequence (approx 5 cars ) and small right turn refuge. add to this a confusing arrow sequence when in the intersection facing east many people stop because they are presented with a right turn arrow and a red light. This confusion slows traffic flow and is very common. where normally I would turn right at the beavers road crossing now I have to turn at separation st.				
613	The closure of these crossing has created bottleneck at the integration north and south of Beavers Road which back cars up for hundreds of meters due to more cars turning right at one intersection rather than having multiple points	As per the last explanation			
614	It has made my commute to and from work each day much safer. I no longer live in fear of being collected by a car which is rushing across the bike path in order to avoid trams or get the break in traffic. Some drivers often rush through without pausing to look for bikes. They are already looking for trams, and cars and once you put the bikes in the mix in chaotic peak hour traffic, many drivers don't cope. Closing the median crossings has eliminated this source of danger for bike commuters and pedestrians.	As mentioned in the previous question the impact has been positive. I am much safer now that the median has been closed.	As mentioned previously, it has only impacted me in a positive way. It has made my commute much safer and less stressful	As mentioned previously, the impact has been positive. I feel much safer commuting to and from work on my bike.	It has made my commute to and from work each day much safer. The impact has been positive
615	less fear of cars	less fear of cars	less fear of cars	less fear of cars	
617			It is much safer now when I ride down there.	It is much safer now when I ride my bike down there.	
618	when cycling, removed a point of potential exposure to vehicle cross traffic. Improvement in cycling thoroughfare.	when cycling, removed a point of potential exposure to vehicle cross traffic. Improvement in cycling thoroughfare.	when cycling, removed a point of potential exposure to vehicle cross traffic. Improvement in cycling thoroughfare.	when cycling, removed a point of potential exposure to vehicle cross traffic. Improvement in cycling thoroughfare.	when cycling, removed a point of potential exposure to vehicle cross traffic. Improvement in cycling thoroughfare.
619	I felt safer and my journey was smoother	I felt safer and my journey was faster and smoother	I felt safer and my journey was easier	Safety	It made my journey safer and allowed me to interact less with heavy traffic
620	I know longer have to wait for cars	I know longer have to wait for cars	I know longer have to wait for cars	I know longer have to wait for cars	I know longer have to wait for cars
621	access to my street/home from St Georges Road and when exiting to travel north on St Georges Road	access to my street/home from St Georges Road and when exiting to travel north on St Georges Road	access to my street/home from St Georges Road and when exiting to travel north on St Georges Road		

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622		Travel time has greatly increased. Traffic on minor roads around St Georges Rd has greatly increased. It is difficult to get across St Georges Rd.		Increased travel time. Increased traffic on local roads. Difficulty crossing St Georges Rd.	
623	I would prefer to keep St Georges road safe for walkers and cyclists. So any impact to me in a car is minor. There needs to be better visual clearance for walkers crossing a George's road and visibility of cyclists.			Build up of cars. But happy to wear that knowing it has been safer for cyclists and walkers.	
624	Less options to cross St Georges at peak times			Access across takes longer	
626				Having to go further down 9South) St Georges to be able to cross and head North	
627	Traffic down St Georges is busier - takes longer to travel. Have to travel further along St Georges than necessary - takes longer. traffic turning now blocks a lane of St Georges as too many people turning at too few available turns. traffic along back routes has increased in residential streets.				
628	You now have to drive much further to make a U turn.	Much harder to U turn	Much harder to U turn		
629					Causing more traffic
631	The main use is from our house to high street via bike. It is a good alternative with kids on the bikes to avoid the hill further south. By car, I use the crossovers less frequently and have to drive further.				
632	Significant longer journey to afterschool activities	Significant impact on time taken to attend after school activities on the other side of St Georges road		Takes a significant longer amount of time to access the other side of St Georges road and traffic is crazy along backstreets now which are not equipped to deal with such traffic	
634					I m walking more which is good for my health
637		I can walk across as normal, to the tram stop or to cross the road.	I can walk across as normal, to the tram stop or to cross the road.	I can walk across as normal. It has definitely had an improved impact though of less cars to have to negotiate when crossing. I would welcome ALL of the St Goerges Road median strips being closed to cars, I think it's been great. I'd also suggest the bike path be left where it has been moved to as it works very well there.	
638				To much traffic Cannot make unturned	
639	The main impact is the significantly increased traffic on Leinster Gve, Woolhouse St, Arthurton Rd and Normanby Ave. there can be a back up of at least 10 vehicles turning from Woolhouse onto Arthurton Rd during peak time. This is a combination of local traffic and those that have been diverted due to the closures. Many are impatient and tooting horns in order to speed people up. I have seen many drivers make bad decisions when making right hand turns due to rear drivers hooting their horns.	Similar to the Beavers Rd comments.	Similar to previous comments. All these roads need to be open to spread the burden of the traffic through the area.		



No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
640	Longer commute times. Also, people are just in a hurry and behave badly. I ran a red light from frustration and received a huge fine.	Same as the last one.	Same as last one		
641	It means the only option when travelling East/west by car is to get onto Separation St. Separation St is congested and slow moving as it is now having to take a much larger volume of traffic.		Because I live in Elm street I only occasionally drive in my car over the crossover . However with the crossover closed it forces traffic down to the St Georges Rd/ Separation Street intersection. This intersection is poorly designed to cope with pedestrians, trams, bikes and stressed out car drivers.		
643		I might have to travel further but it doesn't bother me. I've established alternative routes	I've found alternatives	Found alternative routes	
644	Extended journey duration and caused me to end up in traffic at the interactions that are still open.	Extended journey duration and caused me to end up in traffic at the interactions that are still open.	Extended journey duration and caused me to end up in traffic at the interactions that are still open.	Extended journey duration and caused me to end up in traffic at the interactions that are still open.	Extended journey duration and caused me to end up in traffic at the interactions that are still open.
646				Actually it's been better in car and on bike feels safer somehow	
647	So much better that all sections are closed. Four point traffic of foot, bike, car and tram is very dangerous and a real hazard. So much better and hope they stay closed in the future. Will be good to get plants back as an eye sore for walking and riding, will be especially bad in hotter months.	Much safer for all and better to keep it closed in the future	Please keep it closed.	Again please keep it closed as so much safer for all	
649				I need to reroute my journey to and from my street through two available access points and in peak hour adds 20 minutes at best to travel time for a trip that should take 5 minutes - dropping daughter at activity, now takes 25 minutes with traffic build up. Normandy Rd is back up past train crossing and turning into Seperation St creates further delays, if I travel north along Seperation St I would normally turn left onto St Georges Rd but now wait for traffic to go over. Very frustrating and time consuming.	
650				Used to turn right across the median when travelling north to head up Woolton Ave to pick the kids up from school. I am now either pushed to continue along Separation St or up to Normanby Ave; neither of which are ideal routes, both of which take longer than ideal.	
651	Now have to go down to the lights at Normanby Avenue to do a u-turn to head into the city for work. Also impacts when going for (what used to be a quick journey) to Northcote Plaza. I have to either go down to Normanby Avenue, or backstreets to Separation St, both of which are unnecessarily longer and frustrating routes. I'm also concerned about the children in the neighbourhood with the increased back street traffic as a result of the median closures.	As per previous section.			This intersection was so beneficial when coming from Thornbury station heading towards Preston/Reservoir. Especially at night time, as there's barely any traffic nor pedestrians or cyclists, to use the intersection to turn right. It also means I wouldn't have to wait for the traffic lights at Hutton St, or stop any traffic with the lights just so I can turn right.
652	Positive impact for bike safety	Positive impact re cycle safety	Much safer for bikes	Much safer for bikes	Much safer for bikes

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
654	I live on the western end of St Georges road - so my only alternative to get across to my street now when coming from High St (which is where the shops are, my kids school, etc) is to go down to Arthurton rd, which can take some considerable time to get around as the light sequence has not been changed to cater to the increased traffic. Also, traffic banks up now that other cars can't get around. I hope you don't have lots of these open ends.	As per the previous OE. Please write your own surveys, I don't want to do it. Now i have to travel all the way up Normanby Ave if I want to travel East or South, almost a km in the wrong direction! Further, the traffic light sequence has not been altered to cater for the increased turning traffic, so adds to the trip considerably. Further, it's caused an increase in side road traffic, as other cars try to find ways around waiting at Normanby ave or Arthurton Rd	See OE for Q11. Write your own surveys!!	See previous OEs.	
655	When need to cross St Georges road to get to other I have to go to Arthurton	Can't cross St Georges Rd so have to drive down to arthurton rd	My daughter attends ballet on gadd st and my other child attends twisters gym nearby, so it's added to km and time spent driving further to arthurton to do a u turn, or we've been going through backstreets on west of St Georges Rd which has been congested		
656	I mainly ride a bike, so I now use the next intersection north of beavers. It is not a problem.				
658				The travel time from High St to Hutton St has increased substantially with the increased build up of traffic on St Georges Rd and the increased delays in crossing at the remaining cross overs, in particular Arthurton and Hutton Sts. Also longer delays when traveling east on Hutton St over St Georges Rd due to increased north bound traffic needing to turn right from St Georges rd onto Hutton.	
659	Traffic congestion			Traffic congestion	
660	It's less sheltered. The noise of the works is hard to ride past. It's sometimes hard to see pedestrian making their way to the tram stops.	It's less sheltered. The noise of the works is hard to ride past. It's sometimes hard to see pedestrian making their way to the tram stops.		It's less sheltered. The noise of the works is hard to ride past. It's sometimes hard to see pedestrian making their way to the tram stops.	It's less sheltered. The noise of the works is hard to ride past. It's sometimes hard to see pedestrian making their way to the tram stops.
661				it is our daily out and in road as we live on the street. the use of only normbany ave isn't good enough, as traffic is always at a max, and lights don't give enough time to get throug.	
662	Due to traffic not being able to use the centre medians, traffic on Arthurton rd is significantly increased	Due to the closure, side streets such as Beaconsfield parade have seen significant traffic increase.			
663	Instead of heading down gadd st and crossing overSt Georges road I have to go to arthurton road and wait in the terrible traffic. It took 35 mins yesterday. Where moreland road comes out at st georgies road is severely slower aswell.	All the extra unneccesary travel, doesn't matter what time of day it is.	Gadd st is my st, and 9 times out of 2 i need to cross st georgies road to head towards the city, now I have to wait in the constant traffic at arthurton road.	All the extra travel to get to my house.	Extra travel, unable to u turn
664	Positive impact due to reduced crossing traffic.	Positive impact due to reduced crossing traffic.	Positive impact due to reduced crossing traffic.	Positive impact due to reduced crossing traffic.	Positive impact due to reduced crossing traffic.
665	Extra distance along StGeorges road			Extra distance	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
666		The closure of the medians has created a much larger build up of traffic at both Arthurton Rd & Normanby Ave intersections. I'd suggest the effect of this adds 10 or more minutes to a journey, depending on the time of day.	It's one of the primary cross points that I use daily.	I used to frequently use this cross point.	
667		To go South,This has necessitated using either Normandy Ave or Arthurton Rd to cross St Georges Rd; traffic volumes and travel time have increased markedly. As an alternative,Strongly support closure of Beavers Road which is accident-prone		Is an alternative right turn to access High Street. As an alternative,Strongly support closure of Beavers Road which is accident-prone	
668				It's safer and quicker to travel across woollen st with the median closed to cars	
669	There is less chance of collision when crossing it	As per previous response	As per previous response	As per previous response	As per previous response
670	I travel along stGeorges road from separation street to bell street everyday to get to and from work. These closures have resulted in intense traffic congestion. As a driver this has doubled my time to get to work, the local shops and to visit friends . As a bike rider these closures are incredibly frustrating as I can't get off St Georges road to use the back streets , drivers are more aggressive due to long wait periods . As a cyclist I felt much safer when the medium strips were open. Please reopen them.	I use this strip to drive and ride to get to and from work. Not only will this ( proven by the current situation) reduce access to my work and home it causes vastly increased traffic congestion	As explained in previous questions my home is west of stGeorges road and workplace is east of stGeorges road I need the medium strips to cross . I am a cyclist and a driver . The closure has caused immense time delays to my daily journeys.	Woolton ave medium strip closure has resulted in immense traffic congestion.	
671	When cycling to work, traffic flow is improved, as bikes and cars remain separated .	When cycling, improved traffic flow. When on motorbike: improved traffic flow as motorists aren't queuing on St Georges Rd to turn right.	When cycling, improved traffic flow. When on motorbike: improved traffic flow as motorists aren't queuing on St Georges Rd to turn right.	When cycling, improved traffic flow. When on motorbike: improved traffic flow as motorists aren't queuing on St Georges Rd to turn right.	When cycling, improved traffic flow. When on motorbike: improved traffic flow as motorists aren't queuing on St Georges Rd to turn right.
672	Means driving past my turn and further along St Georges, results in banked up traffic to uturn as only a few crossings available for high number of cars wanting to cross, which impedes traffic going forward.				
673	Difficult to get to and from my street.	Less access			
674	Driving is now much slower through the area. Normanby Road is a nightmare on weekdays and Saturdays	Traffic flow	Traffic flow	Traffic flow	Traffic flow
675	A positive impact while cycling as it feels safer travelling along the bike path without having to worry about vehicles failing to give way.	A positive impact while cycling as it feels safer travelling along the bike path without having to worry about vehicles failing to give way.	A positive impact while cycling as it feels safer travelling along the bike path without having to worry about vehicles failing to give way.	I only use Woolton Avenue on my bike and I can still turn from the temporary bike lane to head east. Travelling either north or south on the bike path I feel much safer with the intersection closed. Too many vehicles fail to give way even though it is signed.	I generally used the Watt Street median to access the north bound side of St Georges Road when driving my car. I now have to travel down the narrow busy Hutton Street to turn at the lights. Cycling, the closure is a non issue for me.
677	Increased traffic, needing to drive to large interceptions to turn and it taking numerous light cycles to pass.		As previously stated	As previously stated	As previously stated

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678	I use this intersection at least weekly to get across St. George's Rd to take children to their art class. I now have to use the Arthurton Rd lights which are congested and take a lot longer to cross.		I use this crossing at least 4-6 times a day ferrying children to and from school as well as going to kinder and the shops, etc. Not being able to use this crossing adds valuable time and stress to my already busy days. It is harder to get to places and I am spending a lot more time sitting in traffic.		
679	I do not understand how motorist are being impacted and cyclist are taking no responsibility for the events which are taking place. The median strip has been poorly designed with the number of trees and plants up to each crossing that obstruct the view of motorist. It seems like the cyclist hold no accountability to look out for their own safety. Pedestrians must do it all the time and even with the current shared path, cyclist still believe its a cycling track only and have abused me as a user a number of times for doing the right thing. The surround roads in separation and moreland were not designed for high volume traffic which each being only one lane which isn't enough for the amount of traffic looking to go from east to west. Looking to turn right onto St Georges road from either separation or moreland takes a number of light changes as you can only fit 2 or 3 cars in the middle of the road looking to turn, which then impacts the traffic flow trying to get through the intersection. A prime example is the corner of separation and nicholson heading west, where traffic banks all the way back to the merri creek in peak hour periods because the road has not been designed to be a major intersection for traffic. All crossings must be left open and interesting that this has never been raised to the residents in the past and only been raised now. It is not an acceptable option to close this.	I do not understand how motorist are being impacted and cyclist are taking no responsibility for the events which are taking place. The median strip has been poorly designed with the number of trees and plants up to each crossing that obstruct the view of motorist. 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680				Sometimes I park nearby, to catch a tram into the city.	
681	Must turn right at Gladstone Ave (southbound) whereas previously I had the option of either	Bike access is still open		Bike access still open	
682		It has created a traffic disaster with cars no longer able to make u-turns. The local streets have become main roads. It is also very dangerous to cross the road now as the bikes are flying down very fast.			
683	I can't get on the other side of St Georges Street!	Can't cut across!!	Cant cross the road	Can't cut across the road, and to get on the other side you need to wait for traffic lights which creates more build up of traffic!	Can't cut across the road
688	It does make it safer for cycling	It has made it safer for cycling	It has made it safer for cycling	it has made it safer for cycling	It has made it safer for cycling

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689				I drive down St Georges road to drop my daughter at childcare 4 times a week. I then park at croxton station and catch the train to work. The closures have added 20 minutes to my journey and I have missed so many trains!! Why? Major delays due to traffic on St Georges road. Bottleneck with turning into separation or Normanby (because no other roads to turn down). Time taken to get from St Georges road to croxton station (having to go up to the lights at Normanby and then come back). It's also dangerous. Frustrated drivers stuck in traffic driving badly, not letting cars into traffic and squeezing through orange lights.	
690	The closure of the median has caused a massive funneling of traffic through Leinster Grove particularly at peak times. This causes an additional 20 minute commute to simply get to St Georges Rd. Additionally this causes a danger to cyclists weaving between traffic on Leinster Grove.	The closure of the median has caused a massive funneling of traffic through Leinster Grove particularly at peak times. This causes an additional 20 minute commute to simply get to St Georges Rd. Additionally this causes a danger to cyclists weaving between traffic on Leinster Grove.	The closure of the median has caused a massive funneling of traffic through Leinster Grove particularly at peak times. This causes an additional 20 minute commute to simply get to St Georges Rd. Additionally this causes a danger to cyclists weaving between traffic on Leinster Grove.	Woolton Ave was a major passage through St Georges Rd at peak times to High St. The closure of the median has caused a massive funneling of traffic through Leinster Grove particularly at peak times. This causes an additional 20 minute commute to simply get to St Georges Rd. Additionally this causes a danger to cyclists weaving between traffic on Leinster Grove.	
691	Have to drive the long way round to do a U-turn. The intersection of Arthurton/St Georges is always very congested, so want to avoid if possible. But - I do support some of these medians being closed. I believe two should remain open, and close two for safety.	As for other one - forces the long way round.		This is the closest U-turn for us - would like this to remain open as an alternative to Normanby Av.	
692	I live on Westbourne Grove. I have notices a massive increase in traffic on this Street. Also I have noticed that High Street has become substantially more congested.	Increased congestion on Westbourne Grove (where I live) and increased congestion on High Street.	Increased congestion on Westbourne Grove (where I live) and increased congestion on High Street.	Increased congestion on Westbourne Grove (where I live) and increased congestion on High Street.	
693		Traffic jams on Arthurton Rd intersections , traffic long delays in Normanby Ave just to get across St Georges Rd. more traffic on High St and also more traffic on side streets to avoid long delays to get across			
694	Rudy construction worker. Shade cloth blocks view of bike traffic. Dust, noise and heavy trucks driving fast down side streets. Leaving mud and rocks on roads. Traffic signs obscure view of on coming vehicle traffic.	As before	As last	As last	As last
695	I ride my bike mostly and it's made me feel a lot safer!!! If in a car I just use arthurton Rd and go around to bent st. for public transport it's fine especially once the fences come down.				
696	When driving up St Georges road I now turn onto separation street and cut through back streets instead of going up St Georges road. When leaving my street which is gladstone Ave, and wanting to go north I now have to go down to separation street and turn.				

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698	Takes me a really long time to travel West to East. Also much more traffic in our st due to median closures. Long traffic queues on St Georges Rd and artherton Rd.	Takes me a really long time to travel West to East. Also much more traffic in our st due to median closures. Long traffic queues on St Georges Rd and artherton Rd.		Takes me a really long time to travel West to East. Also much more traffic in our st due to median closures. Long traffic queues on St Georges Rd and artherton Rd.	
699	No longer able to walk across or leave bike path there	No longer able to cross and have to drive up to Normanby Ave to turn			
700		Its a small trade to drive further down the street to turn around, for the safety of pedestrians and cyclists			
702	Safer for cycles with closed medians	Cyclist safety improved	Cyclist safety improved	Cyclist safety improved	Cyclist safety improved
703	Easier to get through	Easier to get through	Easier to get through	Eaaier to get through	Easier to get through
704	I usually have to travel north and live on the east side of St Georges Rd. The closure means that I now have to head toward the city with the (usually) heavy traffic and make a U-turn at Separation Street. Sometimes this takes ten minutes or more.	Travelling from the city, I turn at this one so I don't have to travel all the way to Miller Street with sometimes heavy traffic in order to get home.			
705	I guess i can ride straight down the bike path as most of the road crossings are closed.	Same as previous	Same	Same	Same
707		I am forced to drive 2kms out of my to get to the east side of Moreland Road. I am also unable to cross into east side of Beaconsfield parade by car which is the route I take by car to get to Croxton Station and High street.			
708	As a cyclist/pedestrian it is much safer, as a driver no impact, I just go around.	As a cyclist/pedestrian it is much safer, as a driver no impact, I just go around.	As a cyclist/pedestrian it is much safer, as a driver no impact, I just go around.	As a cyclist/pedestrian it is much safer, as a driver no impact, I just go around.	As a cyclist/pedestrian it is much safer, as a driver no impact, I just go around.
709	it's great. It means that I can ride through without fear of being hit	It means that I can ride through that intersection without fear of being hit by on coming traffic who can't see pedestrians through the shrubbery that lines St Georges road	It means that I can ride through that intersection without fear of being hit by on coming traffic who can't see pedestrians through the shrubbery that lines St Georges road	It means that I can ride through that intersection without fear of being hit by on coming traffic who can't see pedestrians through the shrubbery that lines St Georges road	
710				If I'm driving then it can take a long time to go to another median crossing. I mostly ride my bicycle in the area and the extra distance doesn't bother me too much.	
711	If anything it's made the cycling trip easier and quicker because the new tarred bike/walking path is a better cycling surface	As before.	This was always a very dangerous intersection for cyclists. I had a major accident (reported to police) about five years ago when I was run into by a motorists who appeared to be coming to a halt then raced through, collecting me at 30km/h. I flew over her bonnet landing dangerously, injuring myself and buckling my bike wheel. The design with the bus/tram shelter obscuring views meant that motorists and cyclists did not always have a clear view of each other. Now the shelter has been removed it's much better. Please take care where it is placed when it comes back!		

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712	It creates a sense of protection making it safe, efficient and enjoyable to commute	It has created a barrier of protection, giving me a strong feeling of safety... which also leads to an efficient and enjoyable commute!	It has created a barrier of protection, giving me a strong feeling of safety... which also leads to an efficient and enjoyable commute!	It has created a barrier of protection, giving me a strong feeling of safety... which also leads to an efficient and enjoyable commute!	It has created a barrier of protection, giving me a strong feeling of safety... which also leads to an efficient and enjoyable commute!
713					
714	More traffic on St Georges Road, more time on the road	More traffic on St Georges Road. More time on St Georges Road	More traffic on St Georges Road. More time on St Georges Road	More traffic on St Georges Road. More time on St Georges Road	
716				Having to travel to traffic lights to u-turn	I rarely use it but travel past it daily
717		Been difficult to cross from one side of Beaconsfield to the other			
718	Have to travel a long way out of our way now, plus the traffic on the back roads has been horrible	Have to now take Artherton to cross over to seperation, Artherton now very very slow between woolhouse and St Georges		Was a regular route to high Street	
719	To get to my house i have to use seperation st or Normandy ave which are a lot more congested since you have closed the St Georges rd crossing &now there is a lot more traffic in the serounding streets	It has separated us from our friends and community & made life generally worse		As per questions 9&12	
720	I can't cross over St Georges Rd to get to Foodworks or Meri Creek. I need to walk my young kids up to the Beaconsfield lights to cross, much safer! I can still access the bike path.	To access my street, Beavers Rd, north bound- I now need to turn right into Artherton Rd which is no problem but be good if the right arrow timing accounted for this. Bike speed seems to have increased with the closure as no need for them to worry about cars.			
721	In a good way. Keep it closed				In a good way. Keep it closed
722			useful cycle and car crossing	This is a useful cycle crossing and car crossing	
723	Increased travel times due to bottlenecks created by having to go to Normanby or Artherton to cross St Georges road. Also increased safety concerns crossing the bike path due to limited visibility. Reduced availability of crossings makes it difficult to easily get across St Georges			Issues as previously described. Increased congestion and travel times	
724	Longer travel time diverting around closures, slower/more traffic	Longer travel time and distance, more traffic moving slowly		Longer travel time and distance, more traffic moving slowly	
725	I feel much safer riding along the bike path without fearing being hit by a car crossing the path.	I feel much safer riding along the bike path without fearing being hit by a car crossing the path.	I feel much safer riding along the bike path without fearing being hit by a car crossing the path.	I feel much safer riding along the bike path without fearing being hit by a car crossing the path.	I feel much safer riding along the bike path without fearing being hit by a car crossing the path.

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726	It has made a massive difference to traffic in my local area. There is a massive build up of traffic on the back streets as the closures on St Georges road have blocked us in. The cars are more erratic as they are in a hurry to get around the lights in time at the Arthurton Rd lights crossing (just ask the 1 remaining crossing supervisor). It is unsafe for children to cross on their own (even with 1 crossing supervisor) negotiating erratic cars, 2 trams at least 20 bikes, and very narrow waiting area. I worry about my own safety there. The time it takes to cross the road means that your safety is compromised as you are left stranded in the middle in a very unsafe area. Please ensure that we can cross the whole road at once. The north south traffic does not start flowing until 30 or 40 seconds after the green man stops. The traffic around here is dangerous since the closures				
727	Safety for my children to ride to school. The crossings are very dangerous and as a local i have seen many bike/pedestrian/car accidents. Safety to ride to work	Safety for bike riders outways the car road detor			
728	We have to take back streets which we have noticed have become increasingly busier.				
729	Traffic congestion. Time taken to go anywhere local has tripled. Traffic in my street is ridiculous. I tried to walk across the path but could not get through. We need the closures to be removed asap.	As above. Traffic congestion and pedestrian safety.	Time in traffic. You can't cross through gaff street at all due to heavy traffic.	Traffic. Time spent in car is so much longer. Pedestrian danger from speeding bikes.	As above
730	As I am retired I am not so frequently out and have more flexibility as to routes and times.	As I am retired I am not so frequently out and have more flexibility as to routes and times.			
732	St Georges Road has become extremely gridlocked. Traffic is much heavier. Time taken to access opposite side of St Georges Road has dramatically increased. Main crossover roads have now become dangerous to both drivers and pedestrians and cyclists.	St Georges Road has become extremely gridlocked. Traffic is much heavier. Time taken to access opposite side of St Georges Road has dramatically increased. Main crossover roads have now become dangerous to both drivers and pedestrians and cyclists.	St Georges Road has become extremely gridlocked. Traffic is much heavier. Time taken to access opposite side of St Georges Road has dramatically increased. Main crossover roads have now become dangerous to both drivers and pedestrians and cyclists.	St Georges Road has become extremely gridlocked. Traffic is much heavier. Time taken to access opposite side of St Georges Road has dramatically increased. Main crossover roads have now become dangerous to both drivers and pedestrians and cyclists.	
733	I said no	Ditto			
734	It's limiting my options for crossing from east to west and vice versa.			Being forced to turn toward the city from woolton avenue when travelling west, or turn towards preston when travelling east along woolton avenue is costs me time and money and is also really really frustrating and annoying.	
735			The tram stop was closed with no warning.		
736	I never turn there				
737	My street is blocked so I can't turn right into St Georges Rd. Also with no warning pedestrian access to cross at Gadd st was suspended forcing me to find an alternative way to the train station and tram stop.	Beavers road was a way to cut through from High St to avoid the nightmare that is the Arthurton Rd and St Georges Rd intersection.	I can no longer turn right onto St Georges Rd which forces me to use the awful Normanby Rd intersection or the even worse Arthurton Rd intersection.		



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738	Have to go around slightly longer way. No longer have to worry about hitting or being hit by cyclists.				
739	n/a	Nil	Nil	Traffic has been slower peak hour afternoon from city	I feel safer here when commuting by bike with this closure. I have almost been hit by a car here before.
740	Very minor inconvenience but I just choose a different route so fine				
741	I have to drive much further to cross where i need too. It takes me an extra 10 minuted each time	Adds time to my jour ey because of traffic build up	Traffic build up	High traffic	High traffi
742				Access to Woolton Ave west of St Georges rd from Preston or areas east of St Georges rd requires travelling along Normamby avenue which is congested at peak times. This can add 15 minute's to a trip. Similarly travelling south along St Georges rd from Woolton Ave requires heading north along St Georges Rd and then doing a u-turn at Normamby Ave, This can be difficult at peak times.	
743					
744	Traffic congestion- hard to cross over now, especially at peak times			Much harder to navigate across, now have to travel further and double back etc. traffic congestion as a result	
745	Bike path is better with medians closed				The bike path is very busy - it needs to be protected
746				I need to cross St Georges road much further away from where I live and rat run side streets to get home at night. I feel less safe on the roads doing this. I now cross at Arthurton road. The traffic lights aren't long enough for the amount of cars turning at this intersection. Most run the light later than they should. I've pushed it myself once or twice to avoid waiting again for the lights to change.	
747	It is more difficult to cycle and harder to find places to cross in the car				
748		More cyclists are using the road instead of the cycle path which causes delays and frustrations			
749				Have to wait at the lights on Normanby Ave. During peak hour, there is traffic build up, therefore to avoid this i use the Woolton Ave median.	Avoiding traffic lights where i can and the primary school on Hutton St, i use the Watt Street median to get onto St Georges Rd
750	Traffic heavy and moving extremely slow. What should be a 10min drive can be between 20-30min.	By nor having the turn off the traffic is banked up as cars are trying to turn at traffic lights . The traffic is not flowing!	As per my previous explanation - having the turn off closed increases the traffic and flow of St Georges road. St Georges road is a two lane road and with the amount of cars on the roads , it is creating a traffic nightmare !		The cross over roads - All of them have created a traffic nightmare!
752	I live on beavers so unable to turn into ky street if				

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	heading north				
754	Put at least an extra 5 minutes on to my walk the train station	Put an extra amount of time to get to the train station			
755	Have to go up further to make a u turn adds to travel time	Have to go up further to make a u turn adds to travel time		Have to go up further to make a u turn adds to travel time	
756	Forced to go to Normandy Ave to do u turns, at turning arrow. It's very congested and people try to beat arrow.		Have to use very congested Normanby Ave and Arthurton Rd intersections		
758		My mum has to drive around making me late for school	Use this to get to shops	Use this to get to school	
759			Adds 10-20minutes onto my trip, creates bigger build up of traffic, I live half way down the street and can hear the traffic when before I couldn't. Not being able to even walk across adds 20mins just to get to the train station at the end of the street. I drive for work and am using this road up to 6 times a day, the frustration is immense.		
760	What used to be a 10 minute trip has turned into a 30 minute or more! trip a day (at least 2 times, upto 4 times). I live on Normanby Ave and the already overused road had become beyond ridiculous! Arthurton road is even worse!!	See previous answer!! A 1.5 km trip is taking over 1/2 hour to complete if your lucky!! Pedestrians are in danger of being injured by frustrated road users. Every day I see vehicles completing dangerous acts because they are frustrated by the traffic chaos.		See previous 2 answers!!!!	
761	has increased the time taken to cross St Georges Road	Has increased the time to get to The other side of St Georges Road significantly.			
762	Major impact in a positive way (this is a badly worded question). The number of near misses being hit by a driver crossing the intersections has dropped from perhaps once a month to zero. Riding on the bike path has become much safer and less stressful. At the same time, the times I drive on St Georges Road, the the closures have had a very minor impact.	Major impact in a positive way (this is a badly worded question). The number of near misses being hit by a driver crossing the intersections has dropped from perhaps once a month to zero. Riding on the bike path has become much safer and less stressful. At the same time, the times I drive on St Georges Road, the the closures have had a very minor impact.	Major impact in a positive way (this is a badly worded question). The number of near misses being hit by a driver crossing the intersections has dropped from perhaps once a month to zero. Riding on the bike path has become much safer and less stressful. At the same time, the times I drive on St Georges Road, the the closures have had a very minor impact.	Major impact in a positive way (this is a badly worded question). The number of near misses being hit by a driver crossing the intersections has dropped from perhaps once a month to zero. Riding on the bike path has become much safer and less stressful. At the same time, the times I drive on St Georges Road, the the closures have had a very minor impact.	Major impact in a positive way (this is a badly worded question). The number of near misses being hit by a driver crossing the intersections has dropped from perhaps once a month to zero. Riding on the bike path has become much safer and less stressful. At the same time, the times I drive on St Georges Road, the the closures have had a very minor impact.
763		Usual east/west/west/east routes disrupted, using different route altogether now not using shops services on these routes			As above, changed routes to avoid, businesses along former routes not using anymore
764	Adding time to travel, adding petrol costs, need to drive around closures to get to destinations and lastly, experience heavy traffic in Arthurton and Normanby roads. Also very heavy traffic in residential zones in woolhouse and Leinster	Same as previous answer and adding limited acces to cross into Northcote shopping district on High st	Same answers as before		
765	Not being blocked by cars speeds up my journey .	Not being blocked by cars speeds up my journey	Not being blocked by cars speeds up my journey	Not being blocked by cars speeds up my journey	Not being blocked by cars speeds up my journey
766	If I need to turn I have to wait in traffic until I get to the intersection. There is now more traffic as others are doing the same thing. This lengthens what should be a short trip considerably.				

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767	Attempting a U turn is now done at Arthurton Road which is backed up.	I travel East/West to work and am unable to cross St Georges easily. I have to go to Normanby Ave or Arthurton Road which are already overburdened with non-local traffic.	I travel East/West to work and am unable to cross St Georges easily. I have to go to Normanby Ave or Arthurton Road which are already overburdened with non-local traffic.	I travel East/West to work and am unable to cross St Georges easily. I have to go to Normanby Ave or Arthurton Road which are already overburdened with non-local traffic. Also to travel to High Street to go shopping now takes sometimes up to half an hour to travel 3 km.	
768		I can't easily get across the road to the shops on foot	Pedestrian access across St Georges Rd at Gadd St is now closed and the tram stop is closed. I can't get to the Croxton train station without making a 600 metre detour, making the walk from my home 2kms. I have MS so have been unable to do this and thus can't use public transport to commute. There was absolutely no warning about this. I am just very lucky that I have access to a car or I would not be able to get to work at all	I can't ride my bike to Thornbury shops without going on a major thoroughfare. Woolton Avenue is much safer for local cyclists than Normanby Rd	
769	Not much interference with bike path				
770	There is a significant increase in traffic in remaining intersections of authurton and Normandy. A 5 min drive is taking 20+ mins. It's disproportionate.			Not being able to travel this way makes my journey inefficient and unnecessarily long. I feel I'm contesting other parts of area for wrong reasons.	
771		Having to drive up to next lighth intersection to access Croxton Station	I access Gadd street several times a week. I need to use the Gadd Street median when I do so both coming and going.		Again, having to go further up St Georges road to use the traffic light intersection. Too time consuming and the right hand / U turn lights are not generous enough with time.
772	I regularly cycle to work and the closures of these roads has made my commute to work feel much safer. The visibility for driver crossing these intersection is not great and I am travelling the opposite way to most bike traffic which means drivers regularly don't look my direction.	I regularly cycle to work and the closures of these roads has made my commute to work feel much safer. The visibility for driver crossing these intersection is not great and I am travelling the opposite way to most bike traffic which means drivers regularly don't look my direction.	I regularly cycle to work and the closures of these roads has made my commute to work feel much safer. The visibility for driver crossing these intersection is not great and I am travelling the opposite way to most bike traffic which means drivers regularly don't look my direction.	I regularly cycle to work and the closures of these roads has made my commute to work feel much safer. The visibility for driver crossing these intersection is not great and I am travelling the opposite way to most bike traffic which means drivers regularly don't look my direction.	I regularly cycle to work and the closures of these roads has made my commute to work feel much safer. The visibility for driver crossing these intersection is not great and I am travelling the opposite way to most bike traffic which means drivers regularly don't look my direction.
773	I use these crossing to turn and cross to the other side of St Georges road	I use it to cross	Use to cross	Use to cross	
774	I use beavers road to cross to take my children to and from school as well as make my way too and from work every day	I live in Beaconsfield parade and the closure of the cross road increases the time and makes it extremely difficult to take my children to school in Northcote, as well as sporting activities (tennis at croxton railway station). I always use it on my way to and from work in the city as well as accessing local shopping in high st and Northcote plaza.	My daughters both attend ballet in Gadd st and the closure has not only affected my daughter with the temporary closure of the tram stop but has made it extremely difficult and time consuming to take my daughters from their school in Westgarth, Northcote to ballet three afternoons a week. These crossings are used regularly and shouldn't be closed.	As I live in the area I always use each of the crossing roads in St Georges Rd to access friends, local shopping facilities (including Psarakos) and commuting to and from my children's school & sporting activities.	As I live in the area I always use each of the crossing roads in St Georges Rd to access friends, local shopping facilities (including Psarakos) and commuting to and from my children's school & sporting activities.
776	The track entry and exit points are dangerous- poor visibility and too narrow The track generally is too narrow with many people usingvthe track to walk dogs, push prams, pedestrians and all in the way of speeding bikes.	I dont enter or exit here	I dont exit or enter the track at this point	I dont enter or exit at this point	I don't enter or exit the track at this point
777	The crossing is now much safer. I've lost count of the number of cars that ignore stop signs.	The crossing is now much safer. I've lost count of the number of cars that ignore stop signs.	The crossing is now much safer. I've lost count of the number of cars that ignore stop signs.	The crossing is now much safer. I've lost count of the number of cars that ignore stop signs.	The crossing is now much safer. I've lost count of the number of cars that ignore stop signs.
778	I take our daughter to childcare on St Georges Rd. It means I need to use separation st instead of crossing over the median st. this adds on an extra			As per previous explanation. As I can't cross over St Georges Rd On the way home I need to use Moreland Rd. This adds on an extra 5-10 mins to	As per explanation previously

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	10 minutes to my journey.			my journey home	
779	Impacted by closure of other median roads not under investigation not Beavers. Survey would not allow progress unless chose one. Beavers Rd crossing with the u turn only is dangerous because people use it as a T intersection instead.				
780	I have to drive further on other roads to get to my destinations	I have to drive further on other roads to get to my destinations	I have to drive further on other roads to get to my destinations	I have to drive further on other roads to get to my destinations	I have to drive further on other roads to get to my destinations
781	when cycling it provides a safe environment	provides a safer experience on bike	as before a safer experience on bike	a safer experience on bike	safer experience on bike
782		Traffic at reduced u turn points is significant and can take 3 or 4 phases to complete Increased traffic in the area where I live with cars attempting to avoid St Georges Big delays on Arthurton & Normanby with heavier traffic More trucks in Shaftesbury, Woolton, Leinster & Woolhouse Our family rides bikes most days & the traffic on these residential streets are now more dangerous than St Georges has ever been	See previous explanation	See previous explanation	
784		Traffic turning around on the current available spots has increased significantly. Often it requires 2 or more light changes to get round now.	This is my main intersection. It being closed means I have to travel further in more traffic to achieve my destination	I use this as an alternative to get to my destination and now there is more traffic and longer wait times at the other intersections	
785				I had to choose a crossroads to continue this survey even though i don't use any of the ones nominated in question 7. To make question 7 more effective, it would be good to have one more option: 'not applicable' for those respondents who don't use any of the cross-overs . Thank you.	
786	It has made it much more difficult to cross from one side of St. George's Rd to the other and the locations where you can are more congested than they already were				Previously I could travel from one side of St. George's rd swiftly via this access road now it is often multiple light changes before I can cross and there is now more traffic in my and surrounding back streets to get to the fewer crossing points
787	We regularly commute via the bike path with the kids. The closure has made the bike path far safer to use. I fully support keeping the crossovers closed permanently.	See previous comment.	See previous comment.	See previous	See previous
788	1. There has been a major increase in traffic on Normanby Ave & Arthurton Rd significantly delaying local journeys. Traffic is often backed up to the South Morang train line and I fear for a train and car accident. 2. Woolhouse St is a significant problem and the congestion of vehicles trying to turn onto Arthurton Rd results in bad driver behaviour on a daily basis. 3. Walking along the St Georges Rd bike/walking path has become a dangerous activity. Since the closures of the crossovers, the cyclists race so quickly along the path that it is now very unsafe for pedestrians and tram users.	1. There has been a major increase in traffic on Normanby Ave & Arthurton Rd significantly delaying local journeys. Traffic is often backed up to the South Morang train line and I fear for a train and car accident. 2. Woolhouse St is a significant problem and the congestion of vehicles trying to turn onto Arthurton Rd results in bad driver behaviour on a daily basis. 3. Walking along the St Georges Rd bike/walking path has become a dangerous activity. Since the closures of the crossovers, the cyclists race so quickly along the path that it is now very unsafe for pedestrians and tram users.	1. There has been a major increase in traffic on Normanby Ave & Arthurton Rd significantly delaying local journeys. Traffic is often backed up to the South Morang train line and I fear for a train and car accident. 2. Woolhouse St is a significant problem and the congestion of vehicles trying to turn onto Arthurton Rd results in bad driver behaviour on a daily basis. 3. Walking along the St Georges Rd bike/walking path has become a dangerous activity. Since the closures of the crossovers, the cyclists race so quickly along the path that it is now very unsafe for pedestrians and tram users.	1. There has been a major increase in traffic on Normanby Ave & Arthurton Rd significantly delaying local journeys. Traffic is often backed up to the South Morang train line and I fear for a train and car accident. 2. Woolhouse St is a significant problem and the congestion of vehicles trying to turn onto Arthurton Rd results in bad driver behaviour on a daily basis. 3. Walking along the St Georges Rd bike/walking path has become a dangerous activity. Since the closures of the crossovers, the cyclists race so quickly along the path that it is now very unsafe for pedestrians and tram users.	

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789	It's the route I have to take to get places		I live on Gadd st and its impacted me hugely to the point that we are considering moving house. Access to High St is a nightmare. A direct route before the closure now requires me to travel at least 2 km away and then back to high street. Major intersections as a part of the detour are extremely congested and have traffic cameras which I've been stung with a ticket because of having to wait at the lights for at least four cycles and entering the intersection just as the light turned red and traffic stopping due to congestion. It's just been poorly thought out and a revenue making scheme	Use this route frequently	
790		Traffic in the mornings, traffic in the evenings - having to drive way past my turn off to just have to come back the other way.		Traffic traffic traffic and wasting time	
791	This has made my commute much much safer. Previously pedestrians and cars frequently walked out or drove in front of cyclists. this is an extremely important cycle commuting route from the northern suburbs and I believe the crossings should remain closed. It is so important to have safe non car commuting options.	This has made my commute much much safer. Previously pedestrians and cars frequently walked out or drove in front of cyclists. this is an extremely important cycle commuting route from the northern suburbs and I believe the crossings should remain closed. It is so important to have safe non car commuting options.	This has made my commute much much safer. Previously pedestrians and cars frequently walked out or drove in front of cyclists. this is an extremely important cycle commuting route from the northern suburbs and I believe the crossings should remain closed. It is so important to have safe non car commuting options.		
792			Find alternative crossing. Longer travel time	Occasionally use to cross St Georges Rd. Convenient crossing location	
793	Much much safer for cyclists	Much much safer for cyclists	Much much safer for cyclists	Much much safer for cyclists	Much much safer for cyclists
794	It's much safer with the cross roads closed. More of a cycling/walking/tram/ active space/community feel now.	Same as mentioned previously	Same as mentioned earlier	Same as mentioned previously	Same as previously outlined
795	I use the bike path. It is now safer.	I use the bike path. It is now safer.	I use the bike path. It is now safer.	I use the bike path. It is now safer.	
796			I live on Gadd st and now have to sit in peak hour traffic on st Georgie's road once I turn left in order to reach Moreland road to do a U turn or I have to use back streets to get to arthurton road. These backs streets are often congested with cars and bikes, it seems dangerous considering everyone is dodging parked cars.		
797			The closures have significantly improved safety for cyclists.	The closures have significantly improved safety for cyclists	The closures have significantly improved safety for cyclists
798	Increased travel distance to "u-turn", combined with extra traffic that is diverted due to the other medians being closed, increases travel time by a fair margin depending on the time of day.	Increased travel distance to "u-turn", combined with extra traffic that is diverted due to the other medians being closed, increases travel time by a fair margin depending on the time of day.			
800				I have to cross at normamby avenue instead	

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801	My car journey can take up to 30 minutes longer to go such a short distance. I am stuck by traffic doing the same thing that I am, green arrows at either end are not long enough. It creates many frustrated and wreckless drivers	For same reasons as previously discussed. Longer travel time due to being stuck in traffic, green arrows do not accomodate this			
802	Moreland Rd and Separation St congestion in peak hour is appalling. There is no where to go if the congestion is major thus making it very stressful when needing to pick up kids from childcare or after school care	I would sometimes cut through this way if traffic either end is heavily congested.	As before - no options in congested traffic	As before - there is no choice when traffic congested	Would use this to get from childcare to school
803				Having to cross St Georges road at a crossing closer the city, and so further from where I live.	I live on the corner of Watt Street and St Georges road so this is the crossing I use most often.
804	So much better. The crossing is so dangerous with many cars crossing carelessly and streams of bikes having to avoid accidents. Some drivers are good but I'd estimate 50% are careless and it is bikes, walkers and joggers who have to watch out.	So much better, can only repeat my previous answer. The crossing is so dangerous with many cars crossing carelessly and streams of bikes having to avoid accidents. Some drivers are good but I'd estimate 50% are careless and it is bikes, walkers and joggers who have to watch out.	So much better, can only repeat my previous answer. The crossing is so dangerous with many cars crossing carelessly and streams of bikes having to avoid accidents. Some drivers are good but I'd estimate 50% are careless and it is bikes, walkers and joggers who have to watch out.	So much better, can only repeat my previous answer. The crossing is so dangerous with many cars crossing carelessly and streams of bikes having to avoid accidents. Some drivers are good but I'd estimate 50% are careless and it is bikes, walkers and joggers who have to watch out.	So much better, can only repeat my previous answer. The crossing is so dangerous with many cars crossing carelessly and streams of bikes having to avoid accidents. Some drivers are good but I'd estimate 50% are careless and it is bikes, walkers and joggers who have to watch out.
805	Family live on other side of St Georges road to us, and we frequent businesses on other side of St Georges	Family live on other side of St Georges road to us, and we frequent businesses on other side of St Georges			
806	Closure has enhanced the safety of bike riders as no cars crossing bike path. Has also reduced pedestrian foot traffic due to Melb water fencing and therefore less bike incidents...(mostly occur b/w bike and pedestrians along this pathway. The cars haven't been able to see anything so they cross slowly )				Would be good to put in a separate pedestrian path seperate from bike path.
807	I now turn at the lights. The traffic flows much better with these crossovers closed. The 70km speed limit makes it dangerous for those travelling behind a car using these crossovers.				
808	Cycling has now become challenging and dangerous as we need to either enter st. Georges rd which is not as safe. Or cyclists are using the footpath which is not ideal for pedestrians.	Cycling has now become challenging and dangerous as we need to either enter st. Georges rd which is not as safe. Or cyclists are using the footpath which is not ideal for pedestrians.	Cycling has now become challenging and dangerous as we need to either enter st. Georges rd which is not as safe. Or cyclists are using the footpath which is not ideal for pedestrians.	Cycling has now become challenging and dangerous as we need to either enter st. Georges rd which is not as safe. Or cyclists are using the footpath which is not ideal for pedestrians.	Cycling has now become challenging and dangerous as we need to either enter st. Georges rd which is not as safe. Or cyclists are using the footpath which is not ideal for pedestrians.
809	No cars crossing	No cars crossing	No cars crossing	No cars crossing	
812	I think I have tried to access bike path there and not been able to		I am on a bike and have been able to get off path onto Gadd St if needed as I sometimes go there	On bike path and don't get off at Woolton	
813				I use it a few times a week to turn from St Georges Rd to Kemp Street.	
814				visiting people on other side	
815	I pass through	I pass through	I pass through	I have to cross earlier	
816					There are plenty of other ways i can go. Simple.

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817					Rarely need to turn right if St Georges Rs, and much safer when cycling
818			We now need to join the very slow crossover at Normandy.		
819	The congestion on ARthurton Rd and St Georges has meant simple trips like getting to the Plaza has few options for short cuts. More time stationery. Also I live on Arthurton - more solid traffic everywhere.		as above.		
820				Disconnects East and west Northcote. Additional cars now using high street which has become more congested.	
821			Although it negatively impacts on my driving options, its safety positives for bike riding far outway the bad		
822		When driving, I need to drive a long way to do a U-turn to get to the west end of the street from the east. When walking it is hard to get to the local shops directly. It is also hard to run to catch a tram - you can't just cross over wherever but have to go to the bit and that has made me miss trams			
823		Extremely long commute compared to before work started.	Longer time in the car, cars doing rat runs through previously quiet residential streets.	Long commute, increased traffic through residential areas	
824			I live in Gadd street so with this exit closed I need to go up to Normanby and u turn, or head down Morland to Nicholson	I regularly use Woolton to access high street.	
825	The closures mean easy access from one side of St. George's Rd to the other at many previously open cut throughs is gone. Creates congestion, frustration and prevents easy access and easier movement around the area.	Already stated in previous comment.	Access across St. George's Rd via this street is not possible and is frustrating and wastes further time in traffic.		Permanent closures are not necessary. The cars, bikes, buses, trams and pedestrians manage with the cut throughs open and always have in our 18 years living in this area.
826					
827		Time delays, detour			
829	This was the quickest way for me to drive to all the services I use in Northcote. We live east of St Georges road (Elm St), and As the head of a multigenerational household, I used to drive at least 20x per week across the median		Regarding all the median closures, there has been a significant increase of car traffic through side streets on both the east and west sides of St. George's Road. For example , the traffic volume has dramatically increased along Woolhouse street, making this increasingly dangerous for crossing with young children. I am concerned about the impact of the closures on diversion of traffic to residential side streets, adversely impacting on safety.		
830					

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831	It's improved my journey and safety when I walk or cycle - and probably when I catch the tram. It has a lesser impact on my driving although the traffic does appear to be more congested now	Improves my journey		Increased congestion at nomandby that feels unsafe	Improved safety
832	Has made cycle commute more flowing and feel safer for not having to cross vehicle path.	Has made cycle commute more flowing and feel safer for not having to cross vehicle path.	Has made cycle commute more flowing and feel safer for not having to cross vehicle path.	Has made cycle commute more flowing and feel safer for not having to cross vehicle path.	Has made cycle commute more flowing and feel safer for not having to cross vehicle path.
833				the traffic has increased enormously on Arthurton st and Normanby Ave	
834	Forced to use the lights at either Arthurton or Normanby to get to High Street. This can take several sets of lights depending on the traffic. As these are the only options available now, the right turn wait at these lights has become consistently longer also.			Forced to use the lights at either Arthurton or Normanby to get to High Street. This can take several sets of lights depending on the traffic. As these are the only options available now, the right turn wait at these lights has become consistently longer also.	
835		Delays Need to find another route			
836	Makes it easier to use the bike path down St Georges Rd.	Makes it easier to use the bike path down St Georges Rd.	Makes it easier to use the bike path down St Georges Rd.	Makes it easier to use the bike path down St Georges Rd.	
837	As a cyclist it is one less intersection I need to worry about - it has improved my experience	As per previous answer improved journey	As per previous answer - improved my journey	Improved cycling experience	Improved cycling experience
838	Having to travel to intersection with traffic lights adds to my journey	Having to go out of my way to traffic lights for short journey		I use this to cross regularly	
839	Traffic is cut off to side streets. Priority now is given to bikes who don't pay registration and don't have a right to use our roads more than cars. Cut the bike lanes and put them next to the footpath and perhaps put in another lane	See above	See above responses	See above responses	See above
840	When I cycle to work I can't get onto the cycle lane without having to walk part of the way as I'm not allowed to cycle on the sidewalks. When I want to take the train I used to just walk straight to the train but now I have to walk all the way around. When I drive I have to go around. I don't mind when driving but mind the inconvenience when taking ptv ir cycling like a good healthy citizen. When I want to get onto the shared path I can't see oncoming cyclists as the fences are high and you can't see through them. It's a bit dangerous.	That's my street. I can't get to the train. I also need to turn my car and go around completely to get towards the south of the city. Cycling is made difficult because I can't get to the other side safely. I would like it if the crossings stayed open for pedestrians and cyclists but closed for cars. When I cycle cars don't see clearly and it is very dangerous to cycle. But it impairs pedestrians and cyclists when the crossings are closed. I have also not gone to my regular cafe for coffee because it is now a hasle to walk there.			
841					The closure adds considerable travel time to both driving and walking. It also increases the risk of a traffic accident by preforming a u-turn at the traffic lights north of Watt st.
842	I have to go up and around to go back north but that's ok. I think it's safer that way for cyclists.				
843	Difficult to undertake a U turn at Arthurton Rd when travelling south. Need to wait for multiple traffic light sequences to undertake U turn	See previous response			



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844		It has added a huge increase on traffic that has affected my daily commute. Crossing the road while walking has also severely impacted the crossing of the road to visit my favourite local businesses and train station.			
845				alternative crossing point required when travelling west across St Georges road. fewer crossings make cycling along path faster and safer	alternative crossing point required when travelling east and west across St Georges road. Driving home from Thornbury station I need to detour via hutton st intersection. fewer crossings make cycling along path faster and safer
846	I live west of St Georges and need to cross to the east side.				
847				Rarely use this route	
848	Additional time and delays to journey. I have increased my use of back streets to avoid congestion.	Congestion and delays to journey	Delay and congestion of St Georges and back streets	Congestion and delays	
849			It's a major thoroughfare	It's so dangerous I try not to use it	
850				Traffic	
852		Absolute nightmare, trying to cross, traffic delays going down Normandy. Major congestion at Normandy, need to wait for several light changes...		Absolute nightmare, trying to cross, traffic delays going down Normandy. Major congestion at Normandy, need to wait for several light changes...	Absolute nightmare, trying to cross, traffic delays going down Normandy. Major congestion at Normandy, need to wait for several light changes... Disaster...
853	Less traffic to avoid, large puddle eliminated	Avoids negotiating cross traffic	Avoids terrible visibility, trouble negotiating cross traffic	Avoid negotiating with cross traffic	Eliminates conflicting cross traffic with bad visibility
854	During peak hour times it can add up to 15 minutes on my journey.	During peak hour times it can add up to 15 minutes on my journey.	During peak hour times it can add up to 15 minutes on my journey.	During peak hour times it can add up to 15 minutes on my journey.	During peak hour times it can add up to 15 minutes on my journey.
855	I ride over it, I don't need to stop.	I ride over it, I don't need to stop.	I ride over it, I don't need to stop.	I ride over it, I don't need to stop to cross.	I ride over it, I don't need to stop to cross.
856		Traffic build up	Traffic build up	Traffic build up	
857	Inconvenience. Slower traffic. Bigger queues at lights. Longer journey. Feel cut off.	Have to drive further to access a cross road. More congestion.			Once used everyday to cross from west to east and east to west of thornbury. Hutton st is becoming full of cars using the lights and is too narrow to cope with all the extra traffic.
859			Unable to access Gadd st west from St Georges Rd. Forced to go to Normanby or Arthurton intersections	Unable to crossover to Woolton st west from East of St Georges Rd	
860			The closure of all of the medians has increased congestion, wait times, impacted access and pushed a significant amount of traffic into residential streets creating increased risk for road users and families in the area	The closure of all of the medians has increased congestion, wait times, impacted access and pushed a significant amount of traffic into residential streets creating increased risk for road users and families in the area	
861	Traffic chaos everywhere and the back streets have turned into rat runs	Delays, frustration, seen many risky maneuvers by frustrated drivers	Delays	Can no longer get out of our street	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
862	My osteopath is on the corner of Gladstone ave and St Georges road and I live in Beaconsfield pde the best way to go is to turn onto St Georges rd and use the Beavers Rd crossover for a u turn. Now I have to wait for the lights at separation street for all the backed up traffic trying also to do u turns.	My daughter attends gymnastics at the end of beavers Rd at 5.30. The only way to get there now is to wait on separation street to get across at peak hour this can take To 30 min to get from Beaconsfield pde to gym. A trip which took 10 min with the forsover		Maybe you should take a look at the traffic on Normandy ave on a Saturday morning and you will understand why someone living on the east side of St Georges Rd wanting to get to the west side doesn't want any of the crossovers closed	Please read previous comment
863	As a cyclist, the trees provide shade, wind protection and a perception of safety from auto traffic. All trees are gone at present.				
864	It has made cycling faster and safer but has made driving more inconvenient	It has made cycling faster and safer but driving more inconvenient	Cycling faster and safer but driving more inconvenient	Cycling faster and safer but driving more inconvenient	
865				Mahot delays in turning south on St Georges rd	
866		I ride with my son on the back of the bike down St. George's Rd bike path and never feel very safe at the crossings. I have had a few near misses with cars not giving way. I feel confident riding at a moderate pace and am more likely to leave the car at home for that route :)			
867	Cycling feels heaps safer now!	Ditto it's safer to walk and cycle.	Same. Safer for not cars.	Safer!	Ditto
868	Horried by the removal of such old and beautiful plants. Also traffic build up is now a pain. But I am most disgusted by the loss of such important and old plants.				
869				Must travel further to cross St Georges	
870			I've had to take detours along backstreets to be able to access Gadd Street		
872	The closures make it harder to go where I want to go. The traffic is now moving too fast, which is dangerous and unpleasant and diminishes the area and local neighbourhood feel and ambience. Sad.	Ditto	Ditto	Ditto	
873	I work in east Brunswick 5 days a week and have to cross St Georges and head up separation to get there. My child attends primary school in Thornbury and attends extra curricular activities in east Brunswick and surrounding areas.. the traffic is unbelievable and now takes triple the time it used to to get anywhere. More traffic is more dangerous..more stressful..virtually unlivable in..I am a single parent I manage it all myself..I do not have the time now to travel between our activities and livelihood. My child uses the bike path. Yes cyclists travelling too fast are very dangerous. The crossings could be made safer.. and visible.	I use this crossing daily and now cannot even get into St Georges Rd because of the traffic.	I use these crossings daily.	I use these crossings daily, now there is extensive traffic on all of them.	I use these crossings daily
874	Heading North from Beaconsfield pde is now a major pain.	It's my street. I no longer have convenient North access	Like Beaconsfield, I often used the Gadd crossing		

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
875	I use this median to do a U turn and I also use it to walk across when I'm taking my dog for a walk	I use the Beaconsfield Pde median a number of times a day. It connects me to my neighbourhood, shops, local restaurants and parks. It is the way I use to leave and come home through	The Gadd ST median links me to the rest of Northcote. Currently it is quite cumbersome to come to this part of Northcote.	The closure blocks access to the other side of Northcote and it is quite frustrating to get around this part of town	
876					
877	As a driver performing a u-turn to enter these streets has caused minor delays. Changing light cycles to allow more cars through on the right arrow (and subsequent right arrow to allow a u-turn) would allow more vehicles through at these times. Extending the right turn lanes on St Georges Road would also allow more cars to be off the straight, hence allowing the through-flowing traffic in the right lane had less obstacles. As a cyclist having these intersections closed has made for a far safer and faster journey. The temporary path is of better condition than the old path except when it is wet and there are puddles along it (better drainage could overcome this problem). Every intersection that cyclists have to navigate (with seeming 'right of way') is an issue. Many cars don't see cyclists (on the old path, with the trees), but now this is not a problem. The new temporary path is a dream compared with the previous 'take your life in your own hands' crossings where drivers either don, or don't want to, see cyclists.	As previously written	As previously written.	As previously written. Basically, when I drive, 4 -40 extra seconds to perform a u-turn is of little significance compared with the safety of cyclists. A car will suffer a dent. A cyclist will suffer far greater injuries than any driver in these circumstances. Making a safer route for cyclists will take them/us off High St, and also promote more cycling. Each driver who becomes a cyclist reduces the wear and tear on the road (100kg vs 1600kg), as well as the environmental impact of burning less fuel, as well as reducing the number of cars on the road which makes it much easier for me (and other drivers) when we have to drive somewhere (which also reduces the amount of fuel for powered vehicles.	As written.
878	You do realise that it's St Georges Rd. There is not apostrophe. We can discuss "how" after you learn basic grammar.			Creates way too much traffic on ST GEORGES Rd, too many people trying to turn in Normanby Ave, arrows aren't green for long enough.	Shall I repeat myself again??
879	Added time to journey	Required alternative route and added time to journey			
881	Having to drive a bit further to cross.				
885	I feel a lot safer travelling along St Georges Rd now. So much so that I no longer make the longer trip along Merri Creek.	I feel a lot safer travelling along St Georges Rd now. So much so that I no longer make the longer trip along Merri Creek.	I feel a lot safer travelling along St Georges Rd now. So much so that I no longer make the longer trip along Merri Creek.	I feel a lot safer travelling along St Georges Rd now. So much so that I no longer make the longer trip along Merri Creek.	I feel a lot safer travelling along St Georges Rd now. So much so that I no longer make the longer trip along Merri Creek.
886		Gridlock at Normanby and Artherton Rd heading east/west direction. Major disruption and delays to normal commute	As per q10	As per previous text	
887					Cycling has become SAFER

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
888	I now have to drive from the Separation Street/Arthurton Road part of Northcote all the way up to Hutton Street to get across or onto St Georges Road because doing a Right Hand turn at Arthurton Road takes forever during peak times (even getting onto Arthurton Road from the side streets can take 10 minutes during peak times due to the boom gates being down and traffic banking up), and Normanby Avenue is even slower than Arthurton Road. If I'm heading from Separation St to Beavers Road, I drive all the way up to Hutton on little side streets next to the railway line, and then cross St Georges and go down a few other small streets and then Leinster Grove to get to Beavers. Believe it or not, it's quicker that way.			I used to use Woolton a couple of times a week.	
889	Greater stress in fewer passages for East-West traffic is clogging North South intersections				
891		In the car, having to advance to an intersection where I can do a U turn, along with a lot of other road users trying to do the same thing.			
892	I need to go to Normandy Avenue to do a u turn				
893	Adds to my journey time dropping my son to daycare by not having it open				
894		I just walk across			
895				Greater traffic congestion	
896	Only option is to use separation st and is very busy , traffic signals for right turn are too short so may need to wait several sets of lights. If travelling straight across need to wait for left turning traffic, waiting for pedestrians to cross, so again can take several light changes to cross.	Again crossing St Georges rd using Separation st is very busy, with it being the only option,it's only 2 lanes and the turning time with arrows is limited		For the same reason- normandy road is too busy, 2 lanes only, limited right turning arrows, difficult to cross St Georges road. If you close the cross roads all traffic will move to Normandy or separation st . Need 3rd lane for crossing traffic.	It's a good way of turning right into St Georges road, missing the congestion at Hutton st . Hutton st is only 1 lane and is very busy at peak times.
897	The removal of car crossing of St Georges Rd has made the trip to work far safer for cyclists	safe, but i understand one of the crossings needs to stay open			
898				Longer time	
899		It means I need to travel much further and loop back		Need to wind through more residential back streets after crossing railway line	
900	Since I am unable to cross many of these medians, I have to cross St Georges road using a main road, usually Moreland road. With the increased traffic and congestion, this proves difficult not only to cross, but also to maneuver through back streets to get to my destination.	Same answer as previous.	Same answer as previous	Same as before	Same as before
901	I walk through there as a cut through		It is a cut through and decreases journey time		

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902	Cyclist traffic has sped up since they don't have to slow down/stop for crossings. I have seen more dangerous speeding behaviours.	Same as for other crossings. Encourages higher cyclist speeds/poor behaviour.	Same as for other crossings. Encourages higher cyclist speeds and poor behaviour.	Same as for other crossings. Encourages higher cyclist speeds and poor behaviours.	Same as for other crossings. Encourages higher cyclist speeds and poor behaviours.
903	Because bikes can still access the bike path				
904	Sometimes visit my partner who lives on bevers rd	No impact	No impact	No impact	No impact
905				Have to use other main cross roads (Normanby street) which is very very busy now due to other street closures	
906				I sometimes use this median to get across St Georges road when traffic on Normanby ave is very heavy.	
907		We live on Emmaline St between St Georges Rd and Leinster St. It can take up to 10 minutes longer for us to enter and exit this area due to the need to take different routes / congestion on Arthurton / Normanby Rds. With Merri Ck on one side and St Georges Rd on the other we've been effectively marooned by the crossing closures on St Georges Rd.	We live on Emmaline St between St Georges Rd and Leinster St. It can take up to 10 minutes longer for us to enter and exit this area due to the need to take different routes / congestion on Arthurton / Normanby Rds. With Merri Ck on one side and St Georges Rd on the other we've been effectively marooned by the crossing closures on St Georges Rd.	We live on Emmaline St between St Georges Rd and Leinster St. It can take up to 10 minutes longer for us to enter and exit this area due to the need to take different routes / congestion on Arthurton / Normanby Rds. With Merri Ck on one side and St Georges Rd on the other we've been effectively marooned by the crossing closures on St Georges Rd.	
908		Now travel to Arthurton or Moreland Roads to access east of St Georges road. Traffic can be heavy so need to allow more time to commute		As previous now travel further north and south to access east of St Georges when Beaconsfield and Wilton give direct access	
909			I have to drive across St Georges Road and back around 4-5 times a day and the median closures have certainly created huge amounts of traffic congestion down Normanby Avenue all way through to High street in both directions at all times of the day.StGeorges Road is very busy and the turning intersections at Normanby and Separation street take a very long time to get around due to lengthy lines of cars.It adds 20 minutes to a trip that used to be 5 minutes.The closures have put too much pressure on the smaller streets that run both parallel and perpendicular to StGeorges road and I see everyday people taking huge risks in desperation and frustration to cut through lines of built up traffic, accidents and very close calls with pedestrians and bike riders.There has to be at least 2 median crossings to break the access even if traffic lights are put in at Gadd street it would take pressure off.It is too long of a median strip from Separation st to Normanby ave not to have any means of accessing through ( also for emergency vehicles) this desperately needs to be seriously looked at as it just cuts off the west side of St Georges Rd to residents and business owners.It just does not work.		
910	Diversions	Diversions			

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
911	Crossing from east side to west side of St Georges at the moment is very difficult. The intersection with Blyth st cannot handle cross travel and turning traffic efficiently and the current u-turn from eastern side of St. George's road to come around to Beavers Rd is woefull. The removal of the cross overs means more traffic pushed to use Blythe Street/ St Georges Rd intersection and without widening that intersection is already over capacity and can take 30 mins to cross on weekends. Obviously geography plays a role here as there are limited crossing points over Merri River.	See response to Q9		Response to Q9 remains but impact from this closure is less.	
912	Anyone who lives west of High St commutes up to the High St strip to shop and generally enjoy their neighbourhood. This has become a nightmare of jammed side streets. Concurrently traffic travelling though the neighbourhood has taken to the sidesteeets to avoid the ridiculous congestion created by closing crossings thereby endangering everyone in the neighbourhood with excessive speeding to 'rabbit run' though the sidesteeets	Please see my previous answer. This is the case for all these crossings. Nothing will be achieved by closing them. Accept innincreased level of danger to all because of local Sandner through traffic trying to find quick ways to get around the neighbourhood	As previously written. In an age when the entire neighbourhood is being congested by multiple car families how can closing any existing through traffic steams not affect locals	As discussed in previous replies	
913	Improved safety cycling along St Georges bike path. Quicker drive times when driving along St Georges Road as less turning points for cars where they need to join traffic travelling along St Georges Rd	See previous answer to closure of Beavers Road	See previous answer to closure of Beavers Road	See previous answer to closure of Beavers Road	See previous answer to closure of Beavers Road
914			I cannot cross the median - have to take the long way around and adds on 15mins to my journey in peak times		
915	Difficult to get to the use path from the Western side. I had to ride along the tram area until I reached an opening.				
916					
917	I live on Gladstone Ave. Travelling south on St. Georges to get to Gladstone Ave is very difficult and time consuming now. The amount of traffic utilising Woolhouse Street with the St Georges centre median closed has been intolerable.	I live on Gladstone Ave. Travelling east out of Gladstone ave to continue to Northcote/high street or to travel south on St. Georges is very difficult and time consuming now. The amount of traffic utilising Woolhouse Street with the St Georges centre median closed has been intolerable and dangerous. The remaining crossing point on Arthurton and Normanby roads have been significantly congested. I am much more isolated, I no longer feel part of Northcote as it takes so long to get to high street and getting to Brunswick on Arthurton road now also takes significantly longer (my kids attend Brunswick East Primary)			
918			Live in gadd at and now harder to turn right		
919		I used it to get to the shops to the east of St Georges Rd but I mostly access them by bicycle.			

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
920	Not being able to drive through woolton etc. has created a huge traffic problem on Normanby Ave	Same as before....putting pressure on Normanby to cross St Georges Rd		Puts pressure on Normanby and Arthurton Rd too	
921	Haven't driven along since closure, would just go another way if so				
922		I never drive across there, only walk.	Never drive across there, only walk or bike.	I only ever walk across there. I would also like to say that I think the new (temporary) bike path should be retained as is and a new, walking-only path be established in the centre of the strip. This would ease congestion between pedestrians/dog-walkers and cyclists. I's also suggest the agapanthas be replaced with something smaller (for better visibility of cyclists/pedestrians).	Only walk there, never drive.
923	I change approach				
924			Can't cross there and the lights at both Separation Street and Normanby Ave are insufficient for detours when taking into consideration the trams and extra traffic	Refer to my last response	
926	The Beavers Rd median provides a very useful U-turn opportunity when heading south, and avoids the significant delay when heading into the St Georges Rd/Arthurton Rd intersection.				Coming from Rennie/Fyffe Street, we use this median to cross over St Georges Rd to head south. Now we are forced to travel through the back streets to reach the Hutton Street traffic lights, with long delays waiting to cross the intersection. There is also a noticeable increase in traffic congestion in Hutton St, which is not helped by the off street parking in that street forcing passing drivers to weave between cars in order to get through. A permanent closure of this median would be a bad move that have material consequential impact on local traffic.
927	I rarely drive across this road opening (usually walking or riding or else going along the SG Rd here		The tram stop being closed is a nuisance because it is our closest stop. The road being closed it not a problem for me as long as walkers and bikes can get through.	Slightly further to travel to do a U-turn to go south on SG Rd but this is OK. The road being closed it not a problem for me as long as walkers and bikes can get through.	
928	Lower collision risk	Lower collision risk	Lower collision risk	Lower collision risk	Lower collision risk
929	I have many friends and family who live in the area and so I use all of the crossings in this survey. I practically live in the area due to this. There is also the getting from high Street to St Georges especially as high Street is a 40km zone. There is also the fact that traffic in the area has been atrocious where you must choose between waiting at Normanby or separation to get to anywhere in between. If beavers was open it would easily dissipate much of the traffic which is backed up at the moment due directly to the closures	Refer to my previous answer. TRAFFIC IS RIDICULOUS AND COMMUTERS HAVE NO VIABLE OPTIONS. ST GEORGES RD WILL STAY AS CONGESTED AS IT IS NOW AND WILL CONTINUE TO AFFECT RESIDENTS AND BEGIN TO AFFECT LOCAL BUSINESS ADVERSELY	My previous answers apply to all median crossings in question. Local commutes are extended by a huge margin due to traffic congestion caused by each of these closures in effect at present and the flow on traffic is caused/slowed by EACH of said closures.	Refer to previous answers.	Refer to previous answers.

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
930	I used that crossover to access businesses on the west side after traveling south down St Georges			I sometimes used that cross over to get home when traffic on high street was bad.	That is my standard way of getting home from work and now I've joined the cue at Hutton street, which can take 2-3 light changes to cross. People are impatient and drive through orange and red - it's congested and unsafe. Journey home was simple, calm and took about 5 mins - now frustrating and congested and takes 10-15.
931	Its easy to get around the closures if driving, and it is way more safe for cyclist on the bike path.	Same as above.	Same as above.	Same as above.	Same as above.
932	Having to use the right turn at Normanby, which is often difficult as it is easy to get stuck in the middle of the turn due to other cars which don't know how to use the arrows.			same as before	
933	Getting to and from the station		It takes me 10 min to get to high street now as I have to drive all around. Tram and bike access.		
935			I use it to avoid congestion when getting from Normanby to St Georges Rd	I use it they get to high St often	Access to high St when other points are congested
936	Has made cycling down the bike lane safer				Has made cycling safer
937	takes so much longer for my daily commute	adds time on to my travel	adds time on to my travel	adds time on to my travel	adds time on to my travel
938					Means I have to cross at Hutton or Separation Streets to access the opposite side with no other crossings open in between Traffic has become greatly congested
940	I'm required to compete with traffic on separation st to travel city bound.	Major detour required to exit out of the western side of St Georges Rd.	Major detour on already clogged roads.	It's the only cutover that allows access to high st. When travelling from High st to the western side of St Georges Rd I now need to travel on Normanby avenue which is already congested.	
941	It's a bit safer and faster for bikes with no cars or pedestrians coming across	As before, it's slightly safer for bikes with no sudden entry from pedestrians or cars	As before, it's slightly safer for bikes with no sudden entry from pedestrians or cars	As before, it's slightly safer for bikes with no sudden entry from pedestrians or cars	As before, it's slightly safer for bikes with no sudden entry from pedestrians or cars
942					Don't need to use it I can cross over elsewhere
944	The traffic slows down here trying to decide what to do. Also, crossing from east side to Westside is impaired.	As a local resident I take backstreets to avoided some traffic. The closure of Beaconsfield impairs this.			
945					I use the intersection to cut through to head North of the city, without this intesection I need to wait for a break in the traffic cross two lanes to get into the turning lane to wait at the lights for a good 5 mins, once the light goes green to turn right majority of cyclists don't obey to the red light and keep crossing. Numerous times I have been very close to hitting a cyclist due to them not obeying by the red light.
946	Slower road traffic	Slower road traffic		Slower road traffic	



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947		The closure of these medians has improved my safety as a cyclist & pedestrian. When driving, I have changed my route to avoid at George's road but I consider this to be a small inconvenience	The closure has significantly improved my safety as a cyclist & pedestrian. It is also safer when driving as cars frequently used the median unsafely turning right in front of left turning cars. Because of the trams & bikes/pedestrians, it is a complex crossing to navigate as a car & I consider it much safer if these crossings are removed. The safety of gadd st has also improved as that crossing encouraged drivers to use a residential st to travel east/west. If retained, the medians should be used in a manner that allows cars to cross St Georges rd but does not direct traffic onto side residential roads.		
949	Traffic is insane and short trip to High St or my clinic has blown out from 5 mins to up to 20-30 mins. It's affected our enjoyment and use of the area, and left us feeling isolated from East side St Georges and High st. I no longer use the train station as it can take longer to drive and park there (in rain) than to drive into city.	Traffic is insane and short trip to High St or my clinic has blown out from 5 mins to up to 20-30 mins. It's affected our enjoyment and use of the area, and left us feeling isolated from East side St Georges and High st. I no longer use the train station as it can take longer to drive and park there (in rain) than to drive into city.	Traffic is insane and short trip to High St or my clinic has blown out from 5 mins to up to 20-30 mins. It's affected our enjoyment and use of the area, and left us feeling isolated from East side St Georges and High st. I no longer use the train station as it can take longer to drive and park there (in rain) than to drive into city.	Traffic is insane and short trip to High St or my clinic has blown out from 5 mins to up to 20-30 mins. It's affected our enjoyment and use of the area, and left us feeling isolated from East side St Georges and High st. I no longer use the train station as it can take longer to drive and park there (in rain) than to drive into city.	
951	As a cyclist this crossing is now much safer. Many times I have seen cars simply ignore the crossing and either directly threaten cyclists, or "not see them". I have also witnessed many frightening situations where cars have almost run into children riding along the path. It is fairly common also to see cars turn into the path of oncoming trams causing considerable disruption to travellers and risk of injury to tram drivers and passengers. I strongly support the closure of all the unsignalised median crossings from Miller St right down to Westgarth St. There are simply too many dangerous incidents along here to leave them open. It may be necessary to revisit how the signalised crossings work, maybe add in a U-turn sequence, and better slip lanes to assist with local drivers reducing the impact on their time. St. Georges Rd ought to have a maximum speed of 60, it is used by many pedestrians and cyclists, not to mention many school-children both primary and secondary. I have often seen people struggling to cross. This also indicates there are too few signalised pedestrian crossings in the area. Here is a chance for Vicroads to do some major work to improve cyclist safety in Melbourne, (and trams too). These comments apply to all the other crossings. Thanks.	Safer	Safer	I actually have used the median crossing here many times as I have a friend in Woolton. It's one of the worst for vision for oncoming cyclists because the rise plus the palm trees obscure the path. I used it because it was there. I have no problem driving a little further and making a u-turn - much safer for everyone, really.	Safer
952		Cant crossover to other lanes	No u turn ability	No u turn ability	
953	I live upper on St Georges Rd	As above		Live upperon St Georges Rd	
954	Traffic in morning and at most times has changed considerably in and around back streets especially Leinster grove. It is causing major stress congestion in this area	Bottle neck Congestion in that whole block from Seperation st to Normanby ave, trying to get to and fro from High st	As explained earlier	As explained earlier	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
955	I live on Beavers Rd, the closure of all of the crossings has meant traveling much further to get from the west side of St. George's Rd over to the east section of the Beavers Rd - Not only is us very inconvenient, I've noticed both pedestrians and cyclists crossing dangerously in front of cars because they do not have a correct, more visible place to cross.				
958	When riding I now have to travel down Arthurton Road to get to my house, which is a narrow ride with high traffic density. It also means we need to wait at lights to turn right at Arthurton Road every time we want to get onto our street				
959				All journeys take longer	
960	I live on beavers Rd and work in Preston. What should be a 7 minute drive now takes 30 minutes when coming home.	I live on beavers road and work in Preston, what should take 7 minutes to get home, now takes 30 minutes. This has a high impact on planning my day.	I live on beavers road and work in Preston, what should take 7 minutes to get home, now takes 30 minutes. This has a high impact on planning my day.	I live on beavers road and work in Preston, what should take 7 minutes to get home, now takes 30 minutes. This has a high impact on planning my day.	I live on beavers road and work in Preston, what should take 7 minutes to get home, now takes 30 minutes. This has a high impact on planning my day.
961	When travelling to drop off and pick up my child from her childcare centre (Merri CCC&K) I need to do a big loop around to either Arthurton or Normanby to get back to pick up or drop off my son to his primary school in Fairfield, or to get to the train station (Croxtton) to get to work, or returning back home to Northcote. This has added up to an extra 20 minutes to my commute each day, each way, 5 days a week, as so few cars are able to turn around at either of these major intersections which lead into single-lane roads. It has meant that I need to catch an earlier train home from work each day to (by 4.30) to ensure that I make time for these additional detours to be able to pick them both up by 6.	For the same reasons as previously listed.	As previous	As previous	
963	Unable to use this to U turn to get to shops and restaurants. Only a minor inconvenience.	No impact.	No impact.	No impact.	Difficult to walk from one side of St Georges Rd to the other.
964	Increasing traffic at Normanby avenue intersection				
965					Forced to use other options to cross St. George's road and head north-bound. The combination of traffic lights at St. George's/Normanby road and the nearby level crossing means it often takes almost 10 minutes to move 300 metres.
966	Have to drive to traffic light crossings to cross over St Georges Rd it adds significant time to my morning and evening commute esp in peak times. Traffic is more congested also adding to times. Also when walking with my daughter in pram always have to cross at lights cannot cross over close to my house, very inconvenient and adds significant time to my journey.	As per previous response however not my usual cross over point.			
967	No need to slow down to check for cars when riding bike.	No need to slow down to check for cars when riding bike.	No need to slow down to check for cars when riding bike.	No need to slow down to check for cars when riding bike.	No need to slow down to check for cars when riding bike.

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
968	As a resident on the west side of St. Georges Road I have to use the crossings to get across to access the other side of Thornbury and Northcote. I have both my children's childcare on the "other side" and closing any access adds 10-15mins to my commute. We are annexed with these closures and given access is only via Artherton Rd and Normanby Rd we now sit in peak hour traffic more than ever. Given ALL our amenities are on the other side I feel any closure has and will continue to disrupt our lifestyle. Additionally, closing these road crossings limits our access to High Street shopping, trains and access to freeways and other parts of Melbourne...	As my previous comments on the closure of any road...	As previously mentioned	As per previous comments	
969	I have two small children and depend on the car for journeys. I now have to travel north-bound all the way to Normanby Avenue before I can travel city-bound. In peak times this is excruciating and adds half an hour to journey times	As explained, I have kids and car journeys take longer if I must travel north to Normanby Ave before heading south.	All young families in this area need to travel by car and closure of ANY of these crossovers increases travel time A LOT! Why not explore other measures to make the crossover safer, such as better visibility of bikes, signs for trams and driver education.	Woolton Avenue is the gateway to High Street from the western blocks in Northcote.	My friends in the area all have small children, rely on these crossroads DAILY and their closure has made visiting one another, as well as shopping and errands FAR MORE DIFFICULT.
970	I live on Beaconsfield parade and getting there from St Georges road now takes at least 10 minutes longer every afternoon because of the closures. it has put too much pressure on the arthurton road intersection. Forcing us to travel along back streets to get home every day. Increasing the number of cars that travel along the small back streets	Same as last answer		Sometimes use it to get home	
971	Have to cycle to Seperation st to cross over to ceres				
972	On the bicycle I had to reroute through the suburbs when the path was closed. I have had to travel further on St. Georges Road to cross it to get to my sister's house.			I cross here occosaionallu	I cross here occasionally
973				Traffic is heavily congested since its been closed, My trip takes a extra 10/15mins	
974	I usually commute along St. Georges Rd by bicycle and this has improved the safety of my daily commute	I usually commute along St. Georges Rd by bicycle and this has improved the safety of my daily commute	I usually commute along St. Georges Rd by bicycle and this has improved the safety of my daily commute	I usually commute along St. Georges Rd by bicycle and this has improved the safety of my daily commute	I usually commute along St. Georges Rd by bicycle and this has improved the safety of my daily commute
975				Quicker cycling as no need to slow or stop at intersections	
976			Turning from my workplace to go back towards my home (city way) means using the busier intersection at Normanby avenue. Also riding my bicycle to get to the west side of St Georges rd means going way past Bradley acenue (where I work) or turning off the bike path way earlier which makes riding my bike take just as long as I have to push it such a long way.	Same as the other closure in terms if riding my bike mostly, rather than the car.	
977					

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
978				Forced to make u-turns to cut through to High Street when travelling north.	Forced to make u-turns to cut through to High Street when travelling north
979	I have to travel further to get to where i want to go	makes my travelling time longer	Makes my travel time longer	Makes my travel time longer	Makes my travel time longer
980	This is the main crossing I use as I live in Elm Street. It's closure (combined with others further north) make access to me street via St Gerges rd difficult leading me to use Artherton Rd instead which is often severely congested.	It exacerbates the issues associated with the closure of Beavers Rd			
982		Increased congestion at arthurton rd and Norman by ave.	Increased congestion at arthurton rd and Norman by ave.		
983	There is much more congestion in St Georges rd. As many cars are trying to avoid St Georges road because of the increase of track many small streets have also been affected by the increase of the traffic, making then unsafe for children and residents. I also need to travel furthest distance to be able to go to High St.	There is much more congestion in St Georges rd. As many cars are trying to avoid St Georges road because of the increase of track many small streets have also been affected by the increase of the traffic, making then unsafe for children and residents. I also need to travel furthest distance to be able to go to High St.	There is much more congestion in St Georges rd. As many cars are trying to avoid St Georges road because of the increase of track many small streets have also been affected by the increase of the traffic, making then unsafe for children and residents. I also need to travel furthest distance to be able to go to High St.	There is much more congestion in St Georges rd. As many cars are trying to avoid St Georges road because of the increase of track many small streets have also been affected by the increase of the traffic, making then unsafe for children and residents. I also need to travel furthest distance to be able to go to High St.	
984	Access to Foodworks and to my house has been curtailed. Takes longer and more frustrating to go the 'long' way around.	Again being able to cross from the east to the west - East being where I shop, my children's school and sports facilities etc. are, I cross St Georges around 6 - 10 times a day.		I usually use this crossing around 10 times a day (when it's open!). To now have to travel around and back to our house via Leinster Grove takes extra time, creates bottlenecks and the traffic and pedestrian buildup around my local intersection (Normanby/St Georges) is dangerous and congested. I simply cannot turn out of my street onto St Georges because the turning lane is built up so far down the Road and irate commuters are impatient and will not let me in. Also due to added congestion I feel worried about my school age daughters catching the tram from the bus stops on that intersection, it's become ridiculous.	
985				- Trips times a much longer. - I cannot get to my street easy and have to go the long way (Down Normanby Ave). - Back Streets (Lienster) are much busier and more dangerous for people trying to get to Mayer park - Have to use traffic light to turn onto St	
986	The closure of the crossings has greatly increased safety during my cycle commute by almost eliminating the regular (near daily) near misses with vehicles crossing the unsignalised intersections	The closure of all crossings has greatly improved the safety of my cycle commute by almost completely eliminating the near daily near misses with vehicles using the unsignalised crossings incorrectly	The closure of all crossings has greatly improved the safety of my cycle commute by almost completely eliminating the near daily near misses with vehicles using the unsignalised crossings incorrectly	The closure of all crossings has greatly improved the safety of my cycle commute by almost completely eliminating the near daily near misses with vehicles using the unsignalised crossings incorrectly	The closure of all crossings has greatly improved the safety of my cycle commute by almost completely eliminating the near daily near misses with vehicles using the unsignalised crossings incorrectly
987	Extra traffic to other parts of St Georges road. Having to travel further to get to destination			Use to use this crossing every day. We live on West side of St Georges road and used it to get to high street or to get to other side of St Georges road as traffic was already too bad on St Georges. Now there are times I struggle to get out of our own street and to get to Normanby Road traffic lights to do a u turn to get to other side of St Georges Road. It's been dreadful. Please do not close off our crossings permanently.	

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988	traffic buildup	traffic build up		traffic build up	
990	Impedes journey and ability to move to frequently locations (opposite side of St Georges Road and the businesses there, Train station, High Street etc)		Forced delays when driving. Have to use Woolhouse Street and Lennister Grove which are quiet small streets with lots of parked cars which is causing a huge amount of traffic build up. This is particularly likely to impact on the special school as cars zoom past and can be dangerous. Closes to the pedestrian path through Gadd street has also had a major impact including lack of access to the closest tram stop adding an additional 10 minutes to morning commutes. This in particular has made it more difficult and dangerous to walk home at night, having to go 15 minutes out of the way when travelling back from the train station. Also makes it difficult to visit businesses on the other side of the road such as the Breakfast Club.		
991		It was a convenient way to travel north and east, I'd cross St Georges road there without having to stop at lights, then filter through back streets of thornbury and Preston on my way to pick up my child from day care on plenty road (Kool Kids just south of bell st.)	My brother lives on Bird Ave, I often go there as our children are of similar age and firm friends, when approaching from the north, I could chuck a quick u-turn through Gadd and into Bird, at this moment I have to wait at lights and use Arthurton rd to u turn		
992	Safer with no traffic crossing the path	Safer with no traffic crossing the path	Safer with no traffic crossing the path	Safer with no traffic crossing the path	Safer with no traffic crossing the path
993	It made me late for a meeting due to traffic flow and the inability to turn around or take an alternate route	high traffic flow and the inability to turn around or take an alternate route	high traffic flow and the inability to turn around or take an alternate route	high traffic flow and the inability to turn around or take an alternate route	
994		I now have to travel a lot further to get where I am going when using the car. The traffic is also much worse on St Georges Rd since the closures.			
995			More traffic on an already busy street. I cannot turn right to go onto St Georges Road. The impact the closure of these streets will be huge on this area.		
996			The fences are so annoying and the lack of trees hurts my eyes		
997	Having to use Arthurton Rd lights for turning has created long delays and traffic hazards for myself and other people, whether driving, walking or accessing trams. Traffic is often banked up requiring several changes of lights to get through. Have also witnessed risky behaviour by motorists, cyclists and pedestrians frustrated by long delays and crossing against traffic lights.				
998	Due to the increase in traffic staying on St Georges to do a u turn		Due to the increase in traffic staying on St Georges to do a u turn, also increase in my travel time requiring me to do a u turn further up	Due to the increase in traffic staying on St Georges to do a u turn	
999	I usually drive/bike/ tram straight down St Georges Rd and do not turn at Beavers	Again I only travel straight down St George Rd and not across on this street. Not being able to turn	Again I only travel straight down St George Rd and not across on this street. Not being able to turn	Again I only travel straight down St George Rd and not across on this street. Not being able to turn	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
		doesn't effect me.	doesn't effect me.	doesn't effect me.	
1000					As a user of the bike path I've have found one less crossing section for cars has greatly decreased my travel time both directions
1001		Traffic levels and too far to drive all the way to Normanby Ave to turn.		Need to be able to turn here.	I don't drive in that bit.
1002	I can't access the Foodworks on the other side of St Georges Rd	I can't leave Beaconsfield Pde which I live on, and travel northbound. I am required to travel southbound and do a u-turn at Arthurton Rd, which adds around 8-10mins travel time to my regular journey.		Need to do a u-turn at Normandy Rd instead of turning at Woolton Ave...this adds travel time.	
1003	I have to use arthurton or Normanby to turn right onto St Georges and it's always congested as only 2 cars get through each light change!			I have to use arthurton to turn right onto St Georges and it's always congested as only 2 cars get through each light change!	
1004	Safer to pass through as a cyclist	Safer to pass through as a a cyclist	Safer to pass through as a a cyclist	Safer to pass through as a a cyclist	Safer to pass through as a a cyclist
1005				I'm always needing to turn right out of Woolton Avenue onto St Georges road which used to be a very quick process, but now I am forced to drive all the way down to the lights and do a U-turn. Even off-peak times can be 10 minutes or more, and peak hour is just a ridiculous wait time due to gridlock. Very frustrating as I live in Woolton Avenue and used to be able to just drive straight out.	
1006				It's much safer on a bike now and as a motorist I just use the major crossing at the lights which is also easier at busier times to uturn with traffic lights.	As I cyclist it's much safer on the bike path now coming southwards from Hutton st intersection.
1007					
1008		Difficult to walk across	Unable to drive over St Georges Road	Unable to drive over St Georges road here anymore to access my child's kindergarten	
1009	Can't cross, need to use traffic lights and traffic is increased and painful.	Can't cross, need to use traffic lights and traffic is increased and painful.	Can't cross, need to use traffic lights and traffic is increased and painful.	Can't cross, need to use traffic lights and traffic is increased and painful.	
1011					I've had to drive the opposite direction to get across St Georges Rd, and the traffic light intersection at Hutton St is more congested and takes longer to get across. This has significantly added to my journey time and cars are taking more risk in get through the lights. All the other open intersections are also heavily congested.
1012				Business has dropped	
1013	Easier to travel through	Again, it's easier to travel through	Again, it's easier to travel through		
1014				Takes me longer to get places as I have to walk/	

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				ride further	
1015	difficult to travel				
1016	It's made my cycle commute much safer, because there is no chance of being hit by cars crossing the median and not giving way as they are supposed to. I would estimate that this happened on about 50% of the trips I made through the area before the works started.	Ditto		Ditto	
1018	with all the fencing I couldn't take my usual turn off, ended up riding a ways further than I needed too because the side exits were fenced off				
1019				It's annoying to have to travel backwards to get to my intended location	
1020	It's slower to cycle due to lack of vision, it feels less safe regarding pedestrians as you can't see them walking across the path, I feel less inclined to use the cycle path because it's so ugly now compared to before. It's a shame the trees were removed, urban trees are important for quality cities				
1021				I live on Normanby Avenue. Traffic along Normanby to turn on to St Georges has become much worse since the closures. It is good for cyclists (which myself and my girlfriend both are) but overall it has a negative effect	
1022		When driving, a build up of traffic gets congested at traffic lights in surrounding areas such as Normandy ave and Hutton st	Access to the west side is usually via aurtherton/blyth or woolton	I use this crossing the most when driving to the airport and driving up to the conjested traffic lights on Normanby and Hutton adds on an extra 10-15 minutes during busy times sometimes	
1023					
1024	Travel time is longer	Travel time longer	Travel time longer	Travel time longer	Travel times longer
1025		In peak hour i have to go around and do a U-Turn. Cop traffic both ways			
1026		Increased travel time. Delayed travel due to having to wait for more traffic at the lights. Now use residential streets from Arthurton road to get there which puts local residents at increased risk.	Have to either use residential streets back to Arthurton road or longer route up to lights to head south on St. Georges.	As for the other 2 closures.	
1027	when i come out of my street and cant take an immediate right onto arthurton road, i have to go all th e way to moreland road	Sometimes I need to go around the other direction to nortcote plaza			

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1028	Traffic is worse, both as a cyclist and car driver. People have to bank up at Separation street intersection to u-turn to travel north. it is awful.	Same reason - traffic banking up at Arthurton Rd/Separation St to u-turn to travel north	Same reason - traffic banking up at Arthurton Rd/Separation St to u-turn to travel north	Same reason - traffic banking up at Arthurton Rd/Separation St to u-turn to travel north	Same reason - traffic banking up at Arthurton Rd/Separation St to u-turn to travel north I want to add a comment but there is no other place to do so. I regularly cycle up the bike path to and from work ie a commuter, but I go out of town and back again (Brunswick to La Trobe Uni). I have always found the car drivers very courteous and thoughtful and have never felt unsafe from them. I regularly feel unsafe from the commuter cyclists coming the other way, especially now the path is closed across those medians, because they use it a race way, come along several abreast and I have had to swerve off the path to avoid being hit by them. This is far more dangerous to me than the cars. The cars made it safer.
1029	Traffic delays	Traffic delays	Traffic delays	Traffic delays	Traffic delays
1031				Getting into the path on foot Getting into the path on bike Getting access to the tram stop Getting into my street (woolton Ave) Getting out of my street (woolton Ave )	
1032				Have to travel down further then come back. Sometimes this doesn't take longer than a few minutes, but sometimes it's quite extensive if everyone is using the same intersection.	
1034	In the car, I only travel Nth/Sth, as with the cycle.	Only travel Nth/Sth, both modes	Only travel Nth/Sth, both modes of transport	Only travel Nth/Sth, both modes of transport	
1035					increased traffic congestion added significant travel time to my daily commute
1036			Major detour to drive all the way to Normanby Ave, waiting in heavy traffic to do a right hand turn.	As previous reason.	
1037	Its impacted my bike route	Its impacted my bike route	Its impacted my bike route	Its impacted my bike route	
1038	To many cars banking up to turn at only crossing that are open	I have to cross at other crossings	I have to cross at other crossings	Having to cross at other crossings	
1039	Not being able to turn around		Not being able to turn around		
1040	Means a bit more forward planning but all worth it and no real problems	No impact			No impact
1041	Having to take a longer route and having more built up traffic at the open junctions. This slows down traffic too on St. George's Rd	Having to take a longer route and having more built up traffic at the open junctions. This slows down traffic too on St. George's Rd	Having to take a longer route and having more built up traffic at the open junctions. This slows down traffic too on St. George's Rd	Having to take a longer route and having more built up traffic at the open junctions. This slows down traffic too on St. George's Rd	Having to take a longer route and having more built up traffic at the open junctions. This slows down traffic too on St. George's Rd
1042					
1043	The closure of this median has made it much safer to use the central bike lane	The closure of the road crossing has made it much safer to use the St Georges Rd Bike path	The closure of the road crossing has made it much safer to use the St Georges Rd Bike path	The closure of the road crossing has made it much safer to use the St Georges Rd Bike path	The closure of the road crossing has made it much safer to use the St Georges Rd Bike path
1044	As a cyclist, I feel safer.	Again, safety for cyclists.	Safety	Safety for cyclists	I feel safer.



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1045	When I ride my bike I feel so much safer. When the roads were open I approached each intersection very cautiously as my husband has been hit by a car when crossing one. As a car driver I have noticed an increase in traffic jams. However I think the traffic could be managed through extending turning lanes and changing the signals while still leaving the majority of the roads closed.	Safer crossing as a cyclist. This is where my husband was hit and I would say the most dangerous crossing due to the speed gained going down the hill.	Safer as a cyclist. However I think it is the three crossings in a row closed that causes the most issues with he traffic when I am driving.	Safer as a cyclist	Safer as a cyclist
1046	I ride a bicycle down St Georges. The closure of the median is an improvement - the road is now safer.	I ride a bicycle down St Georges. The closure of the median is an improvement - the road is now safer.	I ride a bicycle down St Georges. The closure of the median is an improvement - the road is now safer.	I ride a bicycle down St Georges. The closure of the median is an improvement - the road is now safer.	I ride a bicycle down St Georges. The closure of the median is an improvement - the road is now safer.
1047	Increased congestion			More congestion	More congestion
1048	It means I can ride my bike without fear of pedestrians walking in front of me	It means I can ride my bike without fear of pedestrians walking in front of me	It means I can ride my bike without fear of pedestrians walking in front of me	It means I can ride my bike without fear of pedestrians walking in front of me	It means I can ride my bike without fear of pedestrians walking in front of me
1049					
1050	The flow of traffic has slowed right down at all times, increase of cars turning at the main sections is problematic. Longer time travelling in the car and going to destinations.			There is an increase of traffic, the flow of traffic has slowed to a stand still. Longer travelling time.	
1051		We used to cross and turn at this intersection		Turn into this road to access shops	
1052		Directing traffic to Normanby rd Arthur ton red and Hutton Street and creating bottlenecks		Diversion of traffic to Normanby and separation creating bottle necks and build up	Live close by and it's directing traffic down our street as well as the surrounding causing cars to speed through our side streets
1053			The closure of the Gadd Street median has had a significant impact on traffic flow in the surrounding areas & St. Georges road. In particular this has led to traffic 'shortcutting' through surrounding residential streets (eg. Leinster Grove) for longer periods, endangering my safety as a cyclist	This has been the absolute worst inconvenience to my journey on a daily basis. I live adjacent to Woolton Avenue and must cross St Georges Road to get to and from my studies (on weekdays) and work (on weekends). The closure of the Woolton Avenue median results in traffic backed up to beyond the train line during peak times, easily adding 10-15 minutes to every journey during this time. The increase in traffic in surrounding side streets is again impacting on my safety as a cyclist as drivers are often agitated due to this increase in traffic, and there are more cars in these residential streets that were previously much less busy and therefore safer.	
1054			Need to use back streets which are overflowing with traffic....which are no more quiete back streets		
1055				slightly longer travel times having to cross at Normanby Ave instead.	
1056	Increased traffic and travel Time due to crossing closures.	The closure has increased traffic and travel time.	Increased travel time.	A longer distance to travel. More traffic in the area.	

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1058	Has become more dangerous to cross with children and pram as a pedestrian and has increased my journey time in the car while trying to access beavers rd western end for after school activities		Has made local journeys longer	I usually use this point to enter my home street. I now have to do a u turn at St. George's rd	
1059	It's actually the best thing that could've happened. Now I don't have to worry about distracted drivers at those intersections. Motorists never paid any attention to the signage along the path. Access for cars to get across the path should be closed permanently.	It's actually made traveling on be bike path safer. Now I don't have to worry about distracted drivers at those intersections. Motorists never paid any attention to the signage along the path. Access for cars to get across the path should be closed permanently.	It's actually made traveling on be bike path safer. Now I don't have to worry about distracted drivers at those intersections. Motorists never paid any attention to the signage along the path. Access for cars to get across the path should be closed permanently.	It's actually made traveling on be bike path safer. Now I don't have to worry about distracted drivers at those intersections. Motorists never paid any attention to the signage along the path. Access for cars to get across the path should be closed permanently.	It's actually made traveling on be bike path safer. Now I don't have to worry about distracted drivers at those intersections. Motorists never paid any attention to the signage along the path. Access for cars to get across the path should be closed permanently.
1060	Inability to cross/turn right into St. George's road has created a divide between the suburb and made great difficulty in traveling to and from schools, kindergarten and businesses	See previous	See previous		Not used
1061				Detouring	
1063	The impact had been positive in that I don't need to keep an eye out for cars.	The impact had been positive in that I don't need to keep an eye out for cars	The impact had been positive in that I don't need to keep an eye out for cars	The impact had been positive in that I don't need to keep an eye out for cars	The impact had been positive in that I don't need to keep an eye out for cars
1064	Congestion in my area on the Brunswick east side of St Georges Road!	Using only aurthoron road or normomby avenue to get into Northcote village leaves so much traffic congestion! drivers are aggressive and take unnecessary risks. Our road crossings are important!!	Using only aurthoron road or normomby avenue to get into Northcote village leaves so much traffic congestion! drivers are aggressive and take unnecessary risks. Our road crossings are important!!	Using only aurthoron road or normomby avenue to get into Northcote village leaves so much traffic congestion! drivers are aggressive and take unnecessary risks. Our road crossings are important!!	Using only aurthoron road or normomby avenue to get into Northcote village leaves so much traffic congestion! drivers are aggressive and take unnecessary risks. Our road crossings are important!!
1065	I used to use the Beavers Rd median to return from east of St Georges Rd i.e. from shopping (High St or Northcote Plaza), visiting the Gym, visiting my son and his family, having a coffee in High St etc etc	See answers for Beavers Rd as this is an alternate I use by Car, Bike or foot.	I used to use Gadd St to egress from my home in Emmaline Street vis St G Rd to drive a car, ride my bike or walk to the station, High St, Northcote Plaza, NARC, visit family or to travel South down St Georges Rd to the City or Westgarth or other eastern suburbs.	When I can't get across to Gadd St median I go up to Woolton Ave median - it's still more convenient that going all the way to Normanby Ave and waiting at the lights ... which I have to do now (unless I do rat running')!!! I've just come back to this box from the last page of the survey because I noticed there is no opportunity for me to make further comments...so can I do so here please. I wrote to Vic Roads 2 months ago acknowledging the conflict between various users re this issue. As a bike rider, car driver and pedestrian it is obvious that considerable inconvenience has occurred as a result of closing median strips...e.g. along Leinster St not to mention the dangerous 'rat running' that allows cars to avoid the resultant waiting at lights at Normanby St & Arthurton Rd (from any direction). I acknowledge there is no easy answer to the complex safety and traffic management issues in this dilemma but, if I may, I want to suggest that a safer than before co-existence of cars, bikes and pedestrians can be achieved if you will install rumble strips and low level flashing lights as cars and bicycles approach median strips. Thank you for the opportunity via this survey for your consideration of my views. I want to be able to save time and frustration by accessing median strips by car, bike or foot in the future (after the Melbourne Water project is concluded).	

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1068	now having to find rat runs in side streets to end up Arthurton rd. (taking Normanby ave has become impossible with traffic backed up from St.Geoges to Leinster Gve) With all the construction of high density dwellings that has been allowed and the traffic chaos that has caused what used to be a 10-12 min drive to work has become sometimes up to a 30 drive. Coming north up St.Georges red, if you need to be on the East side, you now have the choice of Arthurton rd or Hutton st to turn right, causing a long line up of frustrated drivers.	Explained previously			
1069	If I am traveling south on St Georges Rd (east side) and wish to cross to use the Foodworks store I will use this median. I also use it to access my street, Beaconsfield Pde.	If I need to travel south along St Georges Rd, this is the quickest and easiest means to do so.	If Beaconsfield Pde crossing is congested I will often use Gadd st crossing to enable travel sth along St Georges Rd.	When traveling from the east side of St Georges I will use this crossing to visit friends in Woolton Ave.	
1070	Slows traffic along St Georges Rd. means have to do a U Turn at another crossing			Slows traffic along St Georges Rd. have to drive further to find somewhere to do a Uturn.	
1071			Extensive queuing for lights and time to drop off and pickup son at daycare. I now miss the train that gets me to work on time. I've seen a lot more people go through red lights since the closer of the median crossings.	This one links my journey from daycare to the train station at croxton. I often have to wait for 2 sets of lights to do a u turn.	This crossing was good link to my local street. As an alternative route I've been using Hutton, but with cars parked on each side it is so narrow to travel down
1072	As this is our local area, we regularly cross all the medians from our st - Gadd - down to separation, whether to see friends, shop, coffee, and move around generally.	See Beavers explanation	See previous notes		
1073	much safer without cars crossing the path	much safer without cars crossing path	much safer without cars crossing path	much safer without cars crossing path	much safer without cars crossing path
1074	Unwelcome appearance with the loss of trees, less shelter as a result. The path used to look beautiful now looks barren				
1075				Not being able to turn onto my street (Woolton Avenue) when travelling along St Georges Road northbound or being able to turn right onto St Georges Road from my street has added significant amounts of time to my journeys - having to take side streets, do U turns etc. It has also made Normanby Avenue completely overwhelmed with extra traffic and almost unusable.	
1076	The time i drive through is on the weekend	I enter from arthurton road		I use arthurton road	I use arthurton road
1077	Cars/trucks fail to give way	Cars/trucks fail to give way		Cars/trucks fail to give way	Cars/trucks fail to give way
1078		We live on the east of St Georges rd and our childcare and school are on the west side. We are having to take long detours rather than direct crossing		We have to cross St Georges Rd for school and childcare and now have to take lengthy detours around. There is also major traffic congestion where the traffic is being detoured to only 2 main intersections. This is also a problem for large numbers of pedestrians	

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1081	Needing to cross over to visit friends. To do a u-turn	Visiting friends who live on other side. Doing a U turn		Getting across the street Visiting friends	
1082	Travel through these crossings is important for travel to various modes of public transport, dropping and picking up children from school and other activities. Access to local shops, essential services and other community services including healthcare.	I have lived and travelled these local crossings for 49 years. Beaconsfield and other crossings are essential for movement to and from local and other areas. Funneling traffic to roads such as Normanby and Arthurton Roads, particularly at peak times (as has been the case since the road closures) has resulted in traffic banking up on these almost single lane arterials. This adds extra time to both travel to and from your current destination. For every action there is a reaction. St Georges Rd and other streets take the brunt of this and are currently not equipped to deal with the extra loads.	Personally, I live in Bradley Avenue and therefore the closure of Gadd and also Woolton in particular has resulted in taking either Arthurton Rd and or Normanby Ave to go "round" and reach my destination - both ways. An example tonight at 7.00pm was that approx 15 cars were all waiting to turn right onto StGeorges Rd to head north.with only 1 to 2 cars being able to turn right at each change of lights the travel was unnecessarily long. In the end and after 10 minutes I had went left and straight, traveling through back streets to get home.	For the same reasons I expressed about Gadd Street and Beaconsfield Parade.	
1083				Heading north from Woolton Avenue now means cutting through to Normanby St, which is considerably more congested. The intersection at Normanby/St Georges Rd is dangerous for right turning traffic.	
1084		Additional time on trip due to increas in traffic congestionand having to travel a longer distance to cross over and travel in the other direction on St Georges road			
1085	Can't cross over on foot		Can't cross straight over to get to work	This used to be the usual way for me to drive between work, home and my son's kindergarten so it adds time to our day having to turn around	
1086	By increasing traffic on Normanby Ave and Arthurton Rd	As above. Also diverts me all the way to Normanby or Arthurton in order to cross St Georges and these roads are now more congested than ever.	Difficult to access the tram stop for southbound trams. Also diverts me to Normanby/Arthurton when either on bike or in car in order to cross St Georges.	This is the crossing I used most by car as I live on this street. Now I am diverted into Normanby where traffic horrendous. I cannot cross St Georges on foot or bike with my children to access activities on the other side of that road (3 times per week). We used to use the pedestrian crossing nearby. Now we are forced to walk extra distance to Normanby intersection which I regard as chaotic and unsafe for children to negotiate independently. FURTHERMORE the bike path on St Georges was already dangerous (to pedestrians and other cyclists) with many cyclists treating it as a freeway. With the closure of crossings it is even more unsafe!!	
1088	A return car trip at peak hour to our local child care centre (merri. Community child care on St Georges Rd) used to take 15 mins. It now takes more than an hour due to this closure and the increased traffic from all closures. It is ridiculous. We normally walk or cycle the trip but in rainy weather we have to drive.	In general getting around the streets of northcote are much harder at peak times due to traffic having to go on routes that are not the most direct. So much additional travel time	A return car trip at peak hour to our local child care centre (merri. Community child care on St Georges Rd) used to take 15 mins. It now takes more than an hour due to this closure and the increased traffic from all closures. It is ridiculous. We normally walk or cycle the trip but in rainy weather we have to drive.		

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1089	As Normanby avenue and Separation street are the only open cross roads, congestion is terrible and has added 10-15 minutes to every commute. Motorists are all now required to wait for only 2 right-hand arrows (that only allow through 2-3 cars per green arrow) rather than use the multiple crossings and merge into traffic when there is space. This causes a major backlog of cars both east and west down Normanby and Separation/Arthurton, with delays of up to 20 minutes. Sunday at 2:30 pm last week saw a backlog of cars so long that commuters on Separation street trying to cross over at the High street intersection were forced to miss 3 green lights due to there being no space on the other side of the road. For a Sunday, this is appalling. You can only imagine what it would be like during peak-hours. Blocking off the crossings would be disastrous for congestion, especially with the amount of developments going up along St Georges road which will drastically increase traffic. I will do everything in my power to ensure these crossings remain open in the future.	As previous.	It is my street. To access St Georges road, travel to Croxton station or Northcote plaza, I was able to easily cross into the middle of St Georges road and turn into traffic with ease. The process would take a maximum of 2 minutes. Now I have to drive all the way down to Separation street, wait in line for up to 10/15/20 minutes as the lights letting those cross at the intersection is extremely short and only lets 2-3 cars turn right.	As previous	
1090			I live at 10 Kemp St so if I want to head north on St Georges Rd I just take back streets to Normanby Road and turn at the lights. Previously I'd get straight onto St Georges Rd and u-turn across the Gadd St crossing	I just use the major crossing at Normanby Ave and u-turn on St Georges Road to get to Kemp St	
1091	Drive a different route.			Ride my bike, can still get through to the bike path	
1092	I am a local resident crossing St Georges Rd every day either by bicycle, walking or car in order to get my 3 children between school and child car and myself to work. The closure of median crossing means that a 15 minute round trip in the car is now more than an hour in peak times as we are now banked up at either Arthurton Rd or Normany Rd and it also takes us limber to get out of our street (Gladstone Ave and our child care street (Bradley Ave). With three children in peak hour this significant impacts our lives. We do prefer to cycle but we cannot always do that and are seeking a solution to continue to cycle safely but also cross St Georges Rd in our car.	I am a local resident crossing St Georges Rd every day either by bicycle, walking or car in order to get my 3 children between school and child car and myself to work. The closure of median crossing means that a 15 minute round trip in the car is now more than an hour in peak times as we are now banked up at either Arthurton Rd or Normany Rd and it also takes longer to get out of our street (Gladstone Ave and our child care street (Bradley Ave). With three children in peak hour this significant impacts our lives. We do prefer to cycle but we cannot always do that and are seeking a solution to continue to cycle safely but also cross St Georges Rd in our car.	I am a local resident crossing St Georges Rd every day either by bicycle, walking or car in order to get my 3 children between school and child car and myself to work. The closure of median crossing means that a 15 minute round trip in the car is now more than an hour in peak times as we are now banked up at either Arthurton Rd or Normany Rd and it also takes us longer to get out of our street (Gladstone Ave and our child care street (Bradley Ave). With three children in peak hour this significant impacts our lives. We do prefer to cycle but we cannot always do that and are seeking a solution to continue to cycle safely but also cross St Georges Rd in our car.		
1093		Arthurton and Normanby are always so busy with traffic running from the east to west or vice versa. This small crossing allows me to cross to avoid the main intersections to get to my house.		Arthurton and Normanby are always so busy with traffic running from the east to west or vice versa. This small crossing allows me to cross to avoid the main intersections to get to my house.	
1094		Time to go round. Journey takes longer.	Longer travel times	Longer travel times.	

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1095		Access to my property has been severely reduced and I am forced to use highly congested roads (Arthurton/Normanby) to get across to the west side of Northcote from St. Georges road. At this stage it adds 15mins to my normal vehicle commute and makes accessing the shops/transport and other amenities impossible. Given the large increase of apartments on the west side and the further development of Windsor Smith site can se an additional 700-1000 apartments which will equate to at least 400-600 cars requiring access.	Access to my property has been severely reduced and I am forced to use highly congested roads (Arthurton/Normanby) to get across to the west side of Northcote from St. Georges road. At this stage it adds 15mins to my normal vehicle commute and makes accessing the shops/transport and other amenities impossible. Given the large increase of apartments on the west side and the further development of Windsor Smith site can se an additional 700-1000 apartments which will equate to at least 400-600 cars requiring access.	Access to my property has been severely reduced and I am forced to use highly congested roads (Arthurton/Normanby) to get across to the west side of Northcote from St. Georges road. At this stage it adds 15mins to my normal vehicle commute and makes accessing the shops/transport and other amenities impossible. Given the large increase of apartments on the west side and the further development of Windsor Smith site can se an additional 700-1000 apartments which will equate to at least 400-600 cars requiring access.	
1096				Give or take on a bicycle I am forced to take different crossing points base on works. Not ever sure what is open or not. Based on car transit there is an increase in traffic to other crossings (Moreland road) which makes it sub optimal in terms of commuting.	
1097		Having to go the long way around to get up or down St Georges road. I've started using back streets to bypass the main road due to congestion	Having to go the long way around to get up or down St Georges road. I've started using back streets to bypass the main road due to congestion	Having to go the long way around to get up or down St Georges road. I've started using back streets to bypass the main road due to congestion. I would use the centre median almost daily, but due to the works I have to detour almost all of my journeys.	
1099		Due to the closure of the centre median strip from watt st means that I have to use the main road at Normanby ti get across St Georges road and I regularly get held up for 15-20 mins due to traffic bank up		Sometimes used woolton to cross	Increased travel time by up to 30mins due to having to use Normanby ave were traffic can be banked back to the rail crossing
1100					
1101	In the car it takes longer to go around	In the car it takes longer to go around	In the car it takes longer to go around	In the car it takes longer to go around	In the car it takes longer to go around
1102	Much safer bike riding, especially with children.	Much safer bike riding, especially with children.	Much safer bike riding, especially with children.	Much safer bike riding, especially with children.	Much safer bike riding, especially with children.
1103	I've only begun to cycle along St Georges road post pipeworks	I've only begun cycling along St Georges road post pipeworks	I've only begun cycling along St Georges road post pipeworks	I've only begun cycling along St Georges road post pipeworks	I've only begun cycling along St Georges road post pipeworks
1104		Unable Cross at selected areas. Build up of traffic due to increased traffic at reduced crossings.	Unable to cross to other side of St Georges Rd going both directions.	Unable to cross St Georges Rd at this point.	
1105	I use an alternative route				
1106	Work day commutes are 10 - 15 minutes longer. Some daysit takes over 15 minutes to get from my home to the intersection of St Georges Rd and arthurton rds to Cross St Georges Rd.	My Child attends time out child care centre, I live on the other side of St Georges Rd. The closure on Beaconsfeild is a major disruption due to unpredictability of time to drop off/ pick up. It is also links to a level crossing across the rail lie to access High street. A trip to my local shopping strip for groceries etc is now a much longer exercise, with angry and inconsiderate drivers.	Access to Croxton Station when parking my car.	Access to local shopping strip in Thornbury High st is significantly impacted. Using either Normanby or Arthurton at peak times/saturday mornings is significantly more difficult. Angry drivers and road rage commonplace. Access to a level crossing over the rail line.	

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1108				Trapped cant get accross to get kids from school _ extra wait times especially Normanby avenue traffic backs up to leinster grove takes forever to cross St Georges road _ very stressful	
1109					So much more traffic
1110				I am required to re-route when traveling north by car, and can no longer enter St Georges road from Woolton ave	
1111	Too hard to cross over St Georges road. Crossing median strip is extremely difficult as visability is comprised by trees and other structures. Cyclists travel far too quickly as they believe they have the right of way. Absolutely terrible design were a serious accident is inevitable.				
1112	we live on Gladstone avenue between St G road and the train line, and to travel north along st G rd we now have to u turn at arthurton rd which is heavily congested with buses, cyclists pedestrians, school crossings, trams and more apartments being built which while mean more congestion.	If we are travelling north along St G rd, and we want to turn into our street (which is between st G rd and the train line) we now have to u turn at Normanby which is congested with everyone else doing the same.			
1113	Access to public transport butgenerally ok				Access and public transport north and south
1114	Instead of a quick u turn in car I need to wait to enter right hand lane on north east corner of St Georges and Arthurton and then wait for traffic lights changes	unable to turn right from St Georges rd west side into Beaconsfield parade to access any streets on the east of St Georges road. Access was already limited			
1115	It means a big diversion down to a very busy and narrow intersection. It has increased traffic congestion	As before			
1116	It has made the cycling journey for myself, my wife and daughter safer.	It has made the cycling journey for myself, my wife and daughter safer.	It has made the cycling journey for myself, my wife and daughter safer.	It has made the cycling journey for myself, my wife and daughter safer.	It has made the cycling journey for myself, my wife and daughter safer.
1117					For all of these, it's been a non issue as a driver and much safer as a cyclist.
1118	It takes away a north bound option for me in the afternoon peak. It places extra congestion on Arthurton Rd and Normanby Ave.	Beaconsfield was a good alternative to have if other roads were heavily congested. All closures apply pressure to the remaining open crossings, where congestion is now horrible.		Woolton was my main alternative to avoiding congestion at Normanby Ave in the mornings. It relieves pressure on Woolhouse, Arthurton and Normanby.	
1119	Don't use Beavers Rd. Better for bikes.	Safer for bikes.	Better for bikes	Better for bikes	Better for bikes
1120	The closure has meant significantly more traffic in surrounding streets as people have to drive further in order to complete their journeys. This results in increased traffic jams and people 'rat running' in surrounding streets (like ours where we live).	Overall traffic congestion.			Overall traffic congestion.
1121		Huge delays along either Arthurton or Normanby Ave to enter onto and south down St Georges Rd, or to cross St Georges Rd.		This was my normal access onto St Georges Rd.	

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1123	If the crossing is unavailable I've had to find a way around it.. costs additional time		Same as before..costs additional time	Same as before	Same as before
1124				More traffic along St Georges Road generally. When travelling North, I need to go to Moreland Road to do a u-turn to get back to my street.	
1125		Bicyclist. Makes my journey quicker	Bicyclist, makes my journey quicker and safer	Bicyclist, makes my journey quicker and safer	Bicyclist, makes my journey quicker and safer
1126	There is so much more traffic, I live on Leinster Grove and can't express how much more traffic there is to travel up to high street. We want to also support the local shops in the area and due to the fact it has tripled the time it takes me to get to high street I'm finding myself doing the shopping in other areas.				Traffic
1129				Until I remembered where the road was blocked, sometimes I had to drive down further to get across the road.	
1130				It has affected me in multiple ways. As a brother, I can no longer easily visit my other brother who lives across St Georges Road. If I am driving, I have to drive back streets taking me off the major thoroughfares and adding minutes to my journeys. As a bicycle rider (who actually has experienced issues on St Georges Road) it is a nonsense. The ride is much harder and less pleasant, and the crossing themselves were never the issue. (In fact from riding to work every day, I am now riding only a couple of times a week as the journey is no longer enjoyable). Fundamentally this has split Thornbury into two halves - it's a split community. I can't describe how often I cross/use/move down St Georges Road, and how bad this is - not just for north/south movement but east/west and also just traffic on surrounding streets	
1131	Travelling the back streets to get from mine to friends during busy times with a car full of kids can make a trip shorter and more enjoyable for everyone... having to stick to these main roads means more detours, u-turns and waiting at busy intersections.				
1132	When cycling down the cycle path it has improved safety, no doubt. I cycle 50% of my trips each week. There seems to be less traffic congestion while driving down St Georges Rd as there are no hold ups at the small intersections that seem to get easily congested. Better for both cycling and driving and I presume trams as well.	When cycling down the cycle path it has improved safety, no doubt. I cycle 50% of my trips each week. There seems to be less traffic congestion while driving down St Georges Rd as there are no hold ups at the small intersections that seem to get easily congested. Better for both cycling and driving and I presume trams as well.	When cycling down the cycle path it has improved safety, no doubt. I cycle 50% of my trips each week. There seems to be less traffic congestion while driving down St Georges Rd as there are no hold ups at the small intersections that seem to get easily congested. Better for both cycling and driving and I presume trams as well.	When cycling down the cycle path it has improved safety, no doubt. I cycle 50% of my trips each week. There seems to be less traffic congestion while driving down St Georges Rd as there are no hold ups at the small intersections that seem to get easily congested. Better for both cycling and driving and I presume trams as well.	When cycling down the cycle path it has improved safety, no doubt. I cycle 50% of my trips each week. There seems to be less traffic congestion while driving down St Georges Rd as there are no hold ups at the small intersections that seem to get easily congested. Better for both cycling and driving and I presume trams as well.
1133				I use a different route	
1134	Having to use the traffic lights at arthurton red which take a long time when turning right	Having to us the Arthurton rd & Normanby ave traffic lights, increased travel time		Having to use Normanby ave lights	



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1135					
1136	Removing this has limited access for both driving and commuting via tram and bicycle. I now heavily rely on the intersection at Arthurton Rd to do a U-Turn or cross St Georges Rd. I feel the conjection now at that intersection now makes it feel unsafe.	I used to regularly rely on this road crossing to be able to cross St Georges Rd to get to High St without having to go via Arthurton Rd.With this bring closed I now use more of the back streets around the Croxton School. Constant rat racing around the back streets has been frustrating.	I find I am now rat racing around the back streets of Croxton Station as I can no longer quickly and easily drive up to Bell Street. Coming up St Georges Rd the traffic has been terrible with the crossings closed and to constantly drive up to Moreland Rd to do a U-Turn to come back down St Georges Rd has been frustrating.		
1137	I travel past the medians I would normally use to access an open median.		I used to use it regularly but now I use the intersections at Normanby and the other one closer to miller street.		
1139	I have to travel further along St Georges rd & do a u turn during busy traffic. Adds time				Same as before
1140	Having a municipal engineering background and have studied traffic management I believe the closure of these crossings have been thoughtless & inconsiderate of the local populace (of which I am one)who live on the west side of St. George's Rd and who ALL shop and use the retail amenities on the North side ie High St and beyond and who also use the crossovers to join the through traffic. I am fortunate to live in the Summer Estate of which there is still one crossover left untouched near Westbourne Gve, but I have friends and relatives who live in various streets all the way up to Miller st and they hate the changes. I used to use almost all crossovers before they were closed on a daily basis and now I just add extra traffic to Westbourne Gve and High St plus all the little backstreets through the already congested Northcote Hill...great decision by council. The worst decision you ever made was to mix bike path with pedestrians. The bike path should have been a separate lane on the road as other councils have created eg.Wellington St Collingwood, Albert St Melb & Swanston St Carlton. How does 500,000 bikes per year travel safely sharing the same path that's 1.2m wide?? It's ludicrous! Also, the average speed of these bikes would be 10km/hr, top speed up to 30km/hr. The lane is too narrow and way too dangerous for bikes to be travelling at these speeds. I have had many issues on this path with bikes just walking my dog on it therefore I have stopped using it. The path is not safe with bikes on it because their speed cannot be controlled. The only safety discussion regarding this path has been about cars crossing over this path. Its wrong!	It has forced me to use other narrower side streets on Northcote Hill to reach High St, adding to the congestion to get to Thornbury.	I used it occasionally to gain when I needed to go further North	All the closures have added congestion to the major intersections. It doesn't make sense to make such drastic changes.	
1141	Doing u-turns				

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1142		Having roads closed at median has had major impact on my daily life. My family have been forced to use alternate routes to get home, get to work, get to and from child care, kinder, school, grandparents and immediate family. I use St Georges rd multiple times a day and rely on the cross through streets for my very short local journeys. It now takes 15 to 20 mins longer to do a car journey which used to take between 5 - 10 minutes. Im stuck in traffic constantly on St Georges rd and i have to make huge detours to get to my destinations. Im no longer able to ride my bike or walk safely with my children. The worst thing is that im now FORCED to stay on St Georges rd longer than i have to and im stuck in ridiculous peak hour traffic going north/south, when as a local resident i just want to be able to use the cut through streets and go about my daily life with ease.	As per previous	As per previous for Beaconsfield. This response also applies for woolton. Furthermore woolton has a huge impact due to the access restrictions to the child care centre and to school. Furthermore the closures up to woolton has forced all the traffic onto clarendon street which has had a huge impact when trying to cross over clarendon from neighbouring north south streets. Its a nightmare, total gridlock especially around croxton train station. Cars are backing up in local streets. Cars are everywhere!	
1143				sometimes I might take detour to avoid the arthurton rd or Clarendon st intersections which can really bank up at the lights. Im not really sure exactly which median I've been using. It may change from time to time.	
1145		It is not clear why you're proposing the closures other than a reference to 17 potential incidents over an unspecified timeframe. This reads like a 'fait accompli' but why? ... To answer the specific badly worded question: as a cyclist i do not feel any safer having closed the crossings. The journey now is horrendous. Yes i know you might reinstate the trees and move us back to the middle but why segregate a suburb? The reason i feel less safe is all the traffic had moved to the side streets which i still have to navigate only there are not cycle paths there!!! Whoever said this was a good idea is either not a local resident or not a cyclist! Simple answer: don't change what wasn't broken before!			
1146		Turn at lighrss		Use lights	
1147	It appears that there is more traffic on St Georges rd, possibly because some can't do u-turns at beavers rd.	Previously I could cross St Georges road here on my bike to head over to the Merri ck from the east side, however this is not a big issue. Occasionally I would also cross here with my car from west to east to avoid the busy arthurton road intersection; being unable to do this is now a bit frustrating.			
1148	I couldn't cross at beavers rd to continue down there to high st	I ride my bike down here and it is been safer and an easier commute without worrying cars can't see me	It has made riding safer	It has made it safe for cyclists. It can be difficult to naviagte the cycling traffic with the stops and starts during peak time and it feels significantly safer without the cars crossing	I feel 100% safer as a cyclist not worrying that the cars won't stop
1149			We live on St Georges rd and it has added at least 15 min on every trip bc we can't have access with out driving around the block. This is significantly impacting our ability to live here. If these remain closed we will consider selling	As before this is the closest acces point to our house so we need it to be able to cross from high st. without it visitors not only ius are finding it hard to get to our place. I can't express how frustrating it is without this crossing	

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1150	When riding my bike down St Georges Rd it feels a lot safer.	It is much easier to travel on the bike path without the unpredictable and occasionally aggressive action of vehicles using the crossing.	Similarly to the Beaconsfield parade crossing, it feels much safer without having to worry about vehicles that often thoughtlessly block the intersection or don't give way to bikes when it would be easy to do so and not even delay their progress.	Same as my earlier answers.	
1151	Travelling into high st				
1152	Takes longer for me to cross to head to High Street	Takes me longer to get to the train station	Takes me longer to get to the train station	It blocks my path to work and has cause build up of traffic in back streets	
1153	traffic build up				
1155		I have to drive down to Arthurton Road to queue up to turn right onto St.Georges Road, in peak periods this is a horrendous waste of time with Beaconsfield shut			
1157	Complicates bicycling				
1158	It has made my journey much safer.	It has made my journey much safer by eliminating cars crossing my path.	By eliminating cars crossing my path, it is much safer to travel along this route.		
1159		Can't do a u turn to change direction of travel.		Can't do a upturn to change directions or cross St Georges rd.	
1160	There is no reason for me to turn here.	No reason to turn here.	No reason to turn here.	No reason to turn here.	No reason to turn here.
1161	Normally just travelling down St Georges towards the city.	As previously mentioned.	As previously mentioned	As previously mentioned	As previously mentioned
1163			Closure of Gadd and St Georges road main crossing section		
1164	Quicker journey and safer	Safer and quicker		Quicker and safer	Quicker and safer
1165	Inconvenience to get around on foot, bike and car.	Inconvenience of getting around by bike, foot and car.	Inconvenience of getting around by bike, foot and car.	Inconvenience of getting around by bike, foot and car.	Inconvenience of getting around by bike, foot and car. Also it's awful without the trees. Locals desperately want the tree back.
1166	Cannot cut through to Coburg			Cannot cut through to Coburg	
1167	Safety improved for me as a cyclist because previously I had to be very careful a cars often didn't stop at stop signs.	Safety for me as cyclist improved. No impact on my car journey.	Safety for me as cyclist improved a lot as cars often didn't stop at stop signs before.	Safety for me as cyclist improved a lot. No cars running stop signs.	Safety for me as cyclist improved. No more cars running stop signs.

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1169	I live on lygon st, work on beavers road and do my grocery shopping on high street. By car the back up of traffic heading east from nicholson st to St Georges rd is hideous. The back up of traffic from St Georges to nicholson is as bad and has been made worse with the changing of light timing for new tram stop. Cars are moving faster along St Georges road and the feeling of local speed has diminished as people are in a rush due to closures and inability to cross to go to smaller local streets for visiting friends or getting home. The whole connection between brunswick and northcote and those all important east/west links we require would diminish. I used to live in thornbury and would cycle/walk along that path daily. The problem was the height of the agapanthas at crossing points not having actual crossing points. We need cycle/pedestrian/vehicle connections east west or connection loss will have large implications.	Connection to high street shops from brunswick. Build up of traffic on separation and Normanby		This is my main connection from office to grocery shops. Ive gone elsewhere because of the traffic	
1170					
1171	It makes traveling a longer distance. Also when driving, instead of avoiding congestion we end up within the congestion.	It affects travel distance and time of travel. Often when one side of the road is congested, the cross over would eliminate/reduce the amount of time spent piled up within the congestion. However due to the peak hour cars heading towards the city, have performing an extreme u turn at Normanby av after travelling almost 3 blocks to end up queuing at the back of a heavily congested roadway adds to the issue.	Similar to the comments noted previously, instead of easing traffic flow. The closure of the median will add to the traffic congestion heading towards the city. Vehicles will find other internal routes to divert which in turn will increase the amount of vehicles travelling within the inner arterial of suburban streets. Closing the median crossing is not a solution.		
1172		Can no longer cross through from my residential street and have to do a big loop with everyone else, it's creating long waits at traffic lights with cars always backed up			
1175			Not able to cross from 1 side to the other as it's blocked	During peak times when trying to cross to get to Northcote travel times are heavily increased by having to go to the Normanby road interesecktkn rather than freely crossing when there is a break in traffic. As a bike rider it is very dangerous when I am coming from the city and get off at woolton avenue I currently have difficult seeing if there are cars coming from the south as there are temporary road signs obscuring my view	
1177	We exit out street via Bent st and have to head north on St Georges. We used to use the median to turn and go back towards separation. Now we need to go all the way up to Normanby road and that is a lot more congested than it used to be. I need to add 10 minutes to any journey if I want to head south.	As previously stated			
1178	Closing medians create massive traffic on Normanby Avenue and Arthurton Road regardless of the peak hours or not.	Closing medians create massive traffic on Normanby Avenue and Arthurton Road regardless of the peak hours or not.	Closing medians create massive traffic on Normanby Avenue and Arthurton Road regardless of the peak hours or not.	Closing medians create massive traffic on Normanby Avenue and Arthurton Road regardless of the peak hours or not.	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1179				Reduced access from St. George's road	
1180		Traffic flow issues, main traffic light intersections have become car parks. Cut off from high street shopping and community		Traffic flow unable to get to high street area feel blocked of from community	Traffic flow - congestion.
1181		Minor			
1182	Longer trip	Longer trip-wait in traffic	Longer trip-wait in traffic	Longer trip-wait in traffic	
1185				I need to drive an extra block to turn right on to clarendon st to get to cross the flow of traffic and get to my house. I don't mind doing this because there is a turning light and I feel safer not having to decelerate within the solid flow of traffic to safely turn into the crossing without signals. I ride my bike a lot and having them closed also makes me feel safer - I don't necessarily think they all need to be closed, but the full number is unnecessary.	
1187				I really try not to use the the crossover as there are just too many vehicles that travel on St Georges Road these days and I rather walk around the area now or use the traffic lights at Hutton Street. As a former police officer I have noticed drivers taking unnecessary risks crossing all non traffic controlled intersections placing pedestrians and trams at risk. But to fully close these crossovers causes traffic congestion and driver frustration. For safety and a long term solution two slip roads could be introduced that have traffic control lights for trams/pedestrians (Triggered by Tram transponders that trigger points). I can provide a diagram if this would be helpful....	
1189				makes the journey a lot longer and more complicated, it is a major disturbance	Again dropping kids off at school and getting to work..very annoying and time consuming to go around
1190	am a semi retired glazier working all over this area. i am on high st side and need to turn left when have jobs on or over st,Georges rd. side. my family also live off s t.Georges rd.	For same reasons as Beavers rd.	As above plus my car mechanic is on this street	As above plus closest crossing to y family	
1192	I am unable to cross St Georges Rd easily wth in my vehicle. The lights at either end are coursing major delays and congestion.	I live in the street and often need to cross to the other side of St Georges the traffic lights are banked up every time I use the intersection. The traffic through the back streets is dangerous and will result in collisions occurring due the speed and frustration of drivers darting around. This can not be policed all day everyday. The speed humps do not make an impact on slowing the cars. The back roads are not big enough with residents parking out the front of their house to sustain the amount of traffic travelling through streets			

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1196			Have to U-turn at Normanby in order to go to the city or to the shops at northcote plaza		
1197				Prevents easy access to particular areas of high St	
1199		When visiting friends and family who live there.		Need to access to get to the home of elderly parents frequently.	
1200	i generally mainly will use that to cross from one end of thornbury to the other at least 5 times a week.			i use that crossing but not as frequently. it quite close to the lights and gets a little congested so I choose to go further down to beavers	i use that crossing quite alot to get from one end of thornbury to the other nearly daily. i use by foot and by car to do shopping, to access transport etc.
1201				U-turns become an issue!	
1202					I don't use the medians, I only drive south/north along St Georges road
1203	Great not having to worry about cars not giving way to shared path users	Great not having to worry about cars not giving way to shared path users	Great not having to worry about cars not giving way to shared path users	Great not having to worry about cars not giving way to shared path users	Great not having to worry about cars not giving way to shared path users
1204			I previously crossed the Gadd st median each day on my way home from work by car. I often crossed the median multiple times on the weekend. I now have to u-turn at Normanby ave anytime I want to travel south & access Gadd street from the north via Normanby & leincester grove. There are Frequently large queues to u-turn & turn right at th Normanby & Gadd intersection. I cross the median on foot 6-8 times a week to access the no 11 tram & croxon station. I also cross the median on foot to visit friends, local cafes & High street. I received no notice when it was shut off from pedestrian access recently which wash frustrating		
1205				East west access & inability to u turn	
1206	Increases congestion and travel time. Environment impacts increase due to slower movement of traffic.	Increase congestion and travel times. Floods major intersections due to inability to cross over	Takes longer to travel due to closures	Terrible travel times. Wear and tear on my car as i sit at traffic lights for longer periods. Clogging major roads as opens are minimal.	Forced to avoid whole area when going northbound. During peak times it is impossible to turn right off Normanby avenue without waiting 10 to 15 mins. This shortcut saves time and reduces congestion to local residents
1208					Delays in navigating traffic on bike and foot, taking the long way around adds a long time onto my journey and means I have to travel along dangerous sections of road rather than crossing St Georges Road and continuing on my way.
1210	I live in the west section of Gladstone Ave and use this crossing when travelling home from the north and east of St Georges Rd. I would do this at least twice a day following business, shopping and social travel. With it closed I have to use Normanby Ave and then round local streets or the heavily congested Arthурton Road junction to do a U-turn or via Woolhouse St and local streets.	I live in the west section of Gladstone Ave and use this crossing when travelling from home to the south (inc City) and east of St Georges Rd. I would do this at least twice a day following business, shopping and social travel. With it closed I have to use Normanby Ave or the heavily congested Arthурton Road junction via Woolhouse St.			

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1211	Made the bike trip quicker, safer.	As before.	As before	As before	As before
1213		I am now unable to access St Georges Road heading South toward Beavers Rd, Seperation St,Merri Parade and the City.	Use this crossing to turn South toward the City, High Street shops (via Beavers Road) and Merri Parade/Hoddle Street.		
1214	I use the next opening in the median strip that is controlled by traffic lights. Since the works have commenced it appears not to have caused any additional cues of traffic at controlled intersections however an extension to right hand turn lanes and slight increases to right turn arrow times may avoid this happening in future as traffic numbers increase in future			Since the works commenced I use the intersections that are controlled by traffic lights. There has been minimal increase in the number of cars using the controlled intersections however it may be best if these intersections are provided with additional length to accomodate cars turning right at traffic lights	
1215	Poor traffic flow	Poor traffic flow	Reduced traffic flow	Traffic flow	Traffic flow
1216		Requires you driving further to cross over sides wasting a lot more time in traffic			I visit family in watt st so it makes getting there a pain and wastes a lot of time in traffic
1217	I sometimes drive towards the city via Beavers to St Georges, and from the city from St Georges into Beaver.			I drive that way to head west in morning peak and east in evening peak	
1218	Better, when crossings were open, had a near miss with a car nearly every week.	Same as previous	Same as previous	Same as previous	Same as previous
1219	As a cyclist I no longer have to worry about a car potentially hitting me as a cross the intersection, it has made the journey faster	As a cyclist I no longer have to worry about a car potentially hitting me as a cross the intersection, it has made the journey faster	As a cyclist I no longer have to worry about a car potentially hitting me as a cross the intersection, it has made the journey faster	As a cyclist I no longer have to worry about a car potentially hitting me as a cross the intersection, it has made the journey faster	As a cyclist I no longer have to worry about a car potentially hitting me as a cross the intersection, it has made the journey faster
1220	I usually use this intersection to do a U-Turn				
1221	St Georges Rd is now safer to ride down.				
1225	I feel much safer as a cyclist now that I don't have to worry about being hit by a car that's not paying attention.	Safer for me as a cyclist	Safer for me as a cyclist	Safer for me as a cyclist	Safer for me as a cyclist
1227	Its much better for me as a cyclist, I feel a lot safer. I tried to cut across St. Georges rd recently by car and found it a bit more time consuming doing a u-turn at one of the major intersection. I think the benefit in terms or safety for cyclists outweighs the inconvenience for motorist.			Same as for the pervious answer. A bit more hassle trying to cut across/ u-turn on St. Georges Rd as a motorist. Much safer to use the bike path as a cyclist. As a cyclist, I've many a time nearly been taken out on one of these intersections by cars who don't pay attention to the bike path, or importantly- those who aren't familiar with a bike path in the middle of the lane.	
1228	Access to business on that side of St Georges Rd when driving towards the city	Access to stores on the High St side of St Georges Rd		Access across to the High St side of St Georges Rd and across the railway line to High Street esp when traffic blocks up Normandy Road	
1229	much easier to ride across now	much easier to ride across now	much easier to ride across now	much easier to ride across now	

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1230		Because I have quite a few friends in the area, and because I go to a number of shops, cafes, etc. in the area, I am quite familiar with these streets. I regularly use the Beaconsfield Parade and other centre median areas to avoid waiting at intersections or to bypass traffic when it is heavy. Since the closure, my travel times on average have increased and I've noticed that the area seems more congested.	My reasoning here is similar with the Beaconsfield St. median. Since the closure of the Gladd St. median, my travel times in the area have increased. I have also tended to avoid St. Georges' Road more, using High St or Nicholson/Lygon St. as a north-south road more frequently.	Similar reasoning as with my past two answers. The closure of the Woolton Av. median has given me much less flexibility in navigating the area, meaning I'm stuck at lights or in traffic much more often.	Again, same as above.
1231	Have to drive further down sr George's rd			Have to drive further	
1232	The current closures have been extremely beneficial for bike riding. The trip is much safer for bike riders.	The bike ride is much safer	The bike ride is much safer	The bike ride is much safer	The bike ride is much safer
1233	I can not cross over to the the other side			That is the main median i cross when crossing St Georges road	
1234	Made it much safer	Made it much safer	Made it much safer	Made it much safer	Made it much safer
1235	When cycling I am able to maintain reasonable speed without fear of being hit by a car at the unsignaled crossings	Same as the previous one- i am able to maintain reasonable speed without fear of being hit by a car when cycling	I am able to maintain speed when cycling without fear of being hit by a car	I am able to maintain reasonable speed when cycling without fear of being hit by a car	
1237	My cycle commute has been improved in speed and safety through the closure of the medians. There has also been a minor impact when driving in the area as we often access Beavers Road.	My cycle commute has been improved in speed and safety through the closure of the medians.	My cycle commute has been improved in speed and safety through the closure of the medians.	My cycle commute has been improved in speed and safety through the closure of the medians.	My cycle commute has been improved in speed and safety through the closure of the medians.
1238	Adds time to my journey, as have to travel either up to Normamby, or down to Arthurton before I can turn to get to my residence. Traffic is increased on St Georges rd considerably as people can't turn off it.				
1239	Has greatly increased safety riding on St Georges road bike path.				
1240	Must use longer routes to distinations				
1241		Limited ability to cross the road in car.			
1242	I use the new cycle path to that point and cross the road where ever I can find a gap in traffic				
1243	It has made my bike commute considerably safer. It has had no impact on my use of the road while driving.	It has made my bike commute considerably safer. It has had no impact on my use of the road while driving.	It has made my bike commute considerably safer. It has had no impact on my use of the road while driving.	It has made my bike commute considerably safer. It has had no impact on my use of the road while driving.	
1244					
1245					Traffic on other streets to cross St Georges road. Can add 15 minutes to trip :(



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1247	I need to get my autistic daughter to her school bus stop which is at northcote plaza and then get myself to work on the train all of which is on the opposite side of St Georges rd as i am in leinster gr. I have been late so many times due to increased peak traffic on Normanby and hutton streets, I have also unfairly been red light camera snapped at the Normanby intersection many times due to traffic bankup on a turning arrow. I am so upset about these closures at present. I have lived in northcote all my life, this is absurd!	I need to get my autistic daughter to her school bus stop which is at northcote plaza and then get myself to work on the train all of which is on the opposite side of St Georges rd as i am in leinster gr. I have been late so many times due to increased peak traffic on Normanby and hutton streets, I have also unfairly been red light camera snapped at the Normanby intersection many times due to traffic bankup on a turning arrow. I am so upset about these closures at present. I have lived in northcote all my life, this is absurd!	I need to get my autistic daughter to her school bus stop which is at northcote plaza and then get myself to work on the train all of which is on the opposite side of St Georges rd as i am in leinster gr. I have been late so many times due to increased peak traffic on Normanby and hutton streets, I have also unfairly been red light camera snapped at the Normanby intersection many times due to traffic bankup on a turning arrow. I am so upset about these closures at present. I have lived in northcote all my life, this is absurd!	I need to get my autistic daughter to her school bus stop which is at northcote plaza and then get myself to work on the train all of which is on the opposite side of St Georges rd as i am in leinster gr. I have been late so many times due to increased peak traffic on Normanby and hutton streets, I have also unfairly been red light camera snapped at the Normanby intersection many times due to traffic bankup on a turning arrow. I am so upset about these closures at present. I have lived in northcote all my life, this is absurd!	
1248			Residence is on Gadd st, getting there from north side has meant significant detours to get home.		
1249				it takes longer to get to where I need to go causing my car to be on the road for longer-more fumes/pollution-more expenses.	
1250			I have to do a giant loop just trying to get to High Street from my house on Gadd Street		
1251		I now go to Normanby or Artherton - not a big deal most of the time, but sometimes quite busy.			
1253		dont have to cross it on my bike			
1255	Normanby and Arthurton/Separation Street have huge queues of cars stretching along them in peak hour and even saturday morning!			I used to use it multiple times every day with car and bicycle (yes I commute to CBD on Central bike path)	
1256	I am trying to cross St Georges rd from thornbury side to the other and back to get over to various after school classes, the traffic at arthurton rd crossing and also Normanby avenue is absolutely terrible at this time, the closure of this access point has really affected getting to these classes on time and caused a lot of stress			I am trying to cross St Georges rd from thornbury side to the other and back to get over to various after school classes, the traffic at arthurton rd crossing and also Normanby avenue is absolutely terrible at this time, the closure of this access point has really affected getting to these classes on time and caused a lot of stress	
1257	I work on beavers Rd and have to queue with everyone turning right to get to Nicholson St in the morning, this adds time to my morning commute.				
1258	Having to use signalised crossings and delays from increased traffic congestion.	Having to use signalised crossings and delays from increased traffic congestion.	Having to use signalised crossings and delays from increased traffic congestion.	Having to use signalised crossings and delays from increased traffic congestion.	Having to use signalised crossings and delays from increased traffic congestion.
1259	I live between Normanby & Arthurton Rds. Whenever I wish to travel in my neighbourhood or go to Northcote Plaza I have to travel go Leinster St (full of speed bumps) to either of these openings and into major traffic.			This is my closest median and major access route to the east of my suburb and shopping and services area.	
1260	Inconvenient	Cannot enjoy walks	.	.	.
1262			Have to exit bike path sooner and take alternate route rest of journey.	Have to exit bike path sooner and take alternate route rest of journey.	Have to exit bike path sooner and take alternate route rest of journey.

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1263	It's hot without the shade when walking or cycling, also slightly depressing to not have the green space there anymore	See previous answer.			
1265		there is to much traffic along St Georges Road now. GTraffic light sequences need to be redone.			
1266				I have taken an alternate route via Normanby and Stott St	
1267	Changing the bicycle path inconveniences me and slows down my journey along St. Georges Rod	See previous answer for Beavers Road.	See previous answer fir Beavers Road	Please see my previous answer for Beavers Road	Please see my previous answer for Beavers Road.
1268					
1269	the bike path has remained open so I have not had to detour.	the bike path has remained open and not impacted my daily commute	The bike path has remained open.	The bike path has remained open	the bike path has remained open
1271				No longer have the option of using back streets..I now have to use Arthurton road or Normanby avenue and these roads are often very congested as it is. What was once a ten minute trip is now a 25 minute trip.	
1272	Makes trip safer due to cars not crossing	Makes trip safer due to cars not crossing	Makes trip safer due to cars not crossing	Makes trip safer due to cars not crossing	
1273	I have to take a long way around and also traffic banks up				
1274	Due to the high congestion levels on St Georges road the median strips allow locals to take alternative routs home. The closure has vastly impacted my travel home, due to congestions levels I have missed out on multiply occasions dropping my kids off to their after school curriculum activities. I am not happy as these median strips have been open for decades and have not been an issue. Spend the money and fix the problem, our rates are high enough to pay for it so get the job done.	As described previously	As described previously	These routs at any given point along St Georges road allow local traffic to pass through.	As described previously

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1275	As a local resident who travels along or crosses St Georges road at least four and sometimes eight times a day the road closures are extremely frustrating as having to cross at the alternate streets eg separation st adds about ten minutes to my travel time during peak hours each time i cross. This means a travel distance of around 3 kilometres takes about 15 sometimes 20 minutes instead of 8. The alternate routes are carrying a lot of traffic and are causing their own problems. The problem is exacerbated by road closures due to building works for example beavers road near high street. Because of these time differences i no longer take my two sons to the local gymnastics club as it takes too long. The closures have added significant time to the travel time along St Georges road so that i am now often late to pick up my children from primary school on my way home from work. This causes me stress, and my children, and when i leave work earlier i risk the approbation of my supervisors as well add other negative consequences. The closures have been really quite awful for me. I'm not a fan.	As explained before. I use all of the crossings.	As explained before. I use all of the crossings	As explained previously. I use all of the crossings	As explained previously. I use all of the crossings
1276	all the traffic now funnels through artherton road or up north and it's a nightmare getting through every time, peak or off peak. If I'm in the area on Beaver's Rd, I have to do a big loop just to drive to the other side to visit our local friends. the closures have split Northcote into two!	all the traffic now funnels through Artherton road or up north and it's a nightmare getting through every time, peak or off peak. If I'm in the area on Beaconsfield Pde, I have to do a big loop just to drive to the other side to visit our local friends (or other places). More petrol, more traffic, more congestion! The closures have split Northcote into two! It was inclusive and lovely before!	all the traffic now funnels through Artherton road or up north and it's a nightmare getting through every time, peak or off peak. If I'm in the area on Gadd St, I have to do a big loop just to drive to the other side to visit our local friends (or other places). More petrol, more traffic, more congestion! The closures have split Northcote into two! It was inclusive and lovely before!	all the traffic now funnels through Artherton road or up north and it's a nightmare getting through every time, peak or off peak. If I'm in the area on Woolton Ave, I have to do a big loop just to drive to the other side to visit our local friends (or other places). More petrol, more traffic, more congestion! The closures have split Northcote into two! It was inclusive and lovely before! Woolton closure has had the most impact on us.	all the traffic now funnels through Artherton road or up north and it's a nightmare getting through every time, peak or off peak. If I'm in the area on Watt St, I have to do a big loop just to drive to the other side to visit our local friends (or other places). More petrol, more traffic, more congestion! The closures have split Northcote into two! It was inclusive and lovely before! We use this road the least, but I'm sure others use it lots.
1277		1. Traffic that would normal have passed through the cross through had to take either Normanby or Arthurton to cross or access St Georges Rd. Since the cross through closures traffic on Normanby and Athurton has been horrific.	1. Traffic that would normal have passed through the cross through had to take either Normanby or Arthurton to cross or access St Georges Rd. Since the cross through closures traffic on Normanby and Athurton has been horrific.	1. Traffic that would normal have passed through the cross through had to take either Normanby or Arthurton to cross or access St Georges Rd. Since the cross through closures traffic on Normanby and Athurton has been horrific.	
1279				Not able to go down the shortcuts we used to and stuck in more traffic	Again taking the long way to and from work and genera travel
1280	As I ride my bike across St Georges Rd I now have to travel along the path one block to Gladstone Avenue				
1281	It has made traffic terrible and cycling frustrating		Traffic nightmare!!!	Traffic!!!!!!	Traffic!!!!
1282	No turn	No turn	.	.	.
1284	This stops local thoroughfare, creating increased congestion.	Prevents thoroughfare, leading to increased congestion	Previously explained	As previously explained.	

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1288		There is increased traffic on St Georges road as you have to travel a lot further before you can cross to other side to get to places such as gym doctors visiting friends attending appointments etc. the right turn lanes are not long enough to hold all traffic waiting to turn so a stoppage to ongoing traffic occurs all the time. Traffic awaiting to turn right sometimes have to wait several light changes before they can turn at the only right hand turn roads to travel either back on opposite side or get to other places, this causes chaos.			
1289	It is a lot safer to ride. A very positive impact. I also drive and there has been no issues.	It is a lot safer to ride Very positive impact. I drive also and there has been no issues	It is a lot safer to ride Very positive impact. I drive also and there has been no issues	It is a lot safer to ride Very positive impact. I drive also and there has been no issues	It is a lot safer to ride Very positive impact. I drive also and there has been no issues
1290	Generally go along St Georges rd rather than crossing. Tend to cross at Separation/ Moreland rd				
1292	You have to drive for bloody kilometres through built up traffic to get across to the other side of St Georges Road. Stop trying to save money and bring back the crossings.	You have to drive for bloody kilometres through built up traffic to get across to the other side of St Georges Road. Stop trying to save money and bring back the crossings.			
1293	As a cyclist it has been much safer. It is much more safe because of the reduced chance of a collision between cars crossing the junction. The closures have also reduced the chance of a collision from behind from another cyclist not realising that the cyclist in front is stopping for the crossing.	For the reasons of safety previously stated	Safety through the reduction in risk of a collision	The incre as increased flow of traffic had increased speed and increas Rd safety	It is safer having fewer but more defined crossing points
1294	Crossing Beavers Rd by bike is now materially safer, and a bit quicker.	Crossing Beaconsfield Pde by bike is now materially safer, and a bit quicker.	Crossing Gadd St by bike is now materially safer, and a bit quicker.	Crossing Woolton Ave by bike is now materially safer, and a bit quicker.	Crossing Watt St by bike is now materially safer, and a bit quicker.
1295					This has made me use Hutton St instead which at times especially during school pick up and drop off times it is very congested. Also creating a lot of unnecessary traffic around Thornbury Primary school.
1298	No	Can't cross			
1299		It takes us longer to get to tram stop and train stop plus when we drive which for 2 of our household members is everyday they have long way out of there way. It is a total inconvenience for the 5 people of our household who are effect in several ways 7 days a week	We go over gadd st to visit friends at least 3 times a week		We use watt st to vist friends

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1300			1) there is car and pedestrian congestion at either end of the works (Normanby & Arthurton roads). There is a lot more traffic build up at these lights than usual which is causing frustration in some drivers I have noticed. I think it's causing them to be more risky (running red lights to get through etc) 2) pedestrians are jay-walking across St Georges road all over the place and walking along the tram tracks. Since it's limited to where we can walk, people are crossing at any point, even among traffic 3) cars are using back streets as short cuts since the cross-over closures. This is the biggest concern, as these usually quiet back streets now have increased traffic noise and are less safe for children playing	Woolton is a direct cross over from High St all the way to Leinster Grove. It's a valuable cross over, which provides an alternative to Arthurton rd or Normanby Ave. if you close Woolton, you will push more traffic onto those two roads. I live on Gadd st and use Woolton regularly to get to high st, because Arthurton often has traffic build up.	
1301	I now have to travel out of my way to turn into this road.			I now have to travel out of my way to turn into/out of this road.	
1303			travel time increase, traffic increase is horrible	traffic increase	traffic issues
1304	I live in Auburn Avenue. If I can't get across St Georges Rd at Arthurton (due to banked up traffic at the end of my street!!) then I have to travel all the way to Normanby st to cross and then back track. I used to be able to cross or turn at Beavers.			I often access shops near the corner to Woolton and High streets and have to turn at Normanby st now to get there where there is often banked up traffic turning right there requiring 3-5 changes of lights to get through.	
1305	Had to divert around it a couple of times				
1306				Adds so much time and frustration to every trip	
1307					
1308	The cycle track is a lot more exposed without the trees (more exposed to weather) but the plus is I feel so much safer as there are no cars flying across almost knocking me off my bike	As said before I feel a lot safer from reduced cars crossing the cycle path	As said before I feel a lot safer from reduced cars crossing the cycle path	As said before I feel a lot safer from reduced cars crossing the cycle path	As said before I feel a lot safer from reduced cars crossing the cycle path
1309				The closure causes my elderly father distress , causes extra travel time.. Also have noticed an increase in dangerous driving behaviour at the aurthurton road/ Normanby ave intersections..	
1310			I am 80 years old live in Veronica Gardens Retirement village and there are older residents that catch the Tram at Gadd st for older people this this a very long walk to much for some. and those who drive easier to cross to do shopping at Plaza.		
1311	Can use separation st	Can use alternate roads			

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1313				Prefer to use this crossing to access Kemp St when travelling from Bradley Ave.	
1314	Better safety with cycling	Safer cycling	Safer cycling		
1315	Takes 3x amount of time to get through St Georges road. 5 kms taking over 40minutes unacceptable!	Refer delays to St Georges road	As per previous	Refer previous	Refer previous
1316	Traffic congestion Travel time increase to get to High street Significant increase to time on foot to cross St Georges road - can't get through on one set of lights	Traffic congestion Increase to travel time both on foot and in car			
1317		Would generally use this route to a friend's house, however now have to use back streets. This impacts on more traffic for residential streets, takes longer and less efficient (for environment and car).			Being a local resident, I ALWAYS use this median whenever I travel north. Having this section closed has added travel time to my journey and has also impacted on traffic congestion in neighbouring streets (as local school is on Hutton/Murray streets).
1318	Unable to cross at the intersections as I would usually do to travel from one side of St Georges Rd to the other. Having to go around adds significant time to journeys	As above			
1319					
1320	no	bloody cyclists	n	annoying	no
1321	I'm having to use the Normanby ave intersection which can be a lengthy process at peak hour, often having to wait for 3 or 4 set of light changes just to turn right.				In order to make my trip home I need to cross St. George's road to get to miller street, with closure of the watt street pass, I must cross at Hutton street which can take a huge amount of time as every other commuter is doing the same.
1322				This is the road I use to go from St Georges Rd to High St.	This is an alternative route for me to get from High St to Plenty Rd.
1323		I had to select one option as a minimum; this was it. I rarely use the cross overs, but when I do it's very carefully aware of cyclists and pedestrians.			
1324	Completely unfair how local residents only have arthurton road or Normanby ave to cross over!! Traffic congestion is a joke! If anything change the bike lane so bikes have to look out and give way to crossing vehicles as its hard enough to watch for trams and look for bike riders amongst all the trees that were there!	Completely unfair how local residents only have arthurton road or Normanby ave to cross over!! Traffic congestion is a joke! If anything change the bike lane so bikes have to look out and give way to crossing vehicles as its hard enough to watch for trams and look for bike riders amongst all the trees that were there!		This crossover is another way to get to high st instead of having to go Normanby avenue and having to wait a while for lights as affected by traffic build up!	
1325	have to travel to Arthurton or Normanby to cross or turn in to St Georges. More traffic on Leinster and Woolhouse, longer delays to enter St Georges	I live in this street. have to travel to Arthurton or Normanby to cross or turn in to St Georges. More traffic on Leinster and Woolhouse, longer delays to enter St Georges		have to travel to Arthurton or Normanby to cross or turn in to St Georges. More traffic on Leinster and Woolhouse, longer delays to enter St Georges. Much longer to access High St shops	

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1326	Makes for a much safer trip to work on thw bike when the cross roads are closed	Much safer bike ride	Much safe ride to work	Much safer trip to work	Much safer trio to work
1327			We are limited in our ability to connect with others on the other side of St Georges rd, to offer them transport or accept offers in return. we have been forced to go down back streets, which are now even more congested with traffic. St Georges Rd is a shared pathway, but now the sharing is unequal and creating anxiety for our family.		
1328	I have to travel further in the opposite direction of my destination to cross the median strip. It is also hard to get on and off the new bike lanes. More hazards on the bike lanes are they are closer to the tram stops.				
1329	As a cyclist this has made my journey faster and I feel safer.	As a cyclist this has made my journey faster and I feel safer.	As a cyclist this has made my journey faster and I feel safer.	As a cyclist this has made my journey faster and I feel safer.	As a cyclist this has made my journey faster and I feel safer.
1330		It adds an extra 10 mins at least to my journey as the business I wish to visit is on the opposite side of the road that I come from. The ligh sequence at Normanby is DEFINITELY NOT long enough to accommodate the heave traffic that is being built up now.	It adds an extra 10 mins at least to my journey as the business I wish to visit is on the opposite side of the road that I come from. The ligh sequence at Normanby is DEFINITELY NOT long enough to accommodate the heave traffic that is being built up now.	It adds an extra 10 mins at least to my journey as the business I wish to visit is on the opposite side of the road that I come from. The ligh sequence at Normanby is DEFINITELY NOT long enough to accommodate the heave traffic that is being built up now.	
1331	Increase congestion for other median strips	Increase congestion in other median strips	Increase congestion on other median strips	Increased congestion in other median strips	Increased congestion on other median strips
1332	It feels much safer to ride through now, without having to check for cars ignoring stop signs. Much better also when riding with children: Previously had to make sure they remembered to stop at each crossing to check. The bike path is now flows better with only crossings with traffic lights at main roads.	It feels much safer to ride through now, without having to check for cars ignoring stop signs. Much better also when riding with children: Previously had to make sure they remembered to stop at each crossing to check. The bike path is now flows better with only crossings with traffic lights at main roads.	It feels much safer to ride through now, without having to check for cars ignoring stop signs. Much better also when riding with children: Previously had to make sure they remembered to stop at each crossing to check. The bike path is now flows better with only crossings with traffic lights at main roads.	It feels much safer to ride through now, without having to check for cars ignoring stop signs. Much better also when riding with children: Previously had to make sure they remembered to stop at each crossing to check. The bike path is now flows better with only crossings with traffic lights at main roads.	It feels much safer to ride through now, without having to check for cars ignoring stop signs. Much better also when riding with children: Previously had to make sure they remembered to stop at each crossing to check. The bike path is now flows better with only crossings with traffic lights at main roads.
1333			Can no longer turn into the street which accesses my car park (I live on Kemp Street). This also adds another \$5 or so into my taxi fare to do a u-turn further up St Georges road. I also am finding visibility on the bike path poor with all the fencing, it's hard to see if there are bikes crossing when I cross from the Bird Avenue tram stop to the other side of St Georges rd. my tram stop has also been closed for a couple of weeks which has been inconvenient.	I don't usually use that median for my commute	
1334	Think it's safer to avoid those median areas when possible anyway				
1335		Traffic congestion Longer trips to cross over		Traffic congestion Difficulty crossing St. George's rd	
1336	St Georges rd busier means longer commute. I like driving slowly through side st, find St Georges too fast and busy	See beavers road answer. Same reason		See beavers rd answer	

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1339					Need to go around the block to cross St Georges road and there is now more traffic in the back streets because everyone is trying to drive accross.
1340					I live on the west side of St. George's road. To get to the city via car, I have to go through local streets (Rennie, Hobson, Hutton) unnecessarily. This could be causing disruption to the residents of local streets who usually wouldn't receive this much traffic.
1341	Traffic				
1342			It is now very difficult to easily access Northcote High St precinct. There is excessive traffic on both Arthurton and Normanby Roads and it takes a long time to get across the lights at the intersections with St Georges Road. There is isolation of the residents west of St Georges Rd from the eastern side and High St. It is a significant problem and I am considering the option of moving from my property on the west of St Georges Rd due to the isolation from the rest of Northcote.	Please see above as reasons are the same as for Gadd St median.	
1343				Safer riding my bike down the St Georges road bike path.	
1345		Having to use Separation Street for both St Georges Rd and Holden St is causing major delays			
1348		Travel time extended. Side roads congested. Frustrated drivers run red arrow lights endangering cyclists and pedestrians. Cars circling around side streets making school areas unsafe and community assets difficult to access. Whole area has lost safe community feeling as drivers cram once-quiet side streets. Dramatic increase in travel times and need to plan all trips carefully in advance. Driver frustration at delays creates unsafe driving practices. Kids no longer safe to cycle. Tram stops closed.	Accessing dance school in Gadd street requires travel through side streets not designed to accommodate such large volumes of traffic. Wait time at the few alternative crossings are long causing traffic jams far beyond traffic lights. No longer safe to cycle as drivers run red turning lights.		School access is difficult. Leaving school is difficult. Roads surrounding Thornbury Primary School are incredibly congested. Cars waiting to turn at Hutton St lights fill Hutton St outside the school. Pedestrian safety hugely compromised. Being so close to rail crossings increases driver frustration which is more likely to result in dangerous driving. Whole area around Thornbury Primary school feels unsafe and congested with traffic.
1349	Forces me to go north on St Georges to cross to go east	East west travel interrupted		Affects east to west travel to west of northcote	
1353	I drive down St Georges Rd, so don't cross the medians. But I ride 3-4 days a week, esp through summer. I've found the no median strip crossings for cars a huge benefit during these works. The amount of close calls I've had over the years is frightening. Either better visibility, a lights system to warn cars or remove them.	I drive down St Georges Rd, so don't cross the medians. But I ride 3-4 days a week, esp through summer. I've found the no median strip crossings for cars a huge benefit during these works. The amount of close calls I've had over the years is frightening. Either better visibility, a lights system to warn cars or remove them.	I drive down St Georges Rd, so don't cross the medians. But I ride 3-4 days a week, esp through summer. I've found the no median strip crossings for cars a huge benefit during these works. The amount of close calls I've had over the years is frightening. Either better visibility, a lights system to warn cars or remove them.	I drive down St Georges Rd, so don't cross the medians. But I ride 3-4 days a week, esp through summer. I've found the no median strip crossings for cars a huge benefit during these works. The amount of close calls I've had over the years is frightening. Either better visibility, a lights system to warn cars or remove them.	I drive down St Georges Rd, so don't cross the medians. But I ride 3-4 days a week, esp through summer. I've found the no median strip crossings for cars a huge benefit during these works. The amount of close calls I've had over the years is frightening. Either better visibility, a lights system to warn cars or remove them.
1354			had to walk 3 blocks down then back just to get to worl i work down gadd st		



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1355	Since the closure of seceral intersections to cars it is MUCH safer for cyclists to use the bike path - less stuff to watch out for, feels so much safer than before.	Safer for cycling don't worry about cars crossing the without stopping	Safer for cycling don't worry about cars crossing the without stopping	Same as others - Safer for cycling don't worry about cars crossing the without stopping	Safer for cycling as per all other closed intersections
1356	As I commute down the bike path this has had a positive impact on my personal safety. I cannot count how many times I have been cut off by cars taking right of way where they have a give way sign, or have had my path blocked by cars not respecting that the bike track is also a lane of traffic.	As I commute down the bike path this has had a positive impact on my personal safety. I cannot count how many times I have been cut off by cars taking right of way where they have a give way sign, or have had my path blocked by cars not respecting that the bike track is also a lane of traffic.	As I commute down the bike path this has had a positive impact on my personal safety. I cannot count how many times I have been cut off by cars taking right of way where they have a give way sign, or have had my path blocked by cars not respecting that the bike track is also a lane of traffic.	As I commute down the bike path this has had a positive impact on my personal safety. I cannot count how many times I have been cut off by cars taking right of way where they have a give way sign, or have had my path blocked by cars not respecting that the bike track is also a lane of traffic.	As I commute down the bike path this has had a positive impact on my personal safety. I cannot count how many times I have been cut off by cars taking right of way where they have a give way sign, or have had my path blocked by cars not respecting that the bike track is also a lane of traffic.
1357	It is safer to cycle along the median strip because I no longer have to worry about drivers ignoring the stop sign.	It is safer to cycle along the median strip because I no longer have to worry about drivers ignoring the stop sign.	It is safer to cycle along the median strip because I no longer have to worry about drivers ignoring the stop sign.	It is safer to cycle along the median strip because I no longer have to worry about drivers ignoring the stop sign.	It is safer to cycle along the median strip because I no longer have to worry about drivers ignoring the stop sign.
1358	Use intersections with the lights		Just a bit longer wait time at the lights		
1361	Congestion.			Congestion. Difficult to cross St Georges Rd as a pedestrian.	
1362				With the closure of all crossing the current points to cross the median have seen a massive increase of cars crossing at signilised points. This is especially evident at Normanby Ave, where turning traffic is now constantly backed up in the right lane of St Georges road as the turning signal is too short and the signal sequencing of an afternoon peak to travel along Normanby from West to East is so short it can take up to 6 sets of lights to get through the intersection.	
1363	Blocks my path heading south and makes it dangerous.	Block my path heading and made it dangerous to go around on the busy road	Block my path heading and made it dangerous to go around on the busy road	Block my path heading and made it dangerous to go around on the busy road	Block my path heading and made it dangerous to go around on the busy road
1364			Have to go past and then long cues at lights to turn around		Makes trying to access my street (keon) much more difficult on a bike and in a car
1365			Pedestrian crossing is still open. Only impact was when this pedestrian crossing was briefly closed		
1366	As a cyclist, it allows me to ride down the entire strip without needing to worry about cars turning in. Havjng a separate pedestrian path is also helpful considering the amount of cyclists that path carries.	Allows me to cycle straight through. St. George's Rd is busy. Cars turn quickly without paying the proper attention to, or correctly judging the speed of cyclists.	Major, positive impact. Alloes cyclists to ridenthrough without risking their lives.	Major positive impact. Allows cyclists to ride through without worrying about cars.	Positive impact.
1367			My daughter's ballet school is in Gadd Sfreet and it has made it very difficult with crossing St Georges Road by car and foot. I would strongly support it being gclosed as long as pedestrians can cross over.	Provided another crossing point as very congested at Normandy Avenue and Seperation Street to get across.	
1368	Increased traffic				

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1369				Traffic in the area has been heavy so I've been avoiding driving around and on St Georges rd when i can. I would like to see more level access to trams up near miller st for easy pram access. I currently walk down St Georges rd to the level access at hutton st stop 33. I live on oakover rd so pass many closer tram stops for safer access.	I have only used that route occasionally
1370	increased travel time (car) to cross from the east to west side of Arthurton Road	Increased travel time (car)	Increased travel time. Arthurton Traffic has increased significantly in both direction. Applicable to all the closed intersections that have been closed. Arthurton Road is st a standstill at peak hours, backed up to past the railway crossing on the east side and Woolhouse street on the west	Increased travel time. Arthurton Traffic has increased significantly in both direction. Applicable to all the closed intersections that have been closed. Arthurton Road is st a standstill at peak hours, backed up to past the railway crossing on the east side and Woolhouse street on the west	
1371	Meant I've had to use Arthurton Rd at more with vehicle. But major impact is walking time, walking path danger along busy Arthurton Rd.			Vehicle access to Childcare facilities in that area.	
1372		Separation st intersection is a lot busier.			
1373				It's added congestion to Normanby which is already struggling	
1374	No longer being able to cross St Georges road by car is causing long time delays and huge traffic congestion in my area and surrounding streets. It is increasing my commute to work ,	I use this road every day to cross over st geirges road and drive towards the freeway. I now have drive in the opposite direction north and turn around at the traffic lights in peak traffic ... ridiculous			
1375	It means I need to detour to Arthurton road or further up towards woolton avenue.				
1376			On weekends, I'm unable to cross the road from Gadd st to head into the city. This has led to an increase in congestion in the places where you can turn. Weekdays access is more difficult for bikes at the moment as you have no area to safely ride across St Georges road to access The path.		
1377		Accessing the park and residential areas on the other side of St Georges rd is more difficult and time consuming.		To get home I have to either use High St or go all the way to the lights and do a u-turn, which takes longer.	
1378				My answer to all of these is that as a resident of Hutton Street I have noticed a dramatic increase to the traffic on my street since these crossings have been closed. I am also a cyclist and have no problem with these crossings being open. Cars and cycles can share this road. It's not fair on residents to limit their access or increase traffic on the crossings that remain open because cyclists don't want to slow down and look for cars as they travel down St Georges Road.	

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1379		I have experienced significant inconvenience by having to travel far out of my way to find crossovers to traverse east/west of St Georges rd and gain access to my street. Also there has been significant delays at the signalled intersections to turn to find back access to my street. Also there is more traffic and congestion on Leinster Grove and its access points.	More travel time and more fuel usage waiting for turning lights at Normanby st or aurtherton rd.		
1380		I work at a primary school in Northcote so I drive along St Georges Road every day for work and frequently drop my son at play dates in this area. We also walk to his art club and play dates from the school using St Georges Road. The closure of the roads that cross St Georges Road has become a daily nightmare and is the worst part of my day. Separation St and Normanby Ave are just not wide enough to handle the amount of traffic and having single lanes makes it terribly slow and frustrating. It was never like this before and I have been doing this same journey for 20 years. Turning into St Georges Road now adds 5 to 10 extra minutes to all of my journeys. Traveling along Separation St is consistently crowded and the traffic sits still. Traveling along Normanby Rd is worse. Even though more traffic is waiting for the green arrow at both ends of this construction, the traffic lights have not been adjusted to allow for this and usually 4 cars are allowed to turn. It is a daily frustration for me and I find even allowing for extra traveling time, I am constantly held up going to and from work and arriving late. I can not understand that anyone would want to disrupt the flow of traffic through this area. The roads that cross St Georges Rd should definitely be opened again.	I use the roads on a daily basis and the changes are impossible for motorists, pedestrians.	For years using Woolton Ave has allowed motorists to cross St Georges Road safely and efficiently. The closure disrupts traffic and is disruptive for residents and cars traveling through the area.	
1382	Means travelling further to cross				
1384	Hard to get around, difficult for school age kids who use the bike path	Hard to get around, especially for kids	Unsafe for kids	Unsafe for kids	
1385		Have to drive a further distance to traffic lights to drive all the way around it's ridiculous and adds an extra 5 to 10 minutes to my drive depending on traffic			
1387				Using Normanby instead	
1388	I have to walk further to get to my local businesses and I have to drive further (and on a more congested crossing due to the closures) if I need to drive north along St Georges Rd.				
1389		What would normally be less than a 5 minute drive to access local businesses in High St and surrounding areas (where we do most of our shopping, access gym, meet with family/friends) can take up to 20 minutes due traffic at major St Georges Road crossings. It has resulted in us going out less to support local businesses, access gym, meet friends.	Time added to journey as now forced to use major crossings instead. Usually access this road when coming home, so has reduced time spent with family.		

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1390					It does mean if I am travelling from the north I have to continue to the Hutton St signalised intersection to complete my turn/u-turn. I often cycle the St. Georges road shared path as well as drive/ride my motorcycle down St. Georges Rd and from my experience as a cyclist the safety benefits of closing the cut-through's (traffic regularly disobeys the give way signs protecting the bike/pedestrian path creating near misses on just about every ride) outweigh the small time penalty of having to use a far safer signalised intersection.
1391	I use the St Georges Ed bike path to get to work. I use the crossings only in the St Georges Rd direction.	I travel only N-S along St Georges road		I travel only N-S along St Georges road	As with my other answers
1392	Delays; seeking alternative routes			It limits options	
1393				Minor delays in crossing/turning from St Georges Rd. not a big deal	
1394	Access to essential services and community - traffic congestion	Access to essential services and community - traffic congestion	Access to essential services and community - traffic congestion	Access to essential services and community - traffic congestion	
1395					I take the 86 to get to uni and the median closure means I have to walk much further north or south to avoid the closures and the south morang line.
1396	I live between St Georges road and the creek and use this median to get to and from home	Use this median to get across to the croxton train station and high street shopping strip. Otherwise need to go via Normanby ave or arthurton road intersection which has become severely congested since the median closures		Use this to get to the thornbury shopping strip otherwise need to divert through Normanby ave intersection which is severely congested	
1397	The traffic flow along St.George's road is very slow now, which adds time to my journey in the morning. I also have to use Separation Street instead, which is very busy and causes delays. It is not only the closure of Beavers road median, but the net effect of all the median closures that reduces choice in alternative routes to join St.George's road IN THE DIRECTION OF TRAFFIC THAT I WANT TO FOLLOW. This means that I often end up joining St. George's Road and driving in the wrong direction before being able to u-turn at Separation Street.				
1398		Instead of crossing the road i have to go to moreland rd or separation st and do u-turns.	Instead of crossing St Georges road i have to travel to separation or moreland road and do u-turns		
1399	Have to go to Normamby ave, more traffic				
1401	Better for riding my bike !	Better for riding my bike	Better for riding my bike		Better for riding my bike
1402	Delays at other intersections as other commuters make U-turns			Delays at other intersections as other commuters make U-turns	Delays at other intersections as other commuters make U-turns

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1403				It has added an extra 5 minutes to turn south on my way to work at 7am. If I leave any later the traffic at the intersection is so bad it takes an extra 15 minutes. The journey home takes an extra 15 minutes and requires me to cut down multiple side streets, otherwise I would be waiting forever to turn north at Arthurton Rd.	
1404	It has meant a much safer ride as I jo longer contend with cars on the medians	It is so much safer to ride now that it has been closed - no longer contend with cars who rarely give way	Made my ride to and from work so much safer - no longer contend with cars that don't give way	It has made my ride so much safer - no longer contend with cars that don't give way	It has made my ride so much safer - no longer contend with cars that don't give way
1405	I cannot complete cross overs with my car, the bike lanes are not all consistent.				
1406	Safer for cyclists	Safer for cyclists	Safer for cyclists	Safer for cyclists	Safer for cyclists
1407	delays and extra travel time				
1408	Cant cross	Cant cross	cant cross	Cant cross	cant cross
1409		St Georges Rd carrying even more traffic which increases the journey time bc you are unable to exit.			
1410		What use to be a short trip several times a week is now significantly longer, very stressful journey each time. I have friends and babysitters in Woolhouse St. I used to be able to just cross back over to High St, near where I live via Beaconsfield Parade. Now large volumes of traffic is being pushed onto already congested Aurthurton Rd, or Normandy rd. During peak hours the traffic is backed up significantly. Drivers are getting impatient and sometimes doing impulsive. dangerous things in frustration.	Same as reason above, we just keep driving along to the next possible crossover option.	Same again!	
1411					
1412	Increased drive time				
1413	It generally adds 10 minutes each way to my commute and causes additional traffic congestion on the street I live on	See previous explanation	See previous explanation		
1414				When I drive my car I need to take the Normanby Road crossing or the Hutton Street Crossing to get to High Street, but am happy to do that as the improved Safety of the St Georges Road bike path outweighs the minor inconvenience by a lot. Especially because of my children travelling on the bile path to school and constantly being endangered by drivers not obeying the stop signs at the median crossings.	I now have to cross at the Hutton Street Crossing which takes a bit longer when there is a lot of traffic. But the Saint Georges Road bike pass is a lot safer now for me and my children who use it to get to school, so I'm more than happy to wait for the traffic light on Hutton Street.

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1415				Have to change my route completely due to that and other traffic build up elsewhere	
1416	Unable to cross over to other side of the road and have to use Arthurton Road which increases travel time due to the extra congestion on Arthurton Road which is busy enough without the median closures.			Minor impact as not used that often but has caused more traffic congestion on other roads	
1417	I need to select alternative routes which increases my travel time	I've had to use an alternative route which has increased travel time			
1418					
1419	Unable to cross where I need to. Increases traffic at the minimal turning points now.	Same as previous	Same as previous	Same as previous	Same as previous
1420			Only use Gadd St if walking or catching tram/train and this has caused me no inconvenience at all. I use pedestrian crossings at this street so feel quite safe.	By car I now have altered my travelling to using Normanby Ave where there are lights. This has only required me to drive down to Normanby either via St. Georges Rd or Leinster Gve. This is much safer than attempting to use Woolton Ave as a crossing point which when open requires a car driver to navigate through 2 lanes of traffic, tram line, bike/walk path, second tram line and a further 2 lanes of traffic. During the day it is hazardous enough but at peak hour it is horrendous. My son recently had a near miss with a cyclist! If crossing in peak hour you can also be abused for holding up the main north/south stream of traffic if you venture across - some drivers might wave you through but cars in the neighbouring lane don't always stop so you risk getting hit then. All in all a dangerous crossing.	
1421		I spend half my life trying to turn at either Normanby or Arthurton Roads (which in itself has become a rather unsafe exercise!) after having to drive past my own house to get home or in the opposite direction to where I want to go to get anywhere. This is a local/community residential area that needs usual road access; not a freeway for crying out loud.			
1422	Delays to make a U-turn and backed up traffic waiting at the lights to, city bound. Also takes an extra 5 mins to get to Northcote plaza and traffic congestion is high		Traffic congestion to make a u-turn. Accessibility to bike path is more dangerous and time consuming		
1423	I only occasionally use this crossing	I use this crossing every day to get to Croxton station			
1424	I don't turn off there, only travel through				Don't really turn there

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1426	St Georges rd is impossible...with closures absolute nightmare	I am not able to access where I would normally drive and get stuck in so much traffic all of the time...it is a night mare....these roads were meant to be opened...	same as previous...St Georges rd is a night mare and I cannot go about my b usiness to do things like visit family, go to church without being stuck in traffic	everyone now stuck trying to turn at Hutton or Normanby...absolute nightmare	
1427		Unable to cross St Georges Rd at Beaconsfield Rd has increased travel times, increased congestion in the immediate and broader vicinity making travel times significantly longer with increased driver frustration.			
1428	I have had to seek an alternative route to access St Georges Rd going northward			Not being able to use this opening in the median has added on unnecessary time/distance to many journeys for me.	
1429				In order to turn right on to St Georges RD being in between high st and st george's rd. I have to go along back streets to get to moreland rd traffic lights to turn right. Not safe at all with the little streets.	
1430	A five minute journey now exceeds 10/15 minutes. It's very inconvenient and not necessarily safer for cyclists or pedestrian.				
1431					I use the pedestrian or vehicle crossing here to either cross over the road completely or get on the bike path. It's much better than using the next option at Hutton Strret where I'm faced with impatient morning traffic. It's really the only crossover I feel is essential along St G's road.
1432	I must travel either North to Normanby or South to Separation St (via back streets) every time I wish to cross to the East of St Georges Rd, and vice versa when I wish to travel to the West. Both these roads are always banked up.	I must travel North to Normanby or South to Separation/Arthurton Rd each time I wish to travel East/West across St Georges Rd. Both of these roads are banked up with traffic.			
1433	Travel time for every trip is significantly increased. Congestion and rat running has massively increased on north-south and east-west roads on both sides of St Georges Rd, road rage and aggressive driving has made general safety worse, including safety for cyclists. Northcote/Thornbury have become more gridlocked than usual.		Refer previous answer.	Refer previous answer	Refer previous answer
1434		I live on Beaconsfield Pde. The closure of this median has added atleast 5 - 15 mins onto my commute home depending on traffic.	I use this median to access a number of local businesses on St Georges Rd, in addition to generally using the median to turn onto St Georges. As a result of the changes I have reduced how often I frequent these businesses as it is too difficult to access them and return home afterwards. In addition the closure has significantly increased traffic on side streets		
1435	Traffic congestion added 20 mins or more onto any north south journey			Adds significant time onto journey and drivers become irritated and reckless due to this	

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1436		It is the crossing closest to my street on east side of St Georges Rd. It takes a lot longer to get home/out. There is a lot more traffic in our small streets; literally small that make 2 cars passing difficult. It's harder to now get to Foodworks and butcher, and their business is suffering.		Extra traffic in our small streets.	
1437		Severe traffic delays - takes over 20 minutes to reach local stores and businesses due to no direct route and re-diverted traffic. I rarely visit the Northcote YMCA gym or businesses on high st due to the delay in travelling such a short distance. Neighbouring roads have now experienced significant increase in traffic which is noticeable as a driver and cycling/running along these roads. I rarely use my local train station now (Croxtton) as there is no direct path there via car or foot, the next closest station is northcote which can take over 10-15 minutes to reach due to diverted traffic delays thus public transport is no longer an attractive option.		Limits my ability to visit local landmarks and businesses in a timely manner.	
1438	This is a future impact - a bridge will soon be built across Merri Ck at Beavers Rd. This will allow safe bike travel between Northcote and Brunswick East. We will use it every day when it is built to ride from Brunswick East to Northcote to take our son to school. If the Beavers Rd median is closed we will have to go back down to Arthurton Rd to cross. The whole point of the bridge is to allow safe bike travel away from Arthurton Rd. Please don't close this median.	Have to drive further north to cross St Georges and drive south again to visit friends at gladstone ave.			
1440	Extra travel time, longer walks to cross the road	My house is off the intersection I now have to travel further and wait in traffic to get to both sides of St Georges			
1441	the additional journey is minor and negligible. when cycling, the closure is beneficial				



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1442				All medians to the point of Normanby Rd have impacted the journey with the following: * Traffic buildup is worse than before so travel time is longer * To beat some of this congestion, I might take a shortcut before Arthurton Rd to that turn right onto Leinster Grove to save time. * Leinster Grove is busier and with only speed humps on this route, many drivers speed up significantly after a speed hump or do not slow down much prior to a speed hump. The consequence of this and without any pedestrian crossings, to get to Meyer Park or the Merri Creek for a walk, I need to walk to the Leinster Grove/ Normanby Rd intersection and wait for a green man to safely cross the road. * Furthermore, to return from the High St side of St Georges Rd, the traffic is so congested on Normanby Rd that I now need to cross at the Miller Rd intersection, drive through back streets and then to the Leinster Grove intersection to get to my address. * The congestion on St George Rd and Normanby Rd has indirectly caused increased and often more dangerous traffic on roads that should be considered local but are now main thoroughfares.	
1443	As a cyclist, the crossovers in question can be quite awkward and even dangerous when cars turn into them and are preoccupied with other vehicles and trams. Oftentimes drivers do not notice cyclists.	As a cyclist, the crossovers in question can be quite awkward and even dangerous when cars turn into them and are preoccupied with other vehicles and trams. Oftentimes drivers do not notice cyclists.	As a cyclist, the crossovers in question can be quite awkward and even dangerous when cars turn into them and are preoccupied with other vehicles and trams. Oftentimes drivers do not notice cyclists.	As a cyclist, the crossovers in question can be quite awkward and even dangerous when cars turn into them and are preoccupied with other vehicles and trams. Oftentimes drivers do not notice cyclists.	As a cyclist, the crossovers in question can be quite awkward and even dangerous when cars turn into them and are preoccupied with other vehicles and trams. Oftentimes drivers do not notice cyclists.
1444	I use a car and my husband cycles directly up the cycle path all the way into the city	same as previous	same as previous		
1445					
1446		I walk across the Gadd St median and it was closed for 2 weeks	It was closed to pedestrians for 2 weeks		
1448	With people not being able to turn off at the smaller crossings it has considerably increased and slowed the traffic flow along St Georges road.	With people not being able to turn off at the smaller crossings it has considerably increased and slowed the traffic flow along St Georges road.	With people not being able to turn off at the smaller crossings it has considerably increased and slowed the traffic flow along St Georges road.	With people not being able to turn off at the smaller crossings it has considerably increased and slowed the traffic flow along St Georges road.	With people not being able to turn off at the smaller crossings it has considerably increased and slowed the traffic flow along St Georges road.
1449				Longer journey and more traffic at Arthurton due to all the closures	
1451	Congestion Increased traffic on minor streets Detours	Congestion Detours Increased traffic on minor roads	Congestion Detours Increased traffic on minor roads	Congestion Detours Increased traffic on minor roads	

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1452	The closures have increased traffic because cars travel further to be able to do a right hand turn. By being able to turn off when you need to moves the flow of traffic as needed. By travelling further to turn right you are travelling further on both sides of St Georges road to get where you want to. The visibility was very poor because of all the green vegetation that stopped sight paths in the distance. All you could see was what was in your immediate sight because of the vegetation. We know that when driving you look ahead and behind a distance to see any obstacles in you way. The lack of visibility is the major contributor of these accidents and should have been managed years ago. The crossing points need to be re opened with correct signage, line markings and visibility provided.	Refer to my first comment	Refer to first comment	Refer to first comment	Refer to first comment
1453	Traffic far more congested on Arthurton Road is leading to rat running to avoid the St Georges Rd intersection. Far higher volume of u-turn traffic at Normanby road.	We live in Woolhouse and use the median to travel eastwards.			
1454		Not much traffic when im traveling			
1455	congestion detours Increased traffic to residentia streets	congestion detours increased traffic to residential streets	detours congestion increased traffic to residential streets	congestion detours increased traffic to residential streets	
1456	Only cycling, less cars to dodge	No impact on cycling	No impact on cycling	Cycling- no impact	Cycling no impact
1458	Trees are cut down, not good for walking dog anymore. Can't believe you have destroyed so many plants and trees	.	.		
1459		It has made travelling more inconvenient and sometimes you get stuck on St Georges road travelling in the wrong direction not being able to cut through.		I often travel from High St to Leinster Grove avoiding the main roads. Woolten closure means this route is no longer possible.	
1460	Sometimes I can't get off st George's rd when I want to. Or cross over where I used to. Therefore longer journeys. More time taken.	Can't get off St G's rd when I want.	I never use Gadd	I get off st gs rd there to weave home. Now I can't.	Yes, on the way home from station at Thornbury I've had to go up to miller st. Sometimes I've cut thru the site n been on the tram track.
1461		Very frustrating to have to drive all the way down, wait for traffic lights then come all the way back the other way to... well wait at more traffic lights to end up where I would have been only 5-10 mins earlier had I have not been blocked.	As I live on Gadd Street, I travel to the city everyday. As the crossover is closed I then need to take the back way through to arthurton rd, then proceed on my usual route. This adds over 15 mins to my usual travel time due to high volume of traffic that now had to use this route to get out of this area. Not to mention traffic already there for parents taking their kids to daycare/school!		

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1462		1. Has increased traffic on both Blyth Street and Normanby Avenues - which we also use 2. We cannot access Northcote high street by directly crossing St Georges Road at Beaconsfield Parade; this has significantly increased commute time to get to Northcote High street - thus cutting us off from a big part of our own suburb!!!			
1463		1. It takes us three times longer to get to Northcote high street, than in past 2. Traffic has increased on internal roads - e.g. Woolhouse street, as well as on Blyth Street and Normanby Avenue			
1464				was used at times	sometimes use
1465			We have to drive down along St Georges towards Normanby st before we can get to the city or even just to northcote plaza.		
1467		Cant turn right to visit friends and get to work		More people turning right at Normanby, majir traffic hold ups on this street now	Cant turn to visit friends
1468	Feels safer	Feels safer	Feels safer	Feels safer	Feels safer
1469	I have to either drive all the way down to Arthurton Rd and then do a U turn to be on the correct side of St Georges Rd to see my Osteopath or use the shops and services I need. Or I have to travel down the back streets to be on the correct side. If that makes sense? In other words I have to travel South towards the city and then do a U Turn and head North. It doubles my travel time and distance.	Already did. Have to drive from one end of St Georges rd do a u turn and drive all the way back up. A nightmare		See other responses	Delays and extra driving required
1470				Having to use either separation st or Normanby ave to cross St Georges rd significantly increases travel time- waiting for lights etc	
1471					Traffic slows due to road works. When riding bike it's been diverted.
1472			Obviously traffic gets somewhat banked and takes s but more time	Just a tad more traffic but it's ok	I need that median to cross and get on
1473				I think its great youve made a temporary bike path. but more signs are needed on the bike path to improve wayfinding. At each entrance to the path there needs to be a temporary sign pointing to opposite streets and directions and even a map with a 'you are here' circle.	
1474	I have to turn left and head towards the city for some distance before being able to do a u turn to head north to my destination			I have to turn left and head towards the city for some distance before being able to do a u turn to head north to my destination	
1475	When returning home in the evening it has added considerably to my journey. It takes considerably longer to take a uturn at Normanby Rd	As above			As above. All of the people who use these intersections now queue at the lights

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1476	it takes MUCH longer to cross Beavers Road / St Georges road whether simply trying to walk to the train or drive anywhere. the driving is the worst past. it adds a g e s onto my trips home because of traffic. If you were to close the median permanently, I might move.	as before			
1477	More traffic in the area at main intersections				
1478				I don't actually use any of the medians but the survey does not provide an option for that information.	
1479	It is safer to ride through	Feels safer now	Better for cyclists	Safer for cyclists	Safer for cyclists
1481	Cycling around and having to drive an extra 4-5 minutes for regular short trips. Peak hours this can mean delays of 10-15minutes for short trips.	Car journeys taking extra 5-10minutes for short trips	Car journey taking extra, 5-6minutes for short trips	Extra 5-7minutes short trips. Car	Peak hour delays of 10-15minutes having to urn at traffic signal controlled intersection.
1482	traffic disruption	unable to cross to the other side			
1483					
1484					
1485	Traffic is much more congested with people unable to use the crossovers	Same reason	Same reason		Same reason
1487				I've had to use other back streets and change my journey to get to bell st. There is now heavy traffic all the time	
1488			Longer to drive up St Georges Rd and do a u turn at Normanby Ave. Temporary closures of tram stops		
1489	Trip delays Reduced access to local shops Longer distance and queues to u-turn Forced to use woolhouse st, then Blythe then St Georges Rd to go city bound along St Georges Nearly wiped out a few times by speeding cyclists now they don't have to slow Water works altered access to tram stop	It was the closest point for a uturn to the city. Now added 10-15mins to my morning commute and I have to wait in long queues that feed into city bound traffic.	I used that to go to the dance school and to get across to shops	I used it to go to high st to my local pizza place. It saved two sets of lights	Traffic congestion is terrible without the crossovers. It will be worse when all the multi storey apartments go up along that strip of St Georges Rd too.
1490				Alternative route needed	
1491			I am a cyclist and a car driver, when I want to get across St. George's rd I would usually use this intersection, as a cyclist I have found safety is a problem now due to bottlenecks, plus people are more frustrated so it's difficult to get down the other roads- Hutton and Arthur ton.	Not having as many option to cross St. George's Ed has created bottlenecks. Bottlenecks with poorer infrastructure is as bad for cyclists as it is for drivers.	I live in flinders st ( thornbury) so I would usually be traveling south and do not use this crossing- prefer Hutton
1492	Minor delay in getting around				

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1493	Having to find alternative routes increases travel time and more congestion on those alternative routes			Having to find alternative routes increases travel time and congestion on those alternative routes	
1494	noticeable increase in traffic congestion. slower traveling times.	increased traffic congestion	increased traffic congestion.increased traveling times.	increased traffic congestion.increased traveling times.	
1495		Need to use different way to cross the road			
1496	feels safer to ride the centre bike lane without fear of crossing vehicles, some of which are not visualised clearly, much safer for children	As per previous - safer to ride	as per previous - safer to ride	as per previous - safer to ride	as per previous - safer to ride
1497				not being able to turn right onto St Georges road from woolton avenue	these closures push traffic onto surrounding local and main roads as they look for other ways to turn right onto st georges rd from the high street side
1499	Now I have to use arthurton road or normbanby avenue which is a complete nightmare at most times of the day due to the banked up traffic.	I use all these crossings as I live on woolton avenue, so closure of these crossings has already severely impacting my route to and from home	Same reasons as why I don't want the other crossings closed - too much traffic banked up in these areas and many people don't even know how the turning lights work on Normanby or arthurton road so there is more hassle involved when going places	I live on woolton avenue. It used to take me less than a minute to get from high st to the other side of St Georges road. Now because I have to go right around, an extra 5 minutes has been added. Not to mention, the amount of traffic - especially during peak times - is absolutely nuts! The turning lanes at these lights don't even cater for the amount of traffic	
1501	Now I have to travel to aurturton rd when I need to make a u turn and needlessly wait at lights wasting petrol and causing more pollution.its senseless	There are times when I need to cross from there and now have to go all the way to arthurton rd again a senseless waste of petrol and pollution	Same as beacons field pde	My wife and I use this daily as we live on woolton ave she uses it to get to and from work as well as to go to the north cote plaza .so much time fuel and pollution is wasted waiting at Normandy ave lights	
1502			I frequently use Gadd Street as a crossing point when travelling from my home on the west side of St Georges Rd and travelling southbound. Without this crossing I have to travel north to Normanby Ave (crossing two lanes of frequently heavy traffic to perform a U-turn) or travel through residential streets to Arthurton Road which is also frequently congested.	I frequently use this crossing when travelling to and from High Street and Croxton Railway Station both as a pedestrian and by car. Many of the problems with the crossings could be fixed by having Keep Clear markings on St Georges Rd at Woolton Ave and Shaftesbury Parade, reducing the speed limit along St Georges Rd to 60kph and reducing speed limits and the amount of traffic using Woolton and Shaftesbury Parade as cut-throughs.	
1503	Much safer for cycling	Much safer for cycling.	Much safer for cycling	Much safer for cycling	Much safer for cycling
1504	Vastly improved safety when cycling (has increased the frequency of me cycling). Better traffic flow when driving.	Vastly improved safety when cycling (has increased the frequency of me cycling). Better traffic flow when driving.	Vastly improved safety when cycling (has increased the frequency of me cycling). Better traffic flow when driving.	Vastly improved safety when cycling (has increased the frequency of me cycling). Better traffic flow when driving.	Vastly improved safety when cycling (has increased the frequency of me cycling). Better traffic flow when driving.
1505		Build up of traffic to get in the right lane to make a u turn later	Build up of traffic to get in the right lane to make a u turn later	Build up of traffic to get in the right lane to make a u turn later	Build up of traffic to get in the right lane to make a u turn later
1506		I am now forced to use the Normanby Ave intersection which can be very slow at times.			When accessing shops on St Georges rd the only way to u turn now is to go all the way to the major intersections and you often get stuck there for multiple light cycles.

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1507	Makes it harder to make a U turn, when travelling by car south and I need to turn north. I use this median crossing a lot.	Makes it harder to make a U turn, when travelling by car south and I need to turn north. I use this median crossing somewhat.	Makes it harder to make a U turn, when travelling by car south and I need to turn north, or the vice versa. I use this median crossing a lot.	Makes it harder to make a U turn, when travelling by car south and I need to turn north, or vice versa. I use this median crossing somewhat.	Makes it harder to make a turn to my house, when travelling by car south and I need to turn left. I use this median crossing a lot.
1509	I have to travel further to go outy and return home !!!!	See response 9 - it is ridiculous to close any of them permanently.....	see previous responses 9 and 12		
1510				I shop near this intesection on High st and often would drive home via Woolton ave and turn right into St Georges Rd.	This is the way I do a u-turn on St Georges Rd from my home. I travel via different route round the block. It is a minor inconvenience.
1511	can't use it for u turn onto St Georges Rd. When on foot we have to all the way to Arthurton Rd to access shops	Can't u-turn onto St Georges Rd			
1512	I've noticed how much this has helped cyclists and pedestrians maintain safety when crossing and I am happy to find alternative routes.	I find alternative routes to maintain public safety.	I find alternative routes to support public safety and environmental sustainability.		
1513	Cause traffic jam				
1517	Safer for cycling	Safer for cycling and walking	Safer for cycling and walking	Safer for cycling and walking	Safer for cycling and walking
1518		I need to goo all the way round and it takes me 20 minutes where previously it took 2 minutes to cross St Georges road	we can't get to the ballet school and will have to cancel our ballet school membership meaning the ballet school will lose business. this is not fair on us or the balett school	I need to goo all the way round and it takes me 24 minutes where previously it took 2 minutes to cross St Georges road	I need to goo all the way round and it takes me 27 minutes where previously it took 2 minutes to cross St Georges road
1519	re-open the crossing and install traffic lights	re-open the crossing and install traffic lights	re-open the crossing and install traffic lights	re-open the crossing and install traffic lights	re-open the crossing and install traffic lights
1521	If we have left family's house and need to return, we have to drive all the way to Normanby Ave to come back	Same as previous reason			
1522	Heaps of traffic	More traffic		Traffic	
1523		access to Croxton station and foodworks	access to Croxton station and foodworks		
1525	Traffic congestion is increased. Funnels all trafgc on yo other roads. Namely Arthurton Rd	Traffic congestion as per previous			Congestion turning right from Normanby Rd in to St Georges is bad at any time. Removing other medians that take some of thay traffic is a real negative.
1526	It now adds at least 10 mins to my journey to sit in traffic all the way down to Normanby avenue so I can do a u-turn at the lights to get all the way back to Gladstone ave. what makes it especially frustrating is the lights only let 3 to 4 cars through at a time and the backlog of traffic lining up for the lights further congests the right hand lane. It's incredibly frustrating. If you try and cut through night st northcote you have 1 lane and trams and several streets are blocked off for construction making it very hard to cut back down to St Georges Rd.				

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1527			it is very slow to cross St Georges road from normandy or arthurton. It is awful to try and turn right from separation to St Georges. the traffic on leinster is very heavy . it is good for cyclists though		
1528			I live on Gadd st on the western side of St Georges road. I can now no lhope Magee get home without a sinnificant detour		
1529	Now there is lots of traffic in the backstreets around St Georges Rd	as above	as above	as above	
1530	Too much traffic to turn right into Normanby road (towards northcote).	Flow on effect of causing traffic jams at Normbany Ave	Flow on effect of traffic jam at Normanby Avenue to turn right	I use Woolton Ave as my major route to and from work. Since th closure due to the water works, it has added an extra 10 mins to be trip due to all the traffic. Please do no close this!!	Longer to get to work
1531				Have to take next turn at Normanby adding extra traffic and back tracking	
1532		It has been an absolute nightmare to get out of my street near the intersection of St Georges and Normanby ave. this occurs most times of the day and night and at weekends. Traffic banks up to turn right and you can't get out. There was nothing wrong with the crossings that are there and they should be left alone.		You can't can't out of any of the streets on St Georges rd as more traffic banks up at the only few places you can now turn. My street is very close to this crossing and I use it frequently as the turning signalling at Normanby and St Georges is rubbish causing lengthy delays	
1533	More traffic concentrated at arthurton road	More traffic concentratee at arthurton road	Difficult to access bicycle path and tram (long detour especially on foot). Car access also restricted		
1534		The traffic is terrible. You can't get out of any of the local streets whilst traffic continues on each side of St Georges Rd until people can turn right or do a u turn. They used to be able to turn at regular intervals.		Can't get out of my street anymore. All the traffic banking up waiting to turn right at the only places they can. It's been an absolute shocker. Why the hell would any right minded individual block up the crossings - it's a road	
1535	i have less accessibility. the congestion and difficulty in getting round is unbelievable and the whole area is now non functional. you need to open the crossings asap	i have less accessibility. the congestion and difficulty in getting round is unbelievable and the whole area is now non functional. you need to open the crossings asap	i have less accessibility. the congestion and difficulty in getting round is unbelievable and the whole area is now non functional. you need to open the crossings asap	i have less accessibility. the congestion and difficulty in getting round is unbelievable and the whole area is now non functional. you need to open the crossings asap	i have less accessibility. the congestion and difficulty in getting round is unbelievable and the whole area is now non functional. you need to open the crossings asap
1536	Traffic along Normanby and Artherton is backed up for blocks as all traffic is funneled onto these roads.	Time of travel increased by over 100% It's pretty simply, if you feed ALL traffic into 2/3 main crossings then traffic is going to increase 3 fold!	Traffic along Normanby and Artherton is backed up for blocks as all traffic is funneled onto these roads.	Traffic along Normanby and Artherton is backed up for blocks as all traffic is funneled onto these roads.	Traffic along Normanby and Artherton is backed up for blocks as all traffic is funneled onto these roads.
1537	Traffic is banked up to my house and I can hardly get out of my drive way at any time of the day. It is a major delay at any time of the day and is affecting residents everywhere. I think it's more of a safety issue now because motorists are getting impatient because of the closures and taking risks they wouldn't normally take.	Traffic congestion is major and as previously stated motorists are taking more risks because they're frustrated with the traffic pile up.	Same as other reasons.		Traffic congestion

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1538	It is a major east west thoroughfare BEFORE you even consider local traffic. And you are feeding it all into 2 crossings. It will cause more accidents due frustration and impatience then previous. You can't legislate, rule make, road close or reduce every speed limit to account for every port decision made by a cyclist. You'd be better off reducing the trees around the bike track to increase visibility.	Traffic congestion. It's pretty simple to see. Vic roads has a body of work to look at. Traffic is backed back for kilometers.	Traffic congestion!!!	Traffic congestion!!!	Traffic congestion!!!!!!!!!!!!!!
1539	Traffic congestion. You can't force all traffic through a few major crossings and not expect a huge impact. It's common sense.	Major traffic congestion	Major traffic congestion. I'm a cyclist but at some point people have to take some responsibility for their own safety.	Traffic congestion!	TRAFFIC CONGESTION
1540		hard to get to St.Josephs primary school.			
1541				Have had to use alternate crossings at either Arthurton rd or Normanby Ave .	
1542	I need to do a u-turn at Normanby avenue and the traffic is horrendous in the morning and afternoons. My daughters schools are on the High street side and so are their sports. I have to get over St Georges frequently and Arthurton Road and Normanby Road are not an option.			Same reason as above.	
1543	Need to be able to cross there			Need to be able to cross there	
1544	The whole area - Evening peak (3:30-6) and Saturday (8:00am - mid afternoon ) is gridlocked. The cross roads that are alternative routes such as Hutton street Thornbury are gridlocked resulting in observing angry commuters and dangerous driving practices (running red/amber lights). In addition back streets through Sumner estate are experiencing an increase in traffic volume	Increased travel time from home to destinations on the other side of St. George's road	Increase travel times through the area in evening peak	Increase travel times within the local area for commuters.	
1545					Limits access to St Georges Road
1546	The traffic bank up on Normanby ave and arthurton road has caused significant delays for us during school and kinder drop offs and pick ups, and then the commute to work. These intersections are simply not adequate to handle this volume of traffic.	As per previous response	As per previous response	Please see previous response	Please see previous response
1547				Need to drive further to access pick up of child at day care	
1549		I use this cross point to go to my local Foodworks, I ride my bike there and I use it to cross from one side of St Georges to the other	This is my main St Georges cross over. I use this 3 to 4 times a day. I have never had any problem crossing there, especially due to the lights just before it.	I use this to cross over at specific times and it is an important cross over	



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1550	it takes me longer to get to my child to school at st josephs and it takes me longer to get to work in prestin because of the extra traffic along St Georges rd. it It also has a huge impact on the weekends where the traffic seems even worse and long delays to get my child to and from sports activities	I use this crossing the most being the way I take my son to school. I now have to travel to Normanby avenue to do a u turn.	I would use this in my travels from high st shopping. I now shop elsewhere and some local business no longer have my business on the weekend	used as another cross over from high st to St Georges	I don't use this as often because the others were open so closure of any of these would congest traffic. there is also a lot of apartments being constructed and this is going to cause more traffic and more headaches on our roads. It is making us think about moving. Is Northcote no longer allowed to be a family area? The problem with the openings are not the pedestrians nor the cars or bikes, it the shrubs that block the view that's how simple the issue can be resolved. The view is extremely hard with large shrubs blocking the motorists view of bikes and pedestrians. Just don't plant them. They were also full of rats. It was disgusting. I cold no longer take my son for a walk down the strip for this reason. Clean it up. It does not need all this fuss. Please be reasonable and allow us to commute through our own suburb with ease not frustration.
1551	Length of time taken to get in and around Beavers Road when dropping off and picking up kids from their friends	Length of time taken to get in and around Beaconsfield Parade when dropping off and picking up kids from their friends	Length of time taken to get in and around Gadd St when dropping off and picking up kids from their friends	Length of time taken to get in and around Woolton Ave when dropping off and picking up kids from their friends	
1552		I use the walking path , drive my car through that intersection as well as ride my bike. Getting to foodworks is now a major drama as well.	This is the one I use the most with car , bike , walk daily. Major impact.	I use this intersection to cross over St Georges road a few times a week.	
1555	its difficult and dangerous in this area due to traffic congestion	its difficult and dangerous in this area due to traffic congestion	its difficult and dangerous in this area due to traffic congestion	its difficult and dangerous in this area due to traffic congestion	its difficult and dangerous in this area due to traffic congestion
1556					Drivers tend to travel at high speed. My friend lives on St Georges road and when indicating to turn into the driveway, cars behind don't pay attention and are impatient when turning into or reversing out of their driveway.
1557		Weekdays I can no longer use St Georges Road to travel to work, I used to use it every day, exiting at Brunswick Road. Weekends I have to drive in the opposite direction to the supermarket and come back in gridlocked traffic on Arthurton Road to get to the supermarket, instead.			
1558				It has meant that I have been having to go down Normanby avenue which is very crowded a time times and has made it much harder and take much longer to get into St Georges Road	
1559	I live on Normanby Avenue and some days I can't get out of my driveway because traffic is backed up. I can't cross over to the other side of St Georges Road easily so have to use the back streets which are now congested	The beaconsfield crossing is the closest to my work and instead of having quick easy access, I have to drive an extra 20-25 minutes in peak hour to do a U-turn just to get 10 metres across the road.		With Woolton being closed, all the traffic is pushed into Normanby Avenue and the traffic lights do not allow many cars through at a time thus increasing traffic congestion	
1560		I have been staying in Northcote with my grandmother and commute to work by train, i now have to walk an additional distance to cross over St Georges road. there has also been more congestion on the road at cross over points due to this block			
1561	Difficult to access the bike route	Difficult to access bike route			

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1562				I have to spend more time on busy High street, to divert to the very busy Normanby Avenue or Hutton street to cross St Georges Rd.	
1563	had to drive along other roads to access other side of Thornbury/Northcote.		as before		
1564	Have to turn at Separation street. The right turn is often backed up with traffic.	Have to turn at traffic lights. Major build up of right turns at these traffic light and traffic on the other main roads.	Have to use main roads to get home. Major build up of traffic on these roads - especially right turning options.		
1565	The traffic is currently horrendous with the closures and I dread every time I need to use St Georges Road. There are plans for high storey developments on St Georges rd which will create even more traffic. Please do not allow closures to be permanent!	The traffic is so congested. When you finally get to intersection you can turn right there are so many cars that they are risking going through red lights as they have been waiting so long. I fear there will be more accidents as people will be getting impatient & taking risks they normally wouldn't.	Any closure has effected the flow of traffic!	Permanent closure is not the answer! There should be signage for cyclists that a cross over is ahead & to take care	All of the closures have had great impact!
1566	I used to use it frequently but due to the construction works near high street I often would not use it anyway			I used to use the intersection frequently before it was closed and its closure has also increased congestion on Normanby avenue and Atherton road making it take much longer to get to where I need to go	
1567	This is probably the median that I use least, however it is occasionally convenient as Beavers road continues on across the train lines to High St	This is the median that we use second most - basically by car it provides us with access to our home coming from the north. By foot it provides (one of) our most common walking paths to the centre of Northcote.	The Gadd St median is the one we use most - by car it provides us with a way to access St Georges Road heading south and across to High St and the centre of Northcote. By foot it provides access to number 11 trams heading south and Croxton Station		
1568	Having to travel all the way to Moreland Rd only to execute a U turn to get home is extremely time consuming, frustrating and adds to the already congested traffic on St Georges Rd.			Having to travel all the way to Moreland Rd only to execute a U turn to get home is extremely time consuming, frustrating and adds to the already congested traffic on St Georges Rd.	
1569				Makes it much harder to get to friends and other things west of St Georges Road	
1570	Regular pathway to High st, Northcote station, and plaza	Regular pathway to shops, station, and high st precinct, access north direction of St Georges rd from east, or local backstreets to get home.	Daily pathway to tram and station, high st, other shops. vital to access St Georges road to head south - other wise we'd be landlocked by traffic	Semi regular path to Thornbury shopping precinct, station and trips to the north outside of local area	use it to access parklands, get to Thornbury
1571	Safer and quicker	Safer and quicker	Safer and quicker	Safer and quicker	Safer and quicker
1572	It has added a lot of time to my journey. Very slow and frustrating having to use Separation St/Arthurton Rd.			This was a good and easy crossing. Now forced to use Separation St or Hutton St. Having so many cross roads closed mean these two street crossings ridiculously congested.	
1573	Added on 15-20 mins a day in travel time				
1574	There is a lot more traffic now. This has significantly increased my travel time.	There is more traffic now and I have to travel a greater distance to cross St Georges Rd and it makes each journey significantly longer.		There is more traffic now and it takes me a lot longer to cross St Georges rd now.	There is a lot more traffic now and I have to travel further to cross St Georges rd so each journey takes longer.

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1575		I find it impossible to get over to the East side of Northcote to do such things as grocery shopping, getting to the vet, going to the dentist, getting to the Eastern freeway to visit family. The traffic has been pushed to Authurton Road and have increased every trip by at least 1-40 minutes. In peak hour on a friday afternoon it has taken me 40 minutes to get from Woolhouse Street to St. Georges Road, a distance that only takes a few minutes to walk. Also because the traffic lights have not been altered to allow for extra traffic and there are so many cars trying to perform U-turns at Normanby cars are getting stuck in the middle and because of this i have received a red light camera fine. This is not an ideal situation to have to deal with on a daily basis. On the west side of St Georges road we have basically been landlocked and have been cut off from easily accessing services.		I find it impossible to get over to the East side of Northcote to do such things as grocery shopping, getting to the vet, going to the dentist, getting to the Eastern freeway to visit family. The traffic has been pushed to Authurton and Normanby Roads and have increased every trip by at least 1-40 minutes. Also because the traffic lights have not been altered to allow for extra traffic and there are so many cars trying to perform U-turns at Normanby cars are getting stuck in the middle and because of this i have received a red light camera fine. This is not an ideal situation to have to deal with on a daily basis. On the west side of St Georges road we have basically been landlocked and have been cut off from easily accessing services.	
1576			A coupe of times I have been unable to cross at both Woolton and Gadd so have missed multiple trains in the morning	Makes it very difficult to get across the road and get to the train station without adding 5-10 minutes to the trip	
1577	Unable to turn right on St Georges road in a car when I might have normally - instead I go to the major intersection to turn.				
1578				Travel to High Street is now via Normandy Rd west of high St. This approach is often congested and takes several signal cycles to cross High St.	
1579	Increases my travel time and makes me use congested roads.		Increase time of travel	Increase travel time and again making roads congested.	
1580			I travel back and forth to areas east of St Georges Rd during the day. The Gadd Street closure means more driving, more waiting for street lights and arrows and generally adds an extra 10-15 minutes of driving (and exhaust fumes) to every trip. I now frequently forced to use other side streets because the traffic congestion is too great on Normanby Rd and Separation St. The closure of these crossings greatly impacts the congestion on these major roads.	I travel back and forth to areas east of St Georges Rd during the day. The Woolton Street closure means more driving, more waiting for street lights and arrows and generally adds an extra 10-15 minutes of driving (and exhaust fumes) to every trip. I now frequently forced to use other side streets because the traffic congestion is too great on Normanby Rd and Separation St. The closure of these crossings greatly impacts the congestion on these major roads.	
1581	Less traffic to wait for/observe and increased safety	Less traffic to wait for/observe and increased safety	Less traffic to wait for/observe and increased safety		
1582	Am not 100% sure what is meant. If that "median" refers to the car crossing, then yes, it only had a minor impact and I would support permanent closure. If it is about the median bike lanes, then no, I would not support permanent closure.	Every now and then, the car route has to be extended when not using the median crossing.. However, given the tram and bike lane crossings, it feels notoriously unsafe to cross ... so the longer car route is somewhat offset by less adrenalin levels when taking those shortcuts..			

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1583		It means I need to travel to either Arthurton Rd or Normanby to turn	It means travelling to Arthurton or Normanby to turn and then navigating the side streets, adding to the volume of traffic there.	To access our home we now have to travel to Arthurton or Normanby, then work our way back through the side streets. As a pedestrian, I can't cross the bike track where I want either. The turning lane at Normanby as a result now often clogs way past my street and so turning out onto St Georges Rd (via car) is dangerous and difficult.	
1584	Crossing from one side of St Georges Road to the other involves a significant distance to travel and major congestion at the few places left - controlled by traffic lights - where turning is possible. In addition please note: MANY RESIDENTS REQUIRE FAR MORE INFORMATION ABOUT THE ALLEGED CRASHES AND INJURIES - PLEASE PUBLISH EXACTLY WHAT, WHEN, WHO AND WHO WAS AT FAULT before posting blanket statements, eg: 72 crashes. What does that mean? I've nearly been collected by cyclists while walking across the road, who disregard the traffic lights - and I've nearly killed a couple myself who REFUSE TO USE THE MEDIAN STRIP and just ride down the middle of St Georges Road. There are far better ways to fix this problem than closing the cross streets.	As the parent of a disabled child, I find the closure of this particularly difficult. Not only is getting into and out of Beaconsfield Parade now close to impossible, it is far more congested than it was, parking is very hard - and you can't just chuck disabled kids out of the car, you have to TAKE them into their classrooms (Croxtton Special School is down this road) and it is even riskier for intellectually disabled children that it was.	Crossing from one side of St Georges Road to the other involves a significant distance to travel and major congestion at the few places left - controlled by traffic lights - where turning is possible.	Crossing from one side of St Georges Road to the other involves a significant distance to travel and major congestion at the few places left - controlled by traffic lights - where turning is possible.	Crossing from one side of St Georges Road to the other involves a significant distance to travel and major congestion at the few places left - controlled by traffic lights - where turning is possible. .
1585			The new shared path opening to cross at Gadd Street has been positioned on a curve making it extremely difficult to see cyclists riding north and south. This therefore represents a high risk for accidents between peds and cyclists so I now use Normanby Avenue which also puts cyclists and peds on the same shared path but gives greater line of sight. This is also the closest crossing to the railway station and is ped lights signalised making crossing St Georges Road safer.	Yes, this has forced me to detour to Normanby Avenue both with vehicle and walking access. Increased time to train station and cut off the east side of St Georges Road and access to traders along that side.	
1586	Closed	Closed		Closed	
1587	I have time to plan my journey from high st into beavers rd. Ditto for beaconsfield pde	As stated can enter from high st			
1588	Slight delay in accessing Beavers Rd from St Georges Rd when travelling north on St Georges Rd.	See answer to no 10			
1589	I use it to drop into the local shop on the way home, often.		I cross at Gadd Street 1-2 times a day, for school drop off & pick up. Plus when returning from anywhere north of Gadd street (going to shops, to sport, to visit friends etc.)	I cross here minimum 1-2 times a day, to go to school drop off & pick up, but every other time I leave the house to travel south or east of this location. So can be 6 times a day!	
1590		I know have to drive down to Atherton Road to go the opposite way down St Georges rd	I will occasional use this when driving	I will occasional use it when driving	

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1591	I use the Beavers Rd median on a regular basis either going to / coming from work, it all depends on traffic.	I use the Beaconsfield Pde median on a regular basis either going to / coming from work, it all depends on traffic.	I use the Gadd St median on a regular basis either going to / coming from work, it all depends on traffic.	I have to use either Arthurton Road or Normaby Avenue to go to / come from work, this adds considerably to traffic in the mornings and evenings, I can put up with it for a year whilst the works are undertaken but do not close the Woolton Avenue median or the other medians. The more development that is occurring on High St and St Georges Rd will lead to more people living in the area and will only lead to more traffic congestion on Arthurton Rd, Normanby Av, Hutton St. Closing the medians will lead to bottlenecks elsewhere.	I use this median a few times a year.
1593		I need to drive from high street to the western side of St Georges Rd to drop my kids off at child care. Arthurton Rd and Normanby Ave/Clarendon St cannot cope with the closures of these other intersections.	I need to drive from high street to the western side of St Georges Rd to drop my kids off at child care. Arthurton Rd and Normanby Ave/Clarendon St cannot cope with the closures of these other intersections. They were struggling enough before the road closures. I used to use Gadd and Woolton intersection crossings the most.	I need to drive from high street to the western side of St Georges Rd to drop my kids off at child care. Arthurton Rd and Normanby Ave/Clarendon St cannot cope with the closures of these other intersections. They were struggling enough before the road closures. I used to use Gadd and Woolton intersection crossings the most.	
1594	Takes longer to go to the northcote plaza		It takes longer to get to the northcote plaza	It takes longer to get to the northcote plaza	
1595	It's difficult for us to access the right turning lane at St Georges Rd/Arthurton - we live on the Sumner Estate on the left side of St Georges Rd (heading north), so very rarely does the traffic let you in across two lanes of traffic into the right turn lane. This means to get to High St, we use Beavers Rd (and some others) to access the north end of High St shops. We're currently having to drive all the way up to Normanby, then turn right into High St to access the shops we go to.	Same answer as previous question.		Same answer as previous question, although we use Woolton the least, so the impact is less.	
1596	Traffic is so banked up at the lights now. Trying to get home from work at Sherwood North is a nightmare now and it has added at least 10 minutes to my journey from work.	This has affected business at my workplace significantly, meaning that my hours have been cut.		Increased traffic.	

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1597				We live at the Western end of Shaftesbury Pde. Without the Woolton Ave median being open, you need to cross St Georges via Separation or Normanby, which are increasingly clogged with traffic. Crossing St Georges is usually fairly easy using the open medians - the traffic flow is punctuated by the lights at Separation, so you get big gaps in the traffic heading north on St Georges, which you can use to safely cross. The only problem of course - and this is where the criticism often lies - is in cyclists using the median to head up and down St Georges. Now I frequently cycle to work at the Rooyal Children's Hospital, so I'm a cycling commuter myself - but the median on St Georges CAN be safely shared with crossing traffic. The problem has been that the trees are too close to the crossings, so you don't have a long line of sight - but this could be revised when the trees are replaced following the completion of the current works.	
1598		Causing significant delays on all car journeys and significant inconvenience on bicycle and by foot.	As before.	As before	
1600	It makes the journey to dropping off my daughter to gymnastics longer. There is major congestion at the lights at the St. Georges Rd and Separation St intersection.			mainly i want to state that my concern is for Emergency services. On such a long stretch of road with a large median strip, I am concerned that these services will have a longer travel time to their destination and will be hindered by traffic congestion.	
1601	have to perform a "u" turn at either Arthurton Rd. or Normanby Ave.			as previous	as previous
1602	Too dangerous to use some of the others with my children	Difficult to safely cross over to the other side			
1603	The traffic has been unbearable, just trying to get to the local shops at Northcote Plaza.	The closure has meant traffic banked up in all surrounding streets.		Unable to cross to get to High street Thornbury. We end up sitting in hundreds of metres of traffic on Normanby Avenue	
1604		Only use this crossing very occasionally.	Sometimes use this crossing from east side of St Georges Road to home in Bird Avenue Northcote if hold-ups or restrictions on Normanby Avenue.	Frequently use this crossing from west side to drive from home in Bird Avenue southwards along St Georges Road towards Fitzroy and Melbourne CBD. Closure has seriously increased traffic delays at alternative SGR crossings on Normanby Avenue and Arthurton Road.	
1605	Means I need to find alternative route across St Georges road	I have had to find alternative routes down minor roads in the area		I avoid miller st and arthurton road as they are very congestion intersections and use minor roads to avoid traffic	
1606	Walking is curtailed severely. Access is curtailed for local driving meaning I take workarounds				

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1607	Beavers Road lets us cut back to the North heading side of St Georges road, to return to our home, without a lengthy U-turn at Seperation Street.	Beaconsfield Parade is another median we use regularly to access our street. For those of us that live in the pocket surrounded by Arthurton, Normanby and the Merri Creek, we regularly use this median to access our home streets.	Gadd Street is the major median we use regularly to access our street. For those of us that live in the pocket surrounded by Arthurton, Normanby and the Merri Creek, we regularly use this median to access our home streets.	Woolton Avenue is another median we use regularly to access our street. For those of us that live in the pocket surrounded by Arthurton, Normanby and the Merri Creek, we regularly use this median to access our home streets.	Watt Street is a median we use regularly to access the north of of High Street. Closing streets impedes access for local residents and forces traffic into areas creating bottlenecks.
1608	change route to work		added 5 minutes to my trip		
1609	I've needed to seek an alternative route by driving further along St Georges Road and u-turning where available.			I've needed to seek an alternative route by driving further along St Georges Road and u-turning where available.	
1610			Forces me to use Arthurton Rd rather than local streets to get from home to childcare. Intersection with St Georges is worse and worse traffic wise	Forces me to u turn at Normanby when coming home	
1612	I've had to walk all the way up to Normanby to cross over, depending on the construction, instead of at Beavers Road.	As before	As before	As before	
1613		Need to travel in opposite direction to crossSt Georges Rd or have use train and walked rather than tram	Have used Beaconsfield insteaxe	When traveling by car in peak difficult to turn with excess traffic at main crossing points due to closures	
1614				have to go to Normanby and wait at the lights to get across and back heading south, cant get back home from High st without going down Normanby which means walking along a busy street with my kid in a pram	
1615	Inability to get across St Georges Rd	Inability to get across St Georges Rd	Inability to get across St Georges Rd	Inability to get across St Georges Rd	Inability to get across St Georges Rd
1616	Traffic has become so congested since the minor crossings have been closed, it's completely impractical to leave them that way. At night I have to walk ten minutes down St Georges road just to cross to the other side.	Traffic is terrible since these have been closed.	Traffic has become so congested and heavy.	The closing of the minor crossings has created so much traffic trying to turn at either Normanby Road or Separation street. It's ridiculous.	

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1617		This has impacted car and walking travel in the area to access crossing to amenities on the other side of St Georges rd like the cafes and the foodworks supermarket. I have had to make these journey's in some cases with my son in his stroller and I have at times not felt safe as road users trying to avoid the bottlenecks created by the median closures in the area are trying to find work arounds that mean they speed in residential streets and also cut street corners.	its impacted my ability to safely cross from one side of St Georges to the other, particularly to get to the croxton train station and to get to the high st shops.	As resident of shaftesbury pde I would daily use woolton st to get from one side of St Georges to the other. I now have to cross at the Normanby lights. I have noticed more aggressive behaviour of drivers with the median closures. there is daily speeding down shaftesbury pde as drivers get frustrated with the wait at lights on Normanby. there has also been significant traffic build up on leinster grove. my street had many families and children. I am concerned with the median closures and the increased traffic on our street that its only a matter of short time before we see an incident. I have to drive further now with the woolton closure. I have waited for over 10 minutes to cross the lights at Normanby on a regular basis. I have seen drivers get frustrated with waiting for the right hand turn light at normandy and in some cases cross on the red arrow. this aggressive behaviour is a risk for pedestrians, drivers and trams and buses in that busy intersection. the median closure has made the Normanby intersection a traffic hot spot with more risks than is necessary. the medians assisted traffic flow. education of drivers, cyclists, pedestrians to safely use these intersections is better than closing the medians and increasing overall risks in the area many of the surrounding streets that impact many households.	
1618			Picking up the children three times a week from childcare to the train station to pick up wife is now much longer and includes a large amount of time stationary, which is particularly bad for my 2 month old son	Has dramatically increased morning commute to stop children of at child care (from East of High St) and also increased the length of time it takes to walk from childcare to train station and vice versa as part of my work day commute. Probably adds around half an hour once all things are considered	
1619		It is not easy for cars to see cyclists coming, and the closure makes it much safer as cars do not cross the bike path.	It is not easy for cars to see if cyclists are coming. The closure makes it much safer to cycle along this path.	It is not easy for cars to see if cyclists are coming. The closure makes it much safer to cycle along this path.	It is not easy for cars to see if cyclists are coming. The closure makes it much safer to cycle along this path.
1620	The traffic is outrageous where the main intersections are now that the smaller side intersections are closed this is not going to be something that will be sustainable in the long term. It takes me an extra 30 minutes to get to work where my work was a 10 minute short drive before this is absolutely ridiculous. Now that the trees are removed where th bike path is cars will be able to see cyclists which I believe will reduce accidents. The only time I have ever nearly had an accident is due to the trees and not being able to see cyclists coming.	As previously mentioned the traffic has gone out of control now that people cannot use other smaller side intersections frustration is built and more road rage has occurred as a result	Please refer to previous responses the closure of any of these intersections has caused major traffic issues which need to be taken into consideration for me to get to a destination which would be a 5 minute drive is now taking an extra 20 minutes because of having to go around and traffic congestion at these main intersections		
1621			I have to go around causing delays to my journey		I have to use Hutton Street which often has a lot of traffic causing greater risk of accidents and longer journey times
1622	It is a very difficult to cross St Georges rd now. it takes ages and is very frustrating. Weekends are as bad as week days			see previous response. It is so difficult to get across St Georges rd now	



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1623	It has improved the speed and enjoyment of the journey. I have felt much safer as a cyclist on the temporary shared path and have not had to worry that I will be crushed by cars crossing the median without looking!	I feel much safer crossing this area now. As a cyclist I am more confident and comfortable on this journey.	I feel much safer crossing this area now. As a cyclist I am more confident and comfortable on this journey.	I feel much safer crossing this area now. As a cyclist I am more confident and comfortable on this journey.	I feel much safer crossing this area now. As a cyclist I am more confident and comfortable on this journey.
1624	Banked up traffic to cross over to St Georges rd since there's few crossover openings left	I use it frequently now I avoid it and there's more traffic congestion	Frequently used street	Traffic banked due to small intersections closed everyone using main arterial	Banked up traffic everywhere else
1625	Inability to cross over has caused traffic to bank up on the available crossovers and given the reduction in options traffic banks up in more locations. Cyclists consistently fail to obey road rules and unlike vehicle red light cameras no law enforcement measures are in place for cyclists. Strongly oppose closure of crossovers especially for a major thoroughfare.	Causes traffic back up on alternative medians	Causes traffic back up on alternate crossovers	Causes traffic to back up on alternative crossings	Causes traffic back up on alternative crossings
1626				Can't Turn right Have to navigate back streets onto either arthurton to turn right in heavy traffic	
1627	Forces me to turn right up at Normanby, delaying my travel plans particularly at peak times. Also clogs traffic south or Artherton significantly delaying my journey because I can't get out at Auburn because your earlier survey didn't see the need for 'keep clear' line markings for traffic heading north along st.Georges...			ditto as per above but I used it less frequently when hopping over to Thornbury. It forces all right hand turning traffic travelling north on st.Georges to turn at Normanby, clogging that intersection up and creating traffic hazards and preventable vehicular traffic accidents due to your deliberate poorly designed traffic flow. There are better ways to safeguard cyclists using the path and you should be examining those rather than penalising car drivers who pay for the roads. I'm a cyclist too but you're going about it the wrong way.	I use it less than crossings further south but I have needed to do the odd U-turn and now you're removing that option. But that's me, what about the residents who live closer by. Don't try to divide us. Again, if you're beholden to the cycling lobby, I recommend you examine other ways of protecting cyclists using the median path. Get creative about that not penalising car drivers.
1628	Heavier traffic	Traffic congestion		Congestion	
1630	unable to get to and from my home without either going all way to separation st or Normanby ave to cross over and the traffic is absolutely horrendous	unable to cross over to get to and from home	unable to cross over to get to and from home		
1631	Time spent queing at lights either at Normanby or Artherton to complete a u turn.	As before	As before	As before	
1632	Difficulty in moving between St Georges Road and High Street for shopping, social, study and leisure purposes	See previous answer. Also makes St Georges Road more congested.		See previous answer	
1633	I work at Northcote Osteopathic Clinic on the corner of Gladstone and St Georges, and it has significantly impacted my commute. I have to take alternate routes which are longer, and it has increased traffic on artherton, the backstreets including Gladstone and St Georges.	I work at Northcote Osteopathic Clinic on the corner of Gladstone and St Georges, and it has significantly impacted my commute. I have to take alternate routes which are longer, and it has increased traffic on artherton, the backstreets including Gladstone and St Georges.			
1634	having THESE MEDIANS CLOSED HAS INCREASED MY SENSE OF SAFETY when CYCLING along St Georges road in fact I now use the bike path in preference to the side-road shimmy	Same as above makes cycling safer and more attractive	Same as above	same as above	Same as above

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1635	The closure of these medians has added approximately 15 minutes to my journey each morning/evening. That's an extra 30 min a day I miss with my family due to these closures			Again, added time each morning and afternoon which results in an abundance of traffic at the signal intersections.	Again, added time each morning and afternoon which results in an abundance of traffic at the signal intersections.
1636	Tail backs on roads that remain open make accessing St Georges Road from the east a struggle. A journey that ordinarily would take 15 minutes to NMIT can take 40 minutes plus.	Traffic is forced onto roads that remain open and there are significant tail backs at signalised intersections that allow access to St Georges Road. The closures are effectively dividing Northcote and residents to the west are hampered in accessing amenity in the east and vice versa. Travel times to schools, businesses and retail amenity have been significantly impacted.	Traffic is forced onto roads that remain open and there are significant tail backs at signalised intersections that allow access to St Georges Road. The closures are effectively dividing Northcote and residents to the west are hampered in accessing amenity in the east and vice versa. Travel times to schools, businesses and retail amenity have been significantly impacted.	Traffic is forced onto roads that remain open and there are significant tail backs at signalised intersections that allow access to St Georges Road. The closures are effectively dividing Northcote and residents to the west are hampered in accessing amenity in the east and vice versa. Travel times to schools, businesses and retail amenity have been significantly impacted.	Traffic is forced onto roads that remain open and there are significant tail backs at signalised intersections that allow access to St Georges Road. The closures are effectively dividing Northcote and residents to the west are hampered in accessing amenity in the east and vice versa. Travel times to schools, businesses and retail amenity have been significantly impacted.
1638			I live on Gadd Street.		
1639				We can not access or property on St Georges rd and need to drive an extra 10min to get to our side	
1640		We need to cross over to the east side of St Georges road and vice versa everyday. Extra travel time can not be uncommon in adding 15 minutes to the journey. It can be that bad that on several occasion it is better off to leave the car parked on the other side and walk across. It's getting worse to travel within and out of Northcote.		we use this thorough fare to reach our common destination within Thornbury/Northcote. Normanby intersection is to be avoided due to the bank up travelling in ALL directions. I'm will be surprised if there's be no increase in crashes - witness a lot of road rage. Waiting 3 sets of light to perform a U turn is frustrating a lot of drivers.	
1641				I have to do a u-turn or alter my route	
1642	When we have been required to get to the airport in the morning (once a week for my partner's work) we have been faced with multiple delays; however, this has not been as bad as trying to use St. Georges Road in peak hour in the afternoon/evening. It is no longer feasible for me to travel north bound from Arthurton Road as the travel distance to the next major crossing in conjunction with having to wait for multiple phases has added at least 20 minutes to my evening journey. I no longer use St. Georges Road in the evening and instead rely on using increasingly congested (since the closure of the minor crossings!) residential streets.	This is the crossing we use to u-turn onto St. Georges Road to return home from anywhere south of our address. It has been this closure that now deters us from driving along St Georges Road.			
1643	Unable to cross over St Georges rd to go to supermarket when travelling from opposite direction	Unable to cross over St Georges rd to go to dry cleaners on other side when travelling from the north		Unable to cross St Georges rd	Unable to use this to access park and community services including school. Closure has also increased traffic at Hutton st intersection and along Hutton st which is already a busy street with many children due to school.
1644	Traffic has been slowed, usual short cuts have been blocked. Irregular uses often stop or slow to unsafe speeds not knowing alternative routes requires with the median closures				
1645		Traffic on weekends terrible, as Arthurton and Normanby only places to U Turn. Drivers angry, unsafe. Too many cars in side streets, not safe for	See above, same issues.		

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
		kids. Significant change to area.			
1646				I have had to use Normanby road, which is ok, but the traffic lights currently cannot cope with the increase of turning traffic to the point that within the first week receiving a red light infringement. However, the positive impact has been that the traffic down Woolton Avenue has been considerably reduced.	
1647	I am now required to divert to a main rd and queue to get across the intersection			I am now required to divert to a main rd and queue to get across the intersection	I am now required to divert to a main rd and queue to get across the intersection
1648		Traffic jams along finding another cross route			
1649		traffic jam in getting to work			
1650			I was using the Gadd St medium to cross St Georges Rd from the west side to the east side and then to travel south down St Georges Rd. Now I'm forced to use Normanby Ave which has become highly congested during peak times and on weekends. It's now not unusual to wait 5 or 6 light changes to turn from Normanby ave onto St Georges Rd	I was using the Woolton Ave medium to cross St Georges Rd from the west side to the east side and then to travel south down St Georges Rd. Now I'm forced to use Normanby Ave or Blyth St, both of which have become highly congested during peak times and on weekends. It's now not unusual to wait 5 or 6 light changes to turn from onto St Georges Rd	
1651			More traffic congestion	I live in Shaftesbury pde & it's sometimes difficult getting to our house unless we take all major roads. Also too much traffic congestion	
1652	All lane closures have resulted in built up traffic at signalled intersections. As a cyclist using the bike track, I never had a problem navigating the unsignalled intersections. As long as you have your wits about you the unsignalled intersections are not a problem.	Same response as per previous	Same response as per previous	Same response as per previous	
1653	This closure has had a major impact on my weekly commuting times to the airport. Attempting to make a U-Turn at Arthurton Rd results in lengthy waits in large queues of vehicles due to the cumulative effect of all preceding median closures.	Returning home from anywhere to the south of my home address along St. Georges Rd. - especially at evening peak periods, results in extremely long wait times attempting a U-Turn at Normanby Ave and back-tracking along St Georges Rd unnecessarily.			
1655				Longer wait times at intersections with lights. Difficulty crossing to access businesses on far side of St Georges road	Longer wait times at intersections with lights. Difficulty crossing to access the businesses on the opposite side of the street (long detour to perform a u turn to get to cafes)
1656			It has necessitated a longer journey in terms of distance, convenience and time. The resultant traffic congestion at crossings that have remained open is significant	resultant congestion at available crossings	
1657				i am unable to cross a point closest to my destination, and as such, i need to travel further out of my way which adds extra 15-20 min to my journey.	i am unable to cross a point closest to my destination, and as such, i need to travel further out of my way which adds extra 15-20 min to my journey.

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1659	It is much safer now that that crossing is closed.	It is much safer now that that crossing is closed.	It is much safer now that that crossing is closed.	It is much safer now that that crossing is closed.	It is much safer now that that crossing is closed.
1660	No significant impact either driving or cycling.				
1661				Gotta go a little further North to U-turn to go South on St.Georges	
1662		Time taken to commute around is threefold and significantly inefficient for locals			
1664			Huge increase in traffic at both the Moreland road and authorton intersections, causing more traffic and more pissed off driving making stupid and dangerous decisions to try and quicken their commute and make up for the time lost due to the middle intersections shut down.	This is a largely used intersection, without this the drive is increased by 5-15 mins depending on traffic, that adds up	
1665	Used to turn right into it when driving south on St Georges Rd	Used to turn right into it when driving south on St Georges Rd	Have not been able to cross it on foot at times making access to the tram hard and train impossible. Usually use it to cross both ways, access our own Street as well as St Georges Rd.	Even though it is further from my regular crossing point of Gadd Street, I think it has been more frustrating to have it closed. Would usually use it when driving.	
1667		The closure has meant I have to alter my route when I drive that way, BUT it has made the bike path much safer and faster along St Georges Rd and may have improved the tram as well (I don't get it often enough to have noticed any difference).		same as above	same as above
1668		Great for cycling down St Georges Rd now, but more difficult to cross by car as more traffic jam on major roads		Great for cycling down St Georges Rd now, but more difficult to cross by car as more traffic jams on major roads	
1669			Increased journey times having to go to athurton or Normanby st, wait for lights to do a u-turn. Especially when going to and from work.	Extended journey times attempting to cross St. George's rd, especially due to increased traffic congestion as a result of the 5 closed crossings	
1670		I can't turn north out of my street to visit all my family further north. and the next intersection going north is always so busy that i must wait for up to four changes in the lights sometimes to be able to turn right into St Georges Road.			
1671	inconvenience	inconvenience		inconvenience	
1672				Haven't used it due to the closure, have used alternatives	
1673		More time spent on St Georges Road in busy traffic			
1674	Takes a long time to cross over	It takes a long time to cross over St Georges Rd	It takes too long to cross St Georges Rd, so few options left and travel is terrible	As per previous - it simply takes too long to cross from one side to the other. You are dividing a community	As previous - takes too long to cross St Georges Rd,
1675		I live on Leinster grove and frequently use Beaconsfield parade to cross over St George Road either way and avoid the crazy traffic on Arthurton Road.	Given the traffic in the area also use Gadd street to cross over St George Road either way and avoid the crazy traffic on Arthurton Road.	Again like the others it provides options to cross over St George Road either way and avoid the crazy traffic on Arthurton Road.	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1676	The cross street closures has pushed a lot of extra traffic into the surrounding areas, Meanwhile the Arthurton Road and Normanby Road intersections have had an increase in U turning traffic which places pressure on the turning lanes backing them up into the straight direction traffic.	The cross street closures has pushed a lot of extra traffic into the surrounding areas, Meanwhile the Arthurton Road and Normanby Road intersections have had an increase in U turning traffic which places pressure on the turning lanes backing them up into the straight direction traffic.	The cross street closures has pushed a lot of extra traffic into the surrounding areas, Meanwhile the Arthurton Road and Normanby Road intersections have had an increase in U turning traffic which places pressure on the turning lanes backing them up into the straight direction traffic.	The cross street closures has pushed a lot of extra traffic into the surrounding areas, Meanwhile the Arthurton Road and Normanby Road intersections have had an increase in U turning traffic which places pressure on the turning lanes backing them up into the straight direction traffic. The woolton Avenue closure in particular has increased the pressure on the already strained Normanby road problems	The cross street closures has pushed a lot of extra traffic into the surrounding areas, Meanwhile the Normanby Road intersection has had an increase in U turning traffic which places pressure on the turning lanes backing them up into the straight direction traffic.
1677	Appears to have been increase in traffic conjection in roads that are still open that cross St Georges Road, such as Hutton Street, Normanby Road and other through streets. This is particularly noticeable during peak periods. The size of the remaining through roads are not big enough to cope with all of the traffic that has previously been dispersed through the other crossover roads now closed. I appreciate the use of the bike path by cyclists and also use it on occasion myself. I think the car crossings could be better marked for cars to stop and give way to bikes with clear markings across the bike crossing.			Traffic conjection is noticeable with the closure of this road crossing by the many cars now forced to use the few remaining roads that cross over St Georges Road. The few cross over roads that remain open, including Hutton Street, are terribly narrow at the best of times and often do not allow two cars to pass each other due to cars parked on both sides of the street. They do not appear to be designed to carry so much traffic that now has no where else to go to cross over St Georges Road. There is also increased aggression and impatience by drivers to squeeze past oncoming to make the lights or having waiting extra time to get through the lights. Further, Hutton Street has a train crossing, multiple cross roads that cross over Hutton Street, local traffic, school traffic, through traffic now forced to use this road (and others such as Normanby Road).	I regularly used this crossing to return home from Preston. It also provides a further point of access to and from Thornbury Station, which is a busy station. It provides an alternative to Hutton Street from the station. Traffic conjection is also noticeable by the many cars now forced to use the few remaining cross roads that crossover St Georges Road. These roads that remain open, including Hutton Street are narrow at the best of times and often do not allow two cars to pass each other due to cars parked on both sides of the street. There is increased aggression and impatience by drivers to squeeze through to make the lights. Further, Hutton Street has a train crossing, multiple cross roads that cross over Hutton Street, local traffic, school traffic, through traffic now forced to use this road (and others such as Normanby Road).
1679	I cycle with my children to school and go to the local shops on High Street in addition to driving this route for the same reason. Peak hour traffic is always challenging but I have been abused for cycling on the footpath of St Georges road for riding with my children-aged 5 and 7 (an activity which I believe I am entitled to do with them until they are 12)	Beaconsfield Parade would be my usual cross over point if I was driving to and from school from home. I avoid Gadd Street since it became high density on the West side as 2 way traffic is challenging at even non peak times. I am a pretty vigilant motorist especially as I am also a cyclist and stop at the central STOP sign where I often observe it only being used as a 'Give Way'.	I avoid Gadd Street since it became high density on the West side as 2 way traffic is challenging at even non peak times.		
1680	Being forced to travel further down to Arthurton Rd into heavier traffic congestion with minimal duration at a right turn arrow.			Being forced to use heavily congested Normanby Avenue. With the current median crossing closures it is a nightmare.	I cannot take the same route I have since the early 80s and would be forced to use Hutton St which is now ridiculous during the main hours of daylight
1681					
1682				means i have to wait at a red light behind 60 cars every time i come home	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1683	Closing Beavers Road median crossing means that all cross St Georges Rd traffic is funnelled into the Arthurton Road. This means that Arthurton road is now very congested & travel times have escalated. And the same can be said for High Street as well. We are noticing an increased amount of traffic on all the sides streets. It becomes much more difficult to walk to or bike ride to locations on the other side of St Georges Rd with children as in many cases the trip length is increased many times.	Closing Beaconsfield Parade median crossing means that all cross St Georges Rd traffic is funnelled into the Arthurton Road. This means that Arthurton road is now very congested & travel times have escalated. And the same can be said for High Street as well. We are noticing an increased amount of traffic on all the sides streets. It becomes much more difficult to walk to or bike ride to locations on the other side of St Georges Rd with children as in many cases the trip length is increased many times.	Closing Gadd ST median crossing means that all cross St Georges Rd traffic is funnelled into the Arthurton Road. This means that Arthurton road is now very congested & travel times have escalated. And the same can be said for High Street as well. We are noticing an increased amount of traffic on all the sides streets. It becomes much more difficult to walk to or bike ride to locations on the other side of St Georges Rd with children as in many cases the trip length is increased many times.	Closing Woolton Ave median crossing means that all cross St Georges Rd traffic is funnelled into the Arthurton Road. This means that Arthurton road is now very congested & travel times have escalated. And the same can be said for High Street as well. We are noticing an increased amount of traffic on all the sides streets. It becomes much more difficult to walk to or bike ride to locations on the other side of St Georges Rd with children as in many cases the trip length is increased many times, as a result the amount of car traffic increases again, further exacerbating the congestion, and time delays.	It becomes much more difficult to walk to or bike ride to locations on the other side of St Georges Rd with children as in many cases the trip length is increased many times, as a result the amount of car traffic increases again, further exacerbating the congestion, and time delays.
1684			I have to go up to Arthurton road to be able to get to the western side of St. George's Road, and there is a line of traffic doing the same		
1685			Confusion and inconvenience due to detours, increased congestion at adjacent intersections		
1686	The only way across now is via major roads where traffic is heavy and delays constant.		The only way across is via major roads where traffic is heavy and delays constant	The only way across now is via major roads where traffic is constant and delays heavy. Hard to access kids friends houses and dance school	
1687	Don't have to worry about cars ignoring bikes as they cross	Don't have to worry about cars ignoring bikes as they cross	Don't have to worry about cars ignoring bikes as they cross	Don't have to worry about cars ignoring bikes as they cross	Don't have to worry about cars ignoring bikes as they cross
1688	I cycle on the path, and the closure has been a blessing!! On the times I've driven I have found that the traffic flow is better, because cars aren't holding up traffic turning through the centre section	I cycle on the path, and the closure has been a blessing!! On the times I've driven I have found that the traffic flow is better, because cars aren't holding up traffic turning through the centre section	I cycle on the path, and the closure has been a blessing!! On the times I've driven I have found that the traffic flow is better, because cars aren't holding up traffic turning through the centre section	I cycle on the path, and the closure has been a blessing!! On the times I've driven I have found that the traffic flow is better, because cars aren't holding up traffic turning through the centre section	I cycle on the path, and the closure has been a blessing!! On the times I've driven I have found that the traffic flow is better, because cars aren't holding up traffic turning through the centre section
1689		It takes away my option of using the Beaconsfield Parade median when travelling around Thornbury to shop, visit family & friends & stops the traffic chaos on St Georges road	It takes away my option of using the Gadd st median when travelling around Thornbury to shop, visit family & friends & stops the traffic chaos on St Georges road	It takes away my option of using the Woolton Avenue median when travelling around Thornbury to shop, visit family & friends & stops the traffic chaos on St Georges road	
1690	sig delays in crossing time now as having to go around	sig increasing time and energy in being able to get across		not essential for my use on weekdays, if it was it would be a sig problem	
1691				With the closure of Woolton Ave median the only two roads to get to High St is Arthurton or Normanby Rd which are now so congested it takes 20 minutes just to get to the shops	
1692	Have to go either north or south to get across with long queues		Have to go via Leinster grove which is now very very congested especially weekends	Have to queue to u turn and lights not green long enough to let many cars through	Have to go down to Hutton to right turn. The right turning lane gets very full and impacts on the straight lane going down St Georges causing more congestion and lane changing
1693	With the crossing being closed, it's much safer as a bicycle commuter travelling down St Georges Road. When the median is open, cars regularly sit across the bicycle lanes waiting to merge onto St Georges Road, and this poses an immediate risk to cyclists.	With the crossing being closed, it's much safer as a bicycle commuter travelling down St Georges Road. When the median is open, cars regularly sit across the bicycle lanes waiting to merge onto St Georges Road, and this poses an immediate risk to cyclists.	With the crossing being closed, it's much safer as a bicycle commuter travelling down St Georges Road. When the median is open, cars regularly sit across the bicycle lanes waiting to merge onto St Georges Road, and this poses an immediate risk to cyclists.	With the crossing being closed, it's much safer as a bicycle commuter travelling down St Georges Road. When the median is open, cars regularly sit across the bicycle lanes waiting to merge onto St Georges Road, and this poses an immediate risk to cyclists.	With the crossing being closed, it's much safer as a bicycle commuter travelling down St Georges Road. When the median is open, cars regularly sit across the bicycle lanes waiting to merge onto St Georges Road, and this poses an immediate risk to cyclists.

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1694	It has stopped me from crossing St Georges at various points when having to shop or move around the suburb. Normanby Avenue does not suffice as it is narrow & the current traffic management doesn't allow proper traffic flow from East to West/West to East or North to South /South to North. Trucks also use Normanby Ave making it dangerous given the increase in population in Thornbury. Weekend traffic is a nightmare.	It has stopped me from crossing St Georges at various points when having to shop or move around the suburb. Normanby Avenue does not suffice as it is narrow & the current traffic management doesn't allow proper traffic flow from East to West/West to East or North to South /South to North. Trucks also use Normanby Ave making it dangerous given the increase in population in Thornbury. Weekend traffic is a nightmare.	It has stopped me from crossing St Georges at various points when having to shop or move around the suburb. Normanby Avenue does not suffice as it is narrow & the current traffic management doesn't allow proper traffic flow from East to West/West to East or North to South /South to North. Trucks also use Normanby Ave making it dangerous given the increase in population in Thornbury. Weekend traffic is a nightmare.	It has stopped me from crossing St Georges at various points when having to shop or move around the suburb. Normanby Avenue does not suffice as it is narrow & the current traffic management doesn't allow proper traffic flow from East to West/West to East or North to South /South to North. Trucks also use Normanby Ave making it dangerous given the increase in population in Thornbury. Weekend traffic is a nightmare.	It has stopped me from crossing St Georges at various points when having to shop or move around the suburb. Normanby Avenue does not suffice as it is narrow & the current traffic management doesn't allow proper traffic flow from East to West/West to East or North to South /South to North. Trucks also use Normanby Ave making it dangerous given the increase in population in Thornbury. Weekend traffic is a nightmare.
1695	It's extremely difficult to cross the road since the fencing has blocked everything. There is more traffic because cars can't freely turn and u turn.	It's extremely difficult to cross the road since the fencing has blocked everything. There is more traffic since cars can't freely turn and u turn	The tram stop has been closed forcing a long walk to other stops. It's extremely difficult to cross the road since the fencing has blocked everything. There is more traffic since cars can't freely turn and u turn	It's extremely difficult to cross the road since the fencing has blocked everything. There is more traffic since cars can't freely turn and u turn	It's extremely difficult to cross the road since the fencing has blocked everything. There is more traffic since cars can't freely turn and u turn
1696	By closing those roads it takes a lot longer getting the kids to school			same as previous, length of travel time to the other side substantially longer	same as previous
1697	unable to cross the road as I have to go all the way up to Normanby and my customers that don't know the area have a difficult time working out how to cross over. Traveling on Seperation Street I would normally turn right - now I have to travel up Seperation st and try and get to my house via back streets (which have now become congested with drivers not able to cross over St Georges Rd)	Please see earlier answer - all these cross overs need to be re installed. The back streets have become congested with drivers that try to make their way home or non local drivers that don't know the back street getting lost thus affecting local business ( like my business). Ive had so many customers say its to hard to get to my business that they stop visiting)	Please see earlier answer - all these cross overs need to be re installed. The back streets have become congested with drivers that try to make their way home or non local drivers that don't know the back street getting lost thus affecting local business ( like my business). Ive had so many customers say its to hard to get to my business that they stop visiting)	Please see earlier answer - all these cross overs need to be re installed. The back streets have become congested with drivers that try to make their way home or non local drivers that don't know the back street getting lost thus affecting local business ( like my business). Ive had so many customers say its to hard to get to my business that they stop visiting)	Please see earlier answer - all these cross overs need to be re installed. The back streets have become congested with drivers that try to make their way home or non local drivers that don't know the back street getting lost thus affecting local business ( like my business). Ive had so many customers say its to hard to get to my business that they stop visiting)
1698				Increased congestion in the general area.	
1699		Use Arthurton, Normanby or Harold st instead			
1700				Needing to spend and extra five minutes turning around at seperation st which is always congested, not being able to drive from high st down to my house and having to take a lot longer detours, Uber's are more expensive !!!	
1701		We need to cross St Georges road to get into Beaconsfield Parade and at the moment we have to go via Normanby Avenue which is a real pain.			
1702	More time waiting at traffic lights to perform a u turn to head back in my direction (away from city)	More time waiting in traffic			

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1703				I live on woolton avenue between Leinister and St Georges road and often use the crossing(or al alternative crossing like gadd or beaver to access the croxton train station). Without a crossing somewhere here it is very difficult to get to the station. The alternatives are to go to Moreland road intersection and try turning right across city bound traffic(difficult in the morning!) or head to leinister/separation st intersection which is imposible to turn left or right in the mornings now due to increased traffic separation street. My concern is that without a way out it will make both of these intersections even more congested	
1704	visit shop and restaurant there and want to be able to cross and go south on St Georges Road				
1705		Having to travel an extra kilometre to do a u-turn and get to my house in peak hour traffic has been a nightmare. People are also opting to use back streets to avoid the traffic which has caused quiet residential areas to become more congested, and therefore unsafe.			
1706	congestion along main roads - it has basically funnelled heavy traffic into Normanby rd and Arthurton Rd -	We have kids who attend gym classes ( we car-pool with other families) and have friends in that street. Makes it very hard to get to both, drop kids off after classes and to do the school runs etc.	Same as my previous answer - we have kids who attend gym classes nearby and have friends in the area - any visiting or helping or school - drops etc are now hindered severely by adverse traffic.	Same as my previous answers - we have kids who attend gym classes nearby and have friends in the area - any visiting or helping or school - drops etc are now hindered severely by adverse traffic. We use all these crossing regularly - both during week and on weekends?	
1707		It takes a lot longer to get where I need to go as I cannot cross directly. I have to go a further route to get to the other side which is especially problematic during peak hour	It takes long for me to get where I need to go as I can not cross directly. I now need to take a longer route which is especially problematic during peak hour	It takes long for me to get where I need to go as I can not cross directly. I now need to take a longer route which is especially problematic during peak hour	
1708			Forced to travel all the way to either Normanby ave or Separation street during my work lunch breaks and getting stuck at these major intersections negotiating traffic lights in order to get across St Georges road	Forced to travel all the way to either Normanby ave or Separation street during my work lunch breaks and getting stuck at these major intersections negotiating traffic lights in order to get across St Georges road	
1709	It usually takes five minutes to cross St Georges road to visit friends and family. Since the closures this journey takes much longer, is less convenient and makes you think twice about leaving home.	There is much ore traffic on St Georges road and travel time takes much longer.		This is the closest median to my home and the route I travel most often. Again, my travel time is considerably more. On average it takes three sets of lights to turn right from St Georges Rd into Normanby and three sets of lights to travel up Normanby and cross St Georges road. I travel quite a distance to get to work and theses closures have added an additional 15 minutes+ to my travel time to and from work.	
1710	Increased traffic in other areas	Increased traffic in other areas	See above reasons.	As above	
1711	Have to walk further to cross over if in foot or bike	As per previous	As per previous	As per previous	As per previous



No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1712				Being able to move between sides without a major detour aroundnis frustrating. It causes delays and adds extra cars to an already congested major road as cars can not exit as early as they would like	
1713	St Georges road is so busy I always take the side streets	St Georges road is so busy and I always take the side streets instead	St Georges road is so busy and I always take the side streets instead		
1714		The closure has had a minor impact because I can't walk across through the path to the otherside although I have been using the pedestrian lights at Gladstone Ave and is a much safer option. Also have been having to detour when travelling in a car but I still think it's safer when crossing through signaled traffic lights.			
1715	Any time I need to turn right onto St. George's road I either have to take back streets or go out of my way and down to seperation st first. It also blocks access to the food works.	I either have to go in the wrong direction to seperation st first or take back streets, whenever I need to turn right. It also blocks the foodworks.			
1716	I have to drive further down to seperation street and the right turning lane has a huge line it takes at least 3 light changes to turn				
1717	Journey time has increased massively with only 2 roads to cross over St Georges Rd. Traffic gets very backed up by cars waiting to turn right	Leading to increased traffic on the only 2 roads to cross St Georges Rd	Leading to increased traffic on the only 2 roads to cross St Georges Rd	Leading to increased traffic on the only 2 roads to cross St Georges Rd	Leading to increased traffic on the only 2 roads to cross St Georges Rd
1719	Traffic congestion as people have only limited crossings to use has had a major impact on driving down this road. As a pedestrian the closures mean that there are few safe places to cross the road.		The closure of this median has also impacted traffic in the area as people can no longer use the median to access other local roads. this has considerable increased traffic congestion for right turning traffic.	The closure of this median has also impacted traffic in the area as people can no longer use the median to access other local roads. this has considerable increased traffic congestion for right turning traffic.	
1721					It's meant an extra 3-5 minutes waiting at lights at Hutton st, to enter onto Northbound St Georges rd from Thornbury PS.
1722	Stops me from crossing from one side to other for all sorts of things daily. Major inconvenience.	Stops us travelling across easily to visit friends and get to activities.	Stops easy crossing to other side to road.	Cannot easily cross road.	
1723			It adds much travel to get anywhere at all, getting to the tram, train, driving and walking are all severely impacted by these closures. Just trying to cross St Georges Rd in my car is a nightmare. I have to do almost all driving on side streets.		
1725		increased travel times weekdays and weekends by approx 10 -15 minutes, increased traffic in all streets with traffic trying to get to a crossing, approx wait time at ope crossings with lights = 4 light changes in peak hours.	increased travel times weekdays and weekends by approx 10 -15 minutes, increased traffic in all streets with traffic trying to get to a crossing, approx wait time at ope crossings with lights = 4 light changes in peak hours.		

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1726	Closing the median means I have to use Separation street to get across to work in Brunswick, rather than go through the back streets. I don't like to do that because Separation street is so unsafe to cycle on. However, I support closing the median for safety - as long as cyclists can still cross St Georges to cut through the back streets to get to Brunswick or Coburg and avoid dangerous rides on narrow, potholed Separation street or Normanby Avenue.		streets. I don't like to do that because Separation street is so unsafe to cycle on. However, I support closing the median for safety - as long as cyclists can still cross St Georges to cut through the back streets to get to Brunswick or Coburg and avoid dangerous rides on narrow, potholes Separation street or Normanby Avenue.	streets. I don't like to do that because Separation street is so unsafe to cycle on. However, I support closing the median for safety - as long as cyclists can still cross St Georges to cut through the back streets to get to Brunswick or Coburg and avoid dangerous rides on narrow, potholes Separation street or Normanby Avenue.	
1727	Takes much longer in travel time and traffic congestion along both Separation St and Normbandy Ave is a nightmare. Was much quicker and easier to get over St. Georges Rd via the median crossings !	Traffic connection is a nightmare, especially now that virtually only Separation St or Normbandy Ave are the roads leading over St. Georges Rd. Travelling time has tripled, whereas using the median crossings were much quicker and easier.		Major traffic conjection and much longer travelling times on Separation St. Normbandy Ave and along St. Georges To cross over St. Georges Rd. Peak times are a complete nightmare. The median crossings are needed and required to help allow for the flow of traffic and help ease conjection.	
1728	Have to take long detour with major traffic congestion	Long detour with increased traffic on arthurton road intersection; majorly increased amount of traffic through Beaconsfield Parade past our residence, loud and dangerous for our children			
1729	It is much safer for bikes to have it closed	It is much safer for bikes to have it closed	It is much safer for bikes to have it closed	It is much safer for bikes to have it closed	It is much safer for bikes to have it closed
1730			As I am cycling and the Gadd St median has remained open for cyclists		
1731	Traffic delays - having to use back roads to get around and cross. HUGE congestion now on other crossings - multiple light sequences to get ACROSS!!!		All is now super congested	YOu need to make this work better - all of the roads are now really difficult to get across and congested behind in rat runs	
1732	safer for cyclists to use	safer for cyclists to use, no need to look out for dangerous cross traffic - especially at night time but also at peak times as well	safer for cyclists to use, no need to look out for dangerous cross traffic - especially at night time but also at peak times as well	safer for cyclists to use, no need to look out for dangerous cross traffic - especially at night time but also at peak times as well	safer for cyclists to use, no need to look out for dangerous cross traffic - especially at night time but also at peak times as well
1733	I use this median on a regular basis. I am now obliged to go further down to Arthurton which is now more congested and this all takes me longer.	I regularly use the Beaconsfield Parade median. As with Beavers Rd I makes me take a longer, more congested route.	As before, I am obliged to take a longer, more congested route without the Gadd St median.	Once again, I am obliged to take a longer, more congested route through my neighbourhood without the Woolton Ave median.	Longer, more congested route through my neighbourhood. :(
1734			Access to Tram stop and Croxton railway station has been hindered also access to the bike and walking path. Also travelling by car to the next intersection with lights has slowed down my city bound journey considerably.		
1738		It has meant a slight deviation which I'm quite happy to do in the name of safety			
1739				More cars in our street because they cannot cross St Georges rd	
1740	Yes it has impacted on my journey as I would often use it as a shortcut to avoid the congested traffic along St Georges rd so that I could get to my destination on time.	Yes, it takes me longer to reach my destination each day and the traffic is more congested, I feel frustrated as there is no option for me to turn as a shortcut.		Yes it has impacted on my journey as I would often use it as a shortcut to avoid the congested traffic.	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1741	Forces either staying on high st or St Georges rd longer than required, longer travel time to loop around and use the already congested intersections at separation or Normanby sts	Forced to stay on either high St or St Georges roads for longer to loop around, increased travel time, diverted to already congested intersections at separation or Normanby streets	Forced to stay on either high St or St Georges roads for longer to loop around, increased travel time, diverted to already congested intersections at separation or Normanby streets	Forced to stay on either high St or St Georges roads for longer to loop around, increased travel time, diverted to already congested intersections at separation or Normanby streets	
1742			I live on Gadd Street and this is my crossing to travel south along St Georges Rd, and to cross to come home from east to west. I am currently forced to go down to Normanby Rd and do a U-turn to go south or when travelling east to west I need to go down to Leinster St and come back up Gadd St. The traffic congestion since these crossings have been closed is enormous adding up to 20 minutes to my trip.	Main thoroughfare to get to High St.	
1743			Frequent route used daily. Whilst pedestrian access has remained most of the time, traffic has had to divert into other neighboring streets increasing dangers, risks and hazards to motorists, pedestrians and residents in those areas.		
1744	it takes me to the northcote plaza and all nations park.				
1745		I work on Beaconsfield Parade, with my work requiring travel to other sites. Due to the closures, I am having to go via Artherton Road or Normanby Ave to return to work after travelling from Thornbury or Reservoir. I have seen an increase in traffic at these intersections and the effevt of longer commutes to work sites. Overall reducing my work time with students with disabilities.	I reside on Gadd Street and have had to use Normanby and Artherton road as alternatives. These closures have caused an influx in traffic and congestion for both intersections. Resulting in longer waits, as well as reckless actions taken by drivers fed up with waiting longer (near running of red lights).	I reside nearby and have had to use Normanby and Artherton road as alternatives to return home and turn left onto St Georges Road when coming from High Street. These closures have caused an influx in traffic and congestion for both intersections. Resulting in longer waits, as well as reckless actions taken by drivers fed up with the wait (near running of red lights, narrowly missing crossing pediastrians etc.).	
1747	Because these streets are closed, all traffic in the city-bound lanes that would normally turn into these streets is forced to turn at Separation Street instead, causing further congestion in St Georges Road, a road that is already heavily congested and carrying far more traffic that it can cope with.	Because these streets are closed, all traffic in the city-bound lanes that would normally turn into these streets is forced to turn at Separation Street instead, causing further congestion in St Georges Road, a road that is already heavily congested and carrying far more traffic that it can cope with.	Because these streets are closed, all traffic in the city-bound lanes that would normally turn into these streets is forced to turn at Separation Street instead, causing further congestion in St Georges Road, a road that is already heavily congested and carrying far more traffic that it can cope with.	Because these streets are closed, all traffic in the city-bound lanes that would normally turn into these streets is forced to turn at Separation Street instead, causing further congestion in St Georges Road, a road that is already heavily congested and carrying far more traffic that it can cope with.	Because these streets are closed, all traffic in the city-bound lanes that would normally turn into these streets is forced to turn at Separation Street instead, causing further congestion in St Georges Road, a road that is already heavily congested and carrying far more traffic that it can cope with.
1748					
1749		must now use arthurton rd on which traffic has increased dramatically, thus adding significant time to the length of each journey	I occasionally use the Gadd st crossing, now having to go to normannby or arthurton rd	I generally use the woolton crossing on my return journey each day, now having to use Normanby or arthurton, thus increasing the traffic on these streets and adding to journey times for all involved	
1750	Traffic that can no longer cross into St Georges Rd from Beavers, Beaconsfield, & Woolton now banks up along Woolhouse street trying to turn left into Artherton Rd during morning peak. It can take 10 mins to turn left or right into Artherton Rd from Woolhouse St. Arthuton Rd between St Georges & Nicholson is now banked back to Woolhouse in both directions.	Without being able to enter St Georges Rd from Beaconsfield creates the same traffic congestion as closing Beavers, Woolton & Gadd, increasing traffic along Leinster Gr & Woolhouse St - with the added complication of no longer being able to avoid buses and traffic congestion generated at Croxton School during morning peak.		Same comment as Beavers & Beaconsfield, significant additional traffic on Leinster & Woolhouse leading to major congestion in Artherton & Normanby	

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1751	Increased sense of safety	Increased sense of safety	Increased sense of safety		
1752				I often cross St Georges Road at Woolton St to avoid the ridiculous congestion along Normanby Ave between High St and St Georges Road. The median closures mean that me, and seemingly everyone else on the road in Thornbury/Northcote spend an extra 15 mins each way each day sitting at traffic lights at major intersections as all of the side streets are closed.	
1753	Can't cross St Georges rd when leaving Beavers Rd, instead have to either ride in the traffic up St Georges rd - which is incredibly dangerous, especially at night - or ride up the footpath, dodging pedestrians.				
1754	Everything takes longer	Takes too long to get to work	Back streets are full of cars trying to find their way around these closures	The way to get to high street is now blocked!	Family don't visit as much because the closure means do direct route
1757	Walking to the tram or train station takes longer each morning. Driving my car takes significantly longer because I'll almost always need to drive up to Normanby/St Georges and do a U turn. Requesting an uber takes 5-10 minutes longer depending on the direction they come from. Cycling is impacted significantly because I need to get off the bike path earlier and ride on the road. When I go to work the only way to cross to access the bike path is by riding on the footpath. The smaller width of the current bike path is also a hazard.	I have already explained in my previous answer. This closure would impact me when I walk, drive, cycle or take uber or taxis.	Already explained in previous answer. In particular it makes accessing the trams very difficult. Visibility is also an issue.	As explained previously.	Less impact due to being further from my house. Still significant because I frequently need to access Watt Street and I'm forced into doing u turns and dealing with traffic.
1758		longer commute to work		longer commute to services in the area	longer commute to work
1760				Yes it affects my ability to cross from one of Thornbury to another for shopping, kids activities and access to general services. It is also having a significant impact on the traffic on Leinster Grove- now used as an alternative/parallel route.	

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1761	I travel to Shaftesbury parade where I lived and now my elderly father lives I travel back and forth there many times a week and this un justified decision to block the crossings that link high traffic to travel to and from the local area is a major injustice to suit a minority I read your reasons based on a decision based on cyclists Well not long ago a cyclist struck a 10 year old boy who ended in hospital and on many occasions this minority group has struck cars Well the last I looked into the regulations these roads and crossings are there for all the community not just a minority And not long ago I watched an ambulance traveling to an emergency traveling up St. George's road with its sirens and flashing lights having to go separation street and do a u turn and head back towards Normandy avenue Which was never necessary before Who is gonna be responsible when emergency services can't get to a life threatening response case You vicroads or local irresponsible councils or the minority selfish groups who ride un registered cycles and believe they can make such changes for a minority of 1600 people I also trust you contact this survey in other languages such as greek and Italian which is a major make up of the local community especially the elderly who this will effect the most This a non sense and selfish focused project that suits a minority And I with other locals will fight this to a higher authority if that is what is needed to prove some common sense		Unable to cross from one side of St. George's to the other and having to travel to a funneled traffic congested at either separation / Blyth street or Normanby avenue Which are completely and utterly becoming congested and not suitable flow of traffic solutions		
1762	Inability to access bike path from St Georges rd.	Inability to access bike path from St Georges rd.	Inability to access bike path from St Georges rd.	Inability to access bike path from St Georges rd.	
1763	Much safer for bike riders and also means trams are not stopping suddenly when cars turn in front of them.	Much safer for bike riders and tram commuters as trams are no longer stopping suddenly when cars turn in front of them.	Much safer for bike riders and tram commuters as trams are no longer stopping suddenly when cars turn in front of them.	Much safer for bike riders and tram commuters as trams are no longer stopping suddenly when cars turn in front of them.	Much safer for bike riders and tram commuters as trams are no longer stopping suddenly when cars turn in front of them.
1765	Changed my driving route and adds time to my journey	Changed my route and add time to journey	Changed my route and add time to journey	Added time and changed my route	
1766	closure has added a great deal of travel time	I often use this crossover to get home quicker and avoid sitting in non moving traffic on St Georges road in peak hour	Again, closure has added considerable travel time to my journeys	closure is forcing traffic all the way to Separation st or Moreland road, thereby contesting these intersections to the point where the "U" turn traffic is stuck for long periods of time	I use this crossover only occasionally. It is less significant for me if this is closed, however would prefer it open
1767			With all the other medium strips closed also, the only way to cross St Georges Rd is either Arthurton Rd or Normanby Ave. The traffic backed up at these intersections during peak times have had a significant impact to time. Eg. Turning right from Athurthon Rd to St Georges only allows 3 cars at best to turn with the current traffic signaling. On Normanby Ave, right turning cars are banked up along the ther lines that are going straight causing major congestion and safety concerns.		

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1768		Lengthy delays. I have three children at three different schools/kindest. I struggle to get them to and from their schools in time due to the lengthy delays. Also, the increased traffic passing by my son's school at Croxton Special School has made it very dangerous to cross there.			
1769		Increased time and difficulty in transporting children to and from school			
1770				off peak the traffic can be heavy on normandy	
1772	Can't get to Bent	Cant get home easily		No easy way to visit High St Northcote from the west	
1773	Cannot cross over to the other side of road, have to do a big detour, a lot more traffic and congestion. Extremely inconvenient				
1774	These secondary road closures have been a DISASTER for the local community. No longer can I quickly and efficiently move around my immediate neighbourhood. Traffic is always diabolical since the closures, safety for my small children is completely compromised and the community is frustrated beyond belief. The roads MUST be reopened at the completion of the works. PLEASE.	Please refer previous explanation.	It's like the BERLIN WALL has been erected, causing significant additional time spent in traffic just to pick up a child from a friend's house, pop into the foodworks for staple items etc		
1775	Need to use to cross other side. Congestion is building due to road closures	Congestion and traffix building without median strips	Inconvenient	Traffic at light	Traffic
1776	The traffic is twice as bad and it takes me extra time to get to my location	My daughter goes to Croxton School and I use to cross at Beaconsfield Parade to go home			
1777	Access to supermarket, playground, friends within suburb and access for work commute.	It is a u turn crossing only	Travelling north on St Georges Rd for work travel.	This crossover is the access route for our laneway two vehicle garage on our property. Alternative routes involve several signalled traffic intersections for access to property.	
1778	Increased travel times on an already busy road due to a lack of turning points. I now negotiate some fairly narrow backstreets which are practically one way due to a lack of off street parking instead of driving straight onto a main road at the end of my street	Increased travel times on an already busy road due to a lack of turning points. I now negotiate some fairly narrow backstreets which are practically one way due to a lack of off street parking instead of driving straight onto a main road at the end of my street	Increased travel times on an already busy road due to a lack of turning points. I now negotiate some fairly narrow backstreets which are practically one way due to a lack of off street parking instead of driving straight onto a main road at the end of my street	Increased travel times on an already busy road due to a lack of turning points. I now negotiate some fairly narrow backstreets which are practically one way due to a lack of off street parking instead of driving straight onto a main road at the end of my street	Increased travel times on an already busy road due to a lack of turning points. I now negotiate some fairly narrow backstreets which are practically one way due to a lack of off street parking instead of driving straight onto a main road at the end of my street

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1779	I collect my daughter from her work and drive her to and from her boyfriend's place - usually at night when it is not safe for her to be out on her own. I use all these crossing points, depending on where I'm travelling from and where else I need to go - eg to the supermarket or to get petrol on the way home.	I collect my daughter from her work and drive her to and from her boyfriend's place - usually at night when it is not safe for her to be out on her own. I use all these crossing points, depending on where I'm travelling from and where else I need to go - eg to the supermarket or to get petrol on the way home.	I collect my daughter from her work and drive her to and from her boyfriend's place - usually at night when it is not safe for her to be out on her own. I use all these crossing points, depending on where I'm travelling from and where else I need to go - eg to the supermarket or to get petrol on the way home.	I collect my daughter from her work and drive her to and from her boyfriend's place - usually at night when it is not safe for her to be out on her own. I use all these crossing points, depending on where I'm travelling from and where else I need to go - eg to the supermarket or to get petrol on the way home. I also travel to work meetings through this intersection because Normanby Avenue between St Georges Road and High Street is single lane even in peak periods and is so congested it takes too long to get through. I also often use the 510 bus, which has been totally unable to run to the timetable because of the high traffic volumes while all centre medians have been closed.	I travel from work to our head office for meetings at least once a week using this crossing. I also travel to and return home from appointments at a business in Miller Street at least once every three weeks using the Watt Street centre median.
1780	The lack of alternative routes to drive (and walk) across St Georges Rd has lead to major traffic blockages at the intersections that remain open	The lack of alternative routes to drive (and walk) across St Georges Rd has lead to major traffic blockages at the intersections that remain open. This can add 20 minutes to travel time if crossing St Georges is necessary	The lack of alternative routes to drive across St Georges Rd has lead to major traffic blockages at the intersections that remain open. This can add 20 minutes to travel time if crossing St Georges is necessary	The lack of alternative routes to drive across St Georges Rd has lead to major traffic blockages at the intersections that remain open. This can add 20 minutes to travel time if crossing St Georges is necessary	The lack of alternative routes to drive across St Georges Rd has lead to major traffic blockages at the intersections that remain open. This can add 20 minutes to travel time if crossing St Georges is necessary
1781	School drop-off time increased significantly. All through roads from St Georges to High St are bottlenecks. ALL.			Need to travel to next intersection to make u-turn and congestion on St Georges Rd has increased tremendously causing frustration amongst drivers and visible road rage.	Small businesses have been majorly impacted.
1783		My son travels to and from Croxton Special School and these road closures mean we have to negotiate longer traffic jams and longer travel times. This also means that the school buses travelling with children aboard have greater difficulty negotiating traffic due to the road closures and now take much longer to reach their destination.	We use this as an access road to reach Croxton school.		
1784	Accessing the other side of St Georges Rd now requires a significant detour rather than going straight across	As above	As above		
1785		What was normally a 5 minute trip is taking up to 1/2 an hour to complete.	Closing this cross over has increased flow of traffic to Normanby and Separation st.	This is one of our main cross overs we use to access the other side of St Georges Rd. It is also the fastest way for us to access High St and the shopping centre.	
1786	I can no longer visit Foodworks for late night shopping items. I now have to go to Coles which I really hate doing, I'd prefer to spend my money at a smaller franchise than an enormous multi national		It's where I cross St Georges Rd from West to East on my way home when working further west of the area(I work all over the place as a freelancer and therefore have multiple 'regular' routes to and from home)	It's where I U turn to get to my own street (Kemp St) on my way home from anywhere in the city. Now I'm doing it at Normanby but this weekend I'll not even be able to do that	
1787		cars clogged along St Georges Rd - on weekends and peak hours, it has doubled the time to get across St Georges Rd at Arthurton on Normanby Rd			
1788	Are has become banked up with traffic adding time and traffic to journey between special school and home			Traffic has built up on separation St and Normandy creating long waits in traffix	

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1789	I have my business in Gadd St on the left side of St Georges Rd heading north and the closure of the median affects easy access to and from Gadd st for my clients.	I have my business in Gadd St on the left side of St Georges Rd heading north and the closure of the median affects easy access to and from Gadd st for myself and my clients.	I have my business in Gadd St on the left side of St Georges Rd heading north and the closure of the median affects easy access to and from Gadd st for myself and my clients.		
1790	Crossing the road whilst walking has been affected significantly due to the water works at the location; this means a significant detour is required. If the pedestrian access was closed permanently, without physical barriers, I'm sure I would still cross at the location due to ease of access. When attempting to perform a U-turn in the car to travel north from Beavers Road, I'm forced into the right turn lane at Arthurton Road (southbound) which is a slow signal to navigate at the best of times; there is always a long wait to perform the U-turn/right turn.	For the same reasons as Beavers Road when on foot. I don't use this intersection in the car.			
1791			Congested traffic in back streets taking longer to get on to main roads		
1792			I have friends that live in that street		
1793	I have friends who live down beavers road and it I cannot get there from the otherside of St Georges. I can't duck across and have to take a long way around which takes forever with the traffic and walking is much slower with the kids	Trying to cut through to get to the other side of St Georges road from leinster grove now takes forever with the traffic lights at all intersections backed up. Literally a qucik 5 min trip now takes over 15 minutes especially if travelling before 9.30am or after 3pm	getting across to the otherside of St Georges road to high street now takes over 15 mins where as it used to be a quick 5 min car trip. walks now take longer as well as it is not as direct we need to go around the long way.	getting across to the otherside of St Georges road to high street now takes over 15 mins where as it used to be a quick 5 min car trip. walks now take longer as well as it is not as direct we need to go around the long way. Also cars are coming down woolhouse st and lienster grove to avoid intersections on St Georges road. I sat on woolhouse st to turn right onto arthurton rd for 15 mins yesterday morning as the traffic banked up from the croxton school on the corner all the way down to arthurton! This is RIDICULOUS!!! It took 30 ins for me to get to Fairfield due to this backlog of traffic. NOT HAPPY	I don't use this street as frequently as the others but they all have a flow on affect with the traffic jams they cause which is why I am against this closure
1794			Local traffic on surrounding streets has increased drastically. U turn and turning lanes at signalled intersections are constantly congested	See previous response	
1795	It has caused major traffic congestion by these closures & has caused more vehicles to use Woolhouse st. & Leinster Grove therefore making it more dangerous for children attending Croxton special school. I'm very concerned about the safety of these children that attend the school.	I have a child attending Croxton special school & it takes longer to get to school by having this median closed there is more traffic turning right into Arthurton Road. The traffic on St Georges road is horrendous.	By having this median closed it has made it so much harder & takes longer with increased traffic to cut across and access the other side of St Georges Rd.	Once again by having this median closed it had increased traffic on St Georges road and has mad it harder to access the other side as it takes much longer.	
1796	Cycling is now much safer and faster without worrying about cars crossing the path.	Cycling is now much safer and faster without worrying about cars crossing the path.	Cycling is now much safer and faster without worrying about cars crossing the path.	Cycling is now much safer and faster without worrying about cars crossing the path.	Cycling is now much safer and faster without worrying about cars crossing the path.
1797			Pushes traffic up to Normanby Ave which makes a long queue in the right hand lane blocking St Georges rd through traffic		Pushes traffic up to Normanby Ave which makes a long queue in the right hand lane blocking St Georges rd through traffic
1799		I work on Beaconsfield Parade; it can add over 5 minutes to my journey having to go around the closures. Traffic is now heavier at the main crossings.			



No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1800	I find that it is bumper to bumper between Arthurton Road and Watt Street almost every time I am heading City-bound on this section of St Georges Road. Everybody now has to use the already difficult Arthurton Road intersection and it is unable to cope.	As previously stated.		As previously stated.	
1801	Having to drive around all of the closures has added approx. 5 minutes to my commute as I now have to around.				
1802	heading south on St Georges Rd we need to turn into Beavers road to take my children to gymnastics located in beavers Road. Currently we need to turn into Arthurton Rd where we have to wait extra time due to congestion and have to make U-turn.				we use this opening to cross over St Georges Rd to drive northbound. Currently we need to travel to Hutton St adding to congested intersection
1803	A journey that would take 5 mins can now take up to 10-15mins because of the traffic and lights. If there was an emergency - the response services would all be delayed because of having to deal with traffic and lights to cross to the other side of St Georges Rd as was the case a few weeks ago when a man collapsed near Gladstone Ave and assistance to him was delayed.	My family live nearby. If there was an emergency it would take an extra 10 mins to reach them because of traffic and waiting the lights. To give preference to cyclists instead of what would benefit the community as a whole is an absolute outrage.			
1804				I have had to change my driving route to work	
1805		Need to leave home earlier to drop off kids and pick up kids from school. Way too much traffic going through side streets now and this is endangering student who attend croxton special school which my child attends. We can not cross the road or get out and in of the car safely. This closure has added extra travel and stops me going to the local shops nearby.		To go to work I have to back track on the road to get to the other side	
1806	forces me to drive to Normanby Ave to do a u turn in order to get to High st	cannot access high st while avoiding traffic		easy access to high st traffic is kaos cars doing U Turn at Normanby or Hutton st	
1807		if i was to use the main roads as suggested, my travel time is increased by upto (and sometimes over) 20mins, this is for a trip that normally takes 20mins (at 4pm - towards the city). It means that a 5 min drive to my local shops to do my significant shop for the week takes 15mins instead of 5... which has meant i just go else where, Atherton rd/separation st cross with St Georges rd has ALWAYS been an intersection i avoid like the plague!, so i dont know how many light changes you used to have to wait- but often i am waiting 3 or 4 light changes and over 5 min, just to get through- and NOT at peak hour. As a cyclist, i was never that concerned with cars crossing, as a driver, not being able to cross is super frustrating- thinking about leaving the area.		the next U-turn traveling north i believe is oakover all these changes are not just an inconvenience, they add pollution, and fuel costs- read environmental waste. any increase in frustration also increases risky behavior with flow on affects in saftey	
1808	Ease of access to and from when travelling around my local area	Ease of access around my local area traffic at the moment is ridiculous	Ease of access easier travel around local area and beyond long delays at present	Traffic nightmare using alternative	Limits travel options which again leads to long delays and frustrated drivers

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1809	Traffic congestion	Cross over to High St	Traffic congestion	Traffic congestion	Traffic congestion
1810					I use that median regularly to get to the train station every day. Closing that would significantly impact and lengthen my journey. I also use it regularly for u-turns to get back on St Georges Rd to go towards the city.
1811			I use the median each morning and in the afternoons. The closure has created bottle neck build ups around the traffic lighted areas. It is now taking twice as long to get onto St Georges Road than it previously did.		
1812		I all use the cross roads to get to High St and Northcote Plaza depending on where I need to go on the day	I use all cross roads through to get to high st depending on where I need to shop	I do use Woolton Ave a lot on my every day travel	
1813	It's added at least 15 minutes to travel time inbound to the city and has led to congestion in surrounding back streets.	It's added at least 15 minutes to travel time inbound to the city and has led to congestion in surrounding back streets.	It's added at least 15 minutes to travel time inbound to the city and has led to congestion in surrounding back streets.	It's added at least 15 minutes to travel time inbound to the city and has led to congestion in surrounding back streets.	It's added at least 15 minutes to travel time inbound to the city and has led to congestion in surrounding back streets.
1814		As an almost daily commuting cyclist I use this intersection to access St Georges Rd for travelling South. As a weekend motorist and occasional weekday commuter I use this to both access and cross St Georges Rd.		As an almost daily commuting cyclist I use this intersection to access St Georges Rd for travelling South. As a weekend motorist and occasional weekday commuter I use this to both access and cross St Georges Rd to get to High St services.	I use this to both access St Georges Rd heading north to collect school children and access services. other than the often congested Hutton St it is the only other crossing north of Normanby Ave.
1815	Not an option for u turns when returning home	I use this for getting home - I now have to drive up to separation street which is busier and more time consuming	I can use this as an option for driving to my mums and means I can bypass busier intersections such as Normanby and arthurton rd as a way of getting into St. George's road	Same as last question - an easier way of getting on to St. George's rd rather than using intersections - good to have options at different times	
1816				It means turning left into St Georges road and going to artherton to do a you turn or going back one of the minor streets to get to normandy road	
1817		Massive time delays and congestion created elsewhere making daily tasks more stressful	Massive delays causing detours and problems accessing local business, after school activities and visiting friends in the area.	access to right of way to my property is from Woolton as well as playing fields on Leinster where my children attend sporting activities.	
1818				Creates a long detour for me to get to work, and causes traffic congestion along the whole street	
1819	I have had to devise a new route to and from my home when travelling ANYWHERE other than West. The intersection of St Georges Rd / Arthurton Rd is gridlocked most of the day. Other intersections on St Georges Rd are having to carry the extra load with turning arrows not on long enough.	refer response to Q 9		refer response to Q 9	
1820	I have benefitted from those crossings not being accessible as the traffic doesn't slow down.				
1821			I have had two red camera fines at Normanby Road since the works started as there appears to have been no increase in the right turn arrow time.		

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1822			During peak hours from city to Northern Surburbs direction traffic is congestion in particular at the Normanby Ave intersection	Congestion at the Normanby Road intersection significantly increased and right hand turning lane is not long enough.	
1824	I am a Community Support Worker with the City of Darebin. In carrying out my work I visit residents in these streets to provide services such as showering, shopping, respite and cleaning. Access to the streets has been made extremely difficult by these median closures.	Getting to the right section of Beaconsfield Parade has been made more difficult by these closures as it forces the driver onto the access roads that are open. These have becomes extremely busy and congested as a result of the closures.	Getting to the right section of Gadd Street has been made more difficult by these closures as it forces the driver onto the access roads that are open. These have becomes extremely busy and congested as a result of the closures.	Getting to the right section of Woolton Avenue has been made more difficult by these closures as it forces the driver onto the access roads that are open. These have becomes extremely busy and congested as a result of the closures.	
1825	To get across to the other side of St. Georges Road we have to complete a U-turn at Arthurton Road, which is already heavily congested.	It is the only way to cross St. Georges from out of my street, other than having to take back streets to Normanby Avenue or Hutton Street. When travelling north on St. Georges Road we have to turn at Arthurton Road and take back streets home. If that turn is missed we have to travel another 2-3 kms to do another u-turn back onto St. Georges Road to get home.	It is the only way to cross St. Georges from out of my street, other than having to take back streets to Normanby Avenue or Hutton Street. Same reasons apply	It is the only way to cross St. Georges from out of my street, other than having to take back streets to Normanby Avenue or Hutton Street.	
1826	Arthurton Rd has excessive traffic with the amount of construction in and around the intersection of High St together with the blockage caused with bus stops and school crossing etc. I use the side street crossings along St Georges Rd to bypass the mess. With all the median crossing closed, it has diverted quite a bit of traffic to the Arthurton rd/ St Georges rd intersection for those that want to make either a right hand turn at Arthurton Rd or a Uturn to access Gracie st, Elm st, and other streets etc. The turn traffic is often banked back past Elm st causing traffic chaos. There already is enough driving stress without creating additional frustration waiting for light changes and arrows and inattentive drivers. There is also significant hi-rise construction earmarked for St Georges rd around Bent/Beavers and Gladstone which will add to the turmoil	See previous response	see previous response	see previous response	
1827		Can not get home as I live on the west side Takes 20 minutes more to cross St Georges road		The lights sequence at Normanby Ave only allows 2 cars to turn right therefore I do not shop or dine on the east side	
1828	I have to go to Separation Street and wait at the lights.	I need to go up to Thornbury to do a u-turn at the lights.	I need to go up to Thornbury to do a u-turn at the lights.	I need to go up to Thornbury to do a u-turn at the lights.	I need to go up to Thornbury to do a u-turn at the lights.
1829	The closure of all medians has impacted. I can only turn into gadd st (where I live), and beavers (where my son attends school) from the north direction of St Georges. If I want to go towards the city, I have to head north to do a uturn at Normanby, or south along the residential st until reaching Arthurton Rd, that is typically congested in both directions most times of the week. Even more so in recent months due to all residents and commuters having to do the same, very poor thoughtout planning.		The closure of all medians has impacted. I can only turn into gadd st (where I live), and beavers (where my son attends school) from the north direction of St Georges. If I want to go towards the city, I have to head north to do a uturn at Normanby, or south along the residential st until reaching Arthurton Rd, that is typically congested in both directions most times of the week. Even more so in recent months due to all residents and commuters having to do the same, very poor thoughtout planning.	The closure of all medians has impacted. I can only turn into gadd st (where I live), and beavers (where my son attends school) from the north direction of St Georges. If I want to go towards the city, I have to head north to do a uturn at Normanby, or south along the residential st until reaching Arthurton Rd, that is typically congested in both directions most times of the week. Even more so in recent months due to all residents and commuters having to do the same, very poor thoughtout planning.	

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1830	As a thoroughfare to High Street, not have access means taking a longer route that is congested with ineffective traffic light controls in place (to allow for the extra congestion). This creates longer time on the road, longer to get to my destination & more pollution.	Unable to cross causing extra time going a long way around	I live in Gadd Street & am impacted hugely. I cannot cross to make my way to work towards the city, the congestion in the surrounding streets is unacceptable & non-sustainable. No allowance has been made to the local traffic flow/traffic light sequencing to allow for the extra congestion which means journeys take longer, creating more pollution & inconvenience.		
1831	i cannot easier get to my house when coming home from the city. - basketball training, football training, playing sports, watching sport.	I cannot get onto St Georges Road to go south to get to work in the morning. It is forcing me to use High Street - Ridiculous	I cannot pick up my drycleaning with ease. I avoid seeing friends on the west side of St Georges road. It has been very difficult to advise friends as to how to get to our house from South of the city.		
1832		I drive my child to and from Croxton School on Beaconsfield Pde			
1833				We live on Hutton Street, Thornbury & have witnessed a significant increase in traffic travelling between St Georges Road & High Street due to other streets being closed. With a train line & primary school there is already a high volume of traffic on this section of Hutton Street. Safety of the children at the primary school is of high concern also.	
1834	Made it safer-no cars nosing out in front of you or parked across the intersection.	Made it safer-no cars nosing out in front of you or parked across the intersection.	Made it safer-no cars nosing out in front of you or parked across the intersection.	Made it safer-no cars nosing out in front of you or parked across the intersection.	Made it safer-no cars nosing out in front of you or parked across the intersection.
1835	have to drive to Normanby street to croos when driving car. This involves delay and queuing where there is limited space		Closure of access to opposite side of road as alternate crossing		
1836	Can't cross to other side of road so have to drive to normamby ave.	Can't cross so have to drive to normamby ave.	Can't cross so have to drive to normamby ave.		
1837	need to now take a longer journey with more traffic	longer journey as I am funneled into lots more traffic	I use this a little bit		
1838			the traffic to turn right outbound on St Georges road is ridiculous since the road closure has been in place. the bank up of traffic on Normanby avenue has increased to the point where several light changes need occur before you can get through. it defies common sense to even entertain the idea of having only 2 or 3 crossover points at the traffic lights on St Georges road.	same situation as Gadd st.. youve cut off the ability for people to cross over to the other side of St Georges road bar 2 spots at the traffic lights. surely the idea is to lessen the traffic congestion, not increase it.	

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1839	I live in Gadd Street and this has significantly increased my travel time to and from work by an additional 30+ mins - my previous usual commute to work was between 30-45 mins and is now anywhere from 1 hr to 1 hr and 20 mins. It is a nightmare trying to get in and out of the area on the weekends with all the traffic congestion. We have experienced significantly more traffic on the side streets around the neighborhood from people seeking alternative driving routes. Public transport routes have also recently been heavily impacted by the closures in terms of no longer having easy access to and from tram stops and getting across St Georges road to the train station. Closing off these streets also poses a significant risk to local residents (many of whom are elderly in Northcote!) in regards to ease of access for emergency services. What actually needs to happen is: 1. A serious review and education campaign of cyclists along St Georges Rd median strip - they treat it like the Tour de France and frequently cause close calls or nearly knock people over. There should be a speed limit for cyclists and they should be required to give way to any pedestrians or cars who are crossing the median. I would venture to guess many of the accidents have involved cyclists? 2. A review of the traffic conditions on the North Fitzroy section of St Georges road from the Merri Parade intersection right through to the Alexandra Parade - that section is what causes most of the bottleneck and the built up traffic -if fixing it would help to ease congestion along the upper end of St Georges road and decrease the likelihood of drivers making rash decisions in frustration.	See previous points made	live in Gadd Street and this has significantly increased my travel time to and from work by an additional 30+ mins - my previous usual commute to work was between 30-45 mins and is now anywhere from 1 hr to 1 hr and 20 mins. It is a nightmare trying to get in and out of the area on the weekends with all the traffic congestion. We have experienced significantly more traffic on the side streets around the neighborhood from people seeking alternative driving routes. Public transport routes have also recently been heavily impacted by the closures in terms of no longer having easy access to and from tram stops and getting across St Georges road to the train station. Closing off these streets also poses a significant risk to local residents (many of whom are elderly in Northcote!) in regards to ease of access for emergency services. What actually needs to happen is: 1. 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1840		Increasing times of travel. Increased traffic around local streets both as a resident and also as a commuter. Difficulty crossing roads. Frustration and annoyance.	Travel to our ballet classes that we use several times a day; children getting off trams have to walk. Exiting classes.	We use this daily to commute to schools, crossing the road and also to get to local shops. This increases the traffic at Normanby road and turning right becomes difficult and dangerous.	
1841					Additional time spent going via Hutton Street which has a school with an after school car programme so it is always a mess along here - Watt street allows any one to avoid the school traffic minimising conflict with children and parents picking up children on Hutton street. Situation is not helped when the boom gates are down. Because this questionnaire is so poorly constructed I have come back top add that the single biggest problem with all of the unsignalised median breaks is the planning of agapanthus which blooms at a height which makes it impossible to see cyclists till the very last minute. Follow your own standards for plantings and ensure that they are lower than 1.5 metres high so a driver of a car can see what is on the cycle path along St Georges Road.

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1842				Required to travel along a very congested Normanby Ave and do a right hand turn onto St Georges Rd adding to my commute time to access Woolton Ave. The cross overs in general provide an alternate route to get to the other side of St Georges Rd (travelling East or West bound). If I choose to proceed along Normanby and take the next right after St Georges Rd (name of street escapes me) it causes more traffic congestion blocking through traffic on Normanby Ave and frustrating other drivers. It also does not feel safe like using the crossovers	
1844		From the city we are forced into narrow passageways such as Latham St and Railway Parade to get to our homes. From the west we now spend 15-20 minutes trying to turn right at Moreland Road.			
1845	We live in Gladstone Avenue, so we use this median to access our home when heading south on St Georges Road.	We use the laneway from Beaconsfield Parade to access our garage, so we use the Beaconsfield Parade median when travelling south on St Georges Road, or coming from High Street.			
1846	An inability to use this part of the road makes it difficult for me to travel efficiently between the two areas of Northcote			I use this median often to travel between the areas of Northcote from High Street and Leinster Grove. Having it closed makes travelling between these areas inefficient and adds about 5-10mins to my journey in off-peak times and between 15 and 20 minutes in peak times.	
1847	Significantly negatively affected traffic flow with long delays turning at Arthurton and Normanby intersections (adding up to 30 mins delay when needing to cross St Georges Rd by car). Creates division or cut off of access for residents on west side of St Georges Rd to the rest of Northcote and High Street. If this was to continue it would lower housing value on west side of St Georges Rd and significantly impact residents access to emergency and essential services. Cyclist safety is very important but surely can be improved without this action.	See previous comments		See previous comments	
1848			I have to change the route I usually use	this is the street closest to my house	
1849	Closing off roads leaves congestion on main roads.	Inconvenience and free flow of traffic for all	Why change perfectly run streets. I think people need to learn how to drive and manage their speed levels better and in a timely manner.	As explained before	As explained before
1850		By not being able to u-turn at Beaconsfield, Gadd or Woolton Ave, driving to Normandy and waiting at the lights along with extra congestion of cars u-turning adds 5-7mins to my trip to work as I work in Heidelberg. It is the same impact on the way home.		See Beaconsfield notes	

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1851	Traffic is backing up the entire length of St Georges road delaying all travel. Delays caused by traffic waiting at lights to u-turn is causing congestion and I've had two end-to-end collisions. There is no alternative to driving up St Georges and u-turning somewhere as High st is single lane already mostly.			Traffic is backing up the entire length of St Georges road delaying all travel. Delays caused by traffic waiting at lights to u-turn is causing congestion and I've had two end-to-end collisions. There is no alternative to driving up St Georges and u-turning somewhere as High st is single lane already mostly.	Traffic is backing up the entire length of St Georges road delaying all travel. Delays caused by traffic waiting at lights to u-turn is causing congestion and I've had two end-to-end collisions. There is no alternative to driving up St Georges and u-turning somewhere as High st is single lane already mostly.
1852	I have to get from one side of St Georges to the other many times a day hence major inconvenience	have to get from one side of St Georges to the other many times a day hence major inconvenience .	have to get from one side of St Georges to the other many times a day hence a major inconvenience	have to get from one side of St Georges to the other many times a day hence major inconvenience	have to get from one side of St Georges to the other many times a day hence major inconvenience at present
1853	The traffic dislocation that this has caused forces cars onto streets that become bottle necks. Travel times take longer and access from one half of St Georges Road to the other is extremely impaired.	Again the same reasons as before, traffic dislocation that this has caused forces cars onto streets that become bottle necks. Travel times take longer and access from one half of St Georges Road to the other is extremely impaired.	Again the same reasons as before, traffic dislocation that this has caused forces cars onto streets that become bottle necks. Travel times take longer and access from one half of St Georges Road to the other is extremely impaired.	Again the same reasons as before, traffic dislocation that this has caused forces cars onto streets that become bottle necks. Travel times take longer and access from one half of St Georges Road to the other is extremely impaired.	Again the same reasons as before, traffic dislocation that this has caused forces cars onto streets that become bottle necks. Travel times take longer and access from one half of St Georges Road to the other is extremely impaired.
1854	live on west side of St Georges rd so need to cross St Georges rd regularly. Going to intersections with traffic lights has increased my journey time by as much as 10 minutes which is ridiculous!	live on west side of St Georges rd so make numerous crossings. Having to cross at traffic lights has increased my journey time by as much as 10 mins	live on west side of St Georges rd so make numerous crossings. Having to cross at traffic light intersections has increased my journey time by as much as 10 mins	live on west side of St Georges rd so make numerous crossings. Having to cross at traffic light intersections has increased my journey time by as much as 10 mins	live on west side of St Georges rd so make numerous crossings. Having to cross at traffic light intersections has increased my travel time by as much as 10 mins
1855			Used when picking up passengers from train station at Croxton station		
1857		Huge detour needed to get into work	unable to cross over St Georges pde to get to work		
1858	Extended traffic delays and local streets affected by high density traffic	Extended traffic delays and significant traffic in local streets	Extended traffic delays and significant traffic in local streets	Extended traffic delays and significant traffic in local streets	Extended traffic delays and significant traffic in local streets
1859			I recently moved to Northcote in October last year and have noticed the significant difference that the closure of the Gadd st opening has made. With the large amount of housing on the street there is already increased congestion. Now with the closure residents are forced to either turn left onto St Georges and make a u-turn to head towards city, or else head towards Artherton Rd and turn at the intersection. Both routes now have significantly more congestion (especially during peak hours) and can add as much as 15 minutes into a journey. Perhaps a middle ground would be to only close every second intersection.		Same as above
1860	I have noticed a slight slowing of traffic flow in peak periods.	Please see previous comment	Please see previous comment.	Please see previous comment	Please see previous comment
1861	Must ride my bike further along to cross street. Not safe to cross street when using trams.	Need to ride much further on bike and not safe.		Further to ride my bike and not safe when exiting from tram	Need to ride further to cross road and not safe. Was fine before

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1862		I live in Beaconsfield Parade. To go anywhere east and south I now need to use Arthurton Road which was already highly congested. Turning right to head south into St Georges Road is a nightmare and invites unsafe driving behaviours due to impatience. Light cycles do not seem to have been adjusted as St Georges Road is already overloaded especially with High St tram stop works reducing traffic on High Street. Travelling to/from Northcote Plaza for shopping needs has become a major expedition - driving can take 15 minutes each way. Was angry that Melbourne Water chose not to do the work in two stages to save money and maximise inconvenience to affected residents then could not believe that crossings may not reopen.			
1863	I use most of these twice a week as we live in one side and several children we share transport with live on the other side.(picking up and dropping off friends is now a nightmare) the parents are all considering stopping activities or no longer car pooling		We currently transport children to and from their houses to sporting and recreational events twice a week	As before	As before
1864	Arthurton Rd has become far busier since the closure of this median. Hence: - traffic builds up, making this road increasingly difficult to cross (which I have to do in order to leave my residence) - in turn, drivers become impatient to cross Arthurton Rd, thus increasing the incident of near-miss crashes I've observed and experienced	Due to the closure of all the medians, the traffic build up at the major intersections on St Georges Rd (ie. those with traffic lights) has become significantly heavier - starting earlier in the day and lasting longer. Vehicles are idling in extremely long queues, taking longer to reach their destinations, thus increasing the pollutants emitted into the environment. Impatient drivers are making stupid and dangerous choices. The side streets are more difficult to exit from due to the build up of traffic on the major intersecting roads.	Due to the closure of all the medians, the traffic build up at the major intersections on St Georges Rd (ie. those with traffic lights) has become significantly heavier - starting earlier in the day and lasting longer. Vehicles are idling in extremely long queues, taking longer to reach their destinations, thus increasing the pollutants emitted into the environment. Impatient drivers are making stupid and dangerous choices. The side streets are more difficult to exit from due to the build up of traffic on the major intersecting roads.	Due to the closure of all the medians, the traffic build up at the major intersections on St Georges Rd (ie. those with traffic lights) has become significantly heavier - starting earlier in the day and lasting longer. Vehicles are idling in extremely long queues, taking longer to reach their destinations, thus increasing the pollutants emitted into the environment. Impatient drivers are making stupid and dangerous choices. The side streets are more difficult to exit from due to the build up of traffic on the major intersecting roads.	Due to the closure of all the medians, the traffic build up at the major intersections on St Georges Rd (ie. those with traffic lights) has become significantly heavier - starting earlier in the day and lasting longer. Vehicles are idling in extremely long queues, taking longer to reach their destinations, thus increasing the pollutants emitted into the environment. Impatient drivers are making stupid and dangerous choices. The side streets are more difficult to exit from due to the build up of traffic on the major intersecting roads.
1865			Have to get on elsewhere		
1866	I use these crossings more than once a day. They are essential for getting to my house. The closure has created dangerous congestion at Normanby Rd with people trying to do a U-turn there.			I use this for getting to High St when traveling North. When it's closed there is dangerous congestion at Normanby St intersection.	
1867			Required turning further south along St Georges Rd.		
1868			this can add 10-15 minutes on my morning commute both via car or walking as i have to search for an alternative method to cross St Georges rd.		
1870		Has made it more time consuming to get my son to Croxton School			



No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1871	The traffic build up at seperation st and also at the Normandy road intersections where they meet with with St Georges road have become a nightmare, my travel times have increased dramatically since the closures.			As previously stated its cause of s crossed to have to use the two major points to cross now. They can't cope with that demand. It also effects business on both sides of the road that are vital to the area. They will die out if it's too hard for oriole to access them. This will kill the area and with the excess residential development along that road and the area that happening it's going to be disastrous for the local people to use.	
1872	TAKES LONGER TO GET TO VARIOUS AREAS.....NEED TO GO VIA NORMANBY AVE OR SEPARATION ST ONLY AND THERE'S MORE TRAFFIC, MORE FRUSTRATION BY DRIVERS AND TAKES LONGER	MORE TRAFFIC IT SUCKS!	MORE UNNECESSARY TRAFFIC	MORE TRAFFIC	PLEASE OPEN THE MEDIUMS BACK UP AGAIN!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
1873	Previously when travelling south along St Georges Rd, we'd use this median to get into Gladstone Avenue (western section - where our home is located). Now we have to go well past our house and then back track in order to get to our own street. Depending on traffic and alternate route taken, this can add 10 minutes extra to the journey.	If we wish to get east of St Georges Rd (i.e. to Northcote Plaza or High Street businesses) we have to travel either north to Normanby or backwards to Separation St via Woolhouse St. Previously we used the Beaconsfield Pde median. Again the extra detours add extra time to the journey.		Again we used to use this median crossing to get to High St shops, but due to the extra traffic forced into the alternatives, we are less likely to support the local businesses we used to. I used to be able to use this median crossing in order to go to the Northcote Aquatic Centre, for excercise. Whilst this has been closed, I have been unable to as there is so much more traffic on Normanby & St Georges Rd that the journey there during peak has added upwards of 20 minutes. Working longer hours and having a young family, I am no longer able to fit this in. I was holding on until they were open again!	
1874					I now either need to go to Hutton Street and make a U turn to get to my street, or turn at Oakover rd, then access Miller Street
1875			I work locally and often need to travel to the city during working hours and use this route.	Access to the East of St Georges Rd to High St etc.	
1876	Limiting the range of access points to St Georges Road has meant a longer journey to get to the same place. Funnelling traffic into lesser crossovers leads to unnecessary congestion and delays with drivers frustrated by unchanged traffic light sequences that mean extra waiting time as exhausts pump out additional noxious fumes. The sooner access options are restored the better.				
1877		Travelling up St Georges Road in peak hour is particularly troublesome. I have lived in Emmaline Street Northcote for 8 years. I find with all the median closures, I either get stuck turning right at the intersection of Separation Street whilst making an annoying detour home or I get caught up in the traffic towards Normanby Avenue and then stuck in traffic turning right at this intersection. Either way means probably 10mins extra on my trip in peak hour. It's actually very frustrating as I need to travel this way regularly.	Same as last question.		

No	Please explain how the closure of Beavers Rd impacted you	Please explain how the closure of Beaconsfield Pde impacted you	Please explain how the closure of Gadd St impacted you	Please explain how the closure of Woolton Ave impacted you	Please explain how the closure of Watt St impacted you
1878			I am now stuck at arthorton or Normanby if I want to head nth on St Georges or when coming back from Brunswick. The congestion is terrible and adds significant time and stress to my commute or weekend plans		
1879		I travel city bound in St Georges rd most days to access St Georges road i need to go via Normanby Av. in an Eastly direction.From 3:30pm the traffic along Normanby ave is constantly bancke up as far down as lienster st. So rather than using Normanby ave. to cross St Georges rd I use either Beavers rd or Beconsfield Parade. Closure of the propose streets would increase traffic congestion on Normanby Av.and Seperation st. as this would be the only access to St Georges rd.		I rarely us this point as a cross over	
1880	More travel time for alternative route, and more traffic using alternative routes and causing delay		Inconvenience to travel to alternative route		
1881				Now use intersection St Georges Rd & Hutton street turn signal to uturn to travel Nth up St Georges Rd. Or go to Hutton St lights to cross St Georges rd to then travel Nth & wait in long line of traffic to turn right.	
1882		Traffic is now badly congested ar Arthurton Road/St Georges Road intersection causing long delays. Similarly at Normanby Ave crossover of St Georges Road	Not used as much		
1883	Having to use another crossing point at traffic lights further up the road is a big inconvenience. Many cars cross St Georges Rd at these points without impacting other traffic, trams or cyclists. The use of traffic lighted intersections stops all opposite traffic flow. Turning at these points is inconvenient as only a few cars get through. With these crossings open, many cars cross or turn at St Georges Rd whilst the lights have stopped traffic further up, making a much more efficient crossing system.	As per previous comments	As per previous comments		
1884				I have had to seek an alternative route	
1885	Helps get to my destinations quicker. Having to do a Uturn in my street (ELM) to get to Arthurton is dangerous and having to go around the block causing more traffic in side streets and at the lights of Arthurton rd. Streets have less space due to parking on street and this will also get worse when more apartments and shops build in our area.	Again Vic Roads are driving all traffic to Arthurton Rd. It will be a nightmare due to traffic build up to get out of our streets	Again my concerns are the traffic jam as we are directing traffic to Arthurton road so that we can get to high St etc	Again my concerns are the traffic jam as we are directing traffic to Arthurton road so that we can get to high St etc	

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1886	Long delays at the few crossings now accessible to traverse St. Georges Rd. Roads like Leinster Grove and Woolhouse St which are now one way streets with traffic parked each side; are recurrent bottle necks. Long waits for chance to do 180 turns to change direction down St. Georges Rd. Because of traffic light changes multiple people being caught and fined trying to make these turns and being caught on a red light half-way through. Outrageous behaviour by council to just close these roads, with absolutely no consultation with residents who are now losing another 30 to 50 minutes each day.	Long waits at traffic lights! At the working intersections only a fraction of the waiting traffic gets through at each light change. Having to drive through lanes to access crossing streets, increasing risks to careless pedestrians and pets.	Se previous box. All these still apply. I also used to walk my dog across either the Emmaline St or Gadd St intersections which have been closed. Though Gadd St has now been re-opened. But again residents are losing hours of time trying to get into the increased traffic flow.		
1887				prior to closure this median utilized on return travel from work, so impact has been on accessibility & connectivity for myself, a local resident. since closure, have alternated route home between Normanby, & Hutton intersections. Although these crossings are marked with 2 lanes for east-west travel, problems arise when drivers approach & utilize intersections in a 'single lane' manner, causing additional traffic congestion/build up in all surrounding streets. Also, drivers reluctant to utilize Hutton St., & to a lesser extent Normanby Av., as a dual carriageway ie. will pull up to allow vehicles from opposite direction thoroughfare, when in fact, comfortable travel is availed for two vehicles travelling in opposite directions, with speed limits capped at 50kph & 40kph respectively, in a safe manner. Might suggest this lack of driving skill also contribution to casualty accidents clocked up over the past five years..	closure of this crossing will have a significant impact on accessibility & connectivity for myself, a local resident. prior to closure this median utilized on travel to work. since closure, have alternated route between Miller, & Hutton intersections. Although these crossings are marked with 2 lanes for east-west travel, problems arise when drivers approach & utilize intersections in a 'single lane' manner, causing additional traffic congestion/build up in all surrounding streets. Also, drivers reluctant to utilize Hutton St., as a dual carriageway ie. will pull up to allow vehicles from opposite direction thoroughfare, when in fact, comfortable travel is availed for two vehicles travelling in opposite directions, with speed limits capped at 40kph, in a safe manner. Might suggest this lack of driving skill also contribution to casualty accidents clocked up over the last five years..
1888	On weekends traffic is very bad and the roads are clogged up as there are less options to cross St Georges Rd. When walking to high st to my regular services and amenities I am forced to take a longer route. Public transport, particularly the tram is also less accessible.			Same as previous answer.	
1889			increased traffic at other open crossings and increased traffic in back streets.	increased traffic at other open crossings and increased traffic in back streets.	increased traffic at other open crossings and increased traffic in back streets.
1890	Being unable to cross from one side to the other and now having to use detours which add extra stress and travelling time	Extra stress and travelling time		Stress and extra travelling time	

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1891	Arthurton Rd and Normanby St (South and North of the closures respectively) are now so clogged up with traffic since the road closures that it takes approximately 5 times as long to cross these roads. In addition Woolhouse St, where it runs into Arthurton Rd, is now so banked up in the morning that it takes residents 10mins just to travel from Elm St (my street) to Arthurton Rd, which is only about 50 metres. The dramatic change in road conditions has created a virtual enclave in the area bounded by Arthurton Rd (south), Woolhouse St/Leinster Gr (West), St Georges Rd (East) and Normanby Rd (North) Rd that is very difficult to get out of, even off peak. The changed traffic conditions must also impact residents in Moreland council and therefore should not just be left up to Darebin council to dictate road closures.	Arthurton Rd and Normanby St (South and North of the closures respectively) are now so clogged up with traffic since the road closures that it takes approximately 5 times as long to cross these roads. In addition Woolhouse St, where it runs into Arthurton Rd, is now so banked up in the morning that it takes residents 10mins just to travel from Elm St (my street) to Arthurton Rd, which is only about 50 metres. The dramatic change in road conditions has created a virtual enclave in the area bounded by Arthurton Rd (south), Woolhouse St/Leinster Gr (West), St Georges Rd (East) and Normanby Rd (North) Rd that is very difficult to get out of, even off peak. The changed traffic conditions must also impact residents in Moreland council and therefore it should not just be left up to Darebin council to dictate road closures.	Arthurton Rd and Normanby St (South and North of the closures respectively) are now so clogged up with traffic since the road closures that it takes approximately 5 times as long to cross these roads. In addition Woolhouse St, where it runs into Arthurton Rd, is now so banked up in the morning that it takes residents 10mins just to travel from Elm St (my street) to Arthurton Rd, which is only about 50 metres. The dramatic change in road conditions has created a virtual enclave in the area bounded by Arthurton Rd (south), Woolhouse St/Leinster Gr (West), St Georges Rd (East) and Normanby Rd (North) Rd that is very difficult to get out of, even off peak. The changed traffic conditions must also impact residents in Moreland council and therefore should not just be left up to Darebin council to dictate road closures.		
1892		This crossing allows us and others to come back from Kindy and from Northcote shopping without going down the massively over-crowded Arthurton Road and especially its junction with St Georges, where tunring right is a nightmare.	We now have to drive to Normanby Avenue to turn right into the city or to get to Arthurton and hence to the shops at Northcote. The traffic now backs up from that intersection, often blocking the straight on traffic.		
1893				required to travel via back streets in order to go home	now required to use Hutton st which as well as being a very narrow road with cars parked on either side, can be very busy.
1894	as a cyclist is makes it somewhat safer. as a driver the increased traffic in the area has significantly affected travel times in and around the St Georges road area	as a cyclist is makes it somewhat safer. as a driver the increased traffic in the area has significantly affected travel times in and around the St Georges road area	as a cyclist is makes it somewhat safer. as a driver the increased traffic in the area has significantly affected travel times in and around the St Georges road area	as a cyclist is makes it somewhat safer. as a driver the increased traffic in the area has significantly affected travel times in and around the St Georges road area	as a cyclist is makes it somewhat safer. as a driver the increased traffic in the area has significantly affected travel times in and around the St Georges road area
1895			It has added many, many minutes to my journey - both coming and going, as I have to cross at Separation Street and I can sit there for up to 5 changes of lights. I stopped using Normandy st as I received a \$400 fine for being 2 secs on a red light while trying to urn.		
1896		I have to drive an extra 2kms to get to the other side			
1897	I ride along the median. It has made my trip a lot safer.	I ride along St Georges median. It has made my trip a lot safer	I ride along st geroges median. It has made my trip a lot safer.	I ride along st geroges median. It has made my trip a lot safer.	I ride along st geroges median. It has made my trip a lot safer.
1898	I live on Woolhouse St and now, what used to be a 10 minute journey to High St is now 35 minutes. It is a nightmare!!	It adds another 30 minutes to my journey trying to go down Separation or Normanby to cross to High St	As before	All the cars are diverting down Woolhouse St and causing chaos in a residential / special needs school zone. It's dangerous and someone will be hurt	

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1899	I use this to return home and get into my suburb (from the southbound lane on St Georges). The alternative is a huge time extension of having to use the RH turning lane arrow at Arthurton Rd...and this has increased traffic ques at this intersection that impedes into the two main lanes...creating a higher risk of rear end collisions.	I need this turn to get out of my street and go South on St Georges Road. I use this more than 2x each day and even more on Weekends. The alternative is having to use Woolhouse and Arthurton Road and this intersection is now crowed and backs up badly each day. Now people are running Red lights to turn right (to go south onto St Georges) regularly due to frustration at traffic ques. Woolhouse is becoming a real traffic issue - as people are cutting through this street to avoid the long tailbacks at Arthurton Rd intersection...			
1900	Access to high St is extremely hard from the west side of St Georges road with the major roads not built for today's amount of traffic flowing through our streets, so being able to do a u-turn at this spot helps	Access to high St is extremely hard from the west side of St Georges road with the major roads not built for today's amount of traffic flowing through our streets, so being able to get across at this point is very important		As per previous responses, these medians provide locals access to get around the local area in a reasonable manner (by no means quick or easy) but current closures have made getting around extremely difficult end time consuming - I have spent up to ten minutes at sets of lights due to traffic!!!	
1901	By not being able to drive my car from one side of St Georges rd to the other.	Cannot drive through west to east and east to west.	Cannot drive west to east and east to west. There are over a thousand of us living in gadd st, how do we get around and manoeuver ourselves and our cars in our everyday lives.	Same as above	Same as above
1902	Means I have to go down arthurton. The traffic to arthurton is getting really busy		Same as prev	Same as above	
1903	Travel times increased markedly, access to trams reduced, walking distances increased.	Travel times increased markedly, access to trams reduced, walking distances increased.	Travel times increased markedly, access to trams reduced, walking distances increased.	Travel times increased markedly, access to trams reduced, walking distances increased.	
1904	Traffic congestion, having to take indirect routes, lengthy delays crossing St Georges road at intersections, more traffic through our home street (Smith Street) and frustration.	See earlier response	See earlier response	See earlier response	See earlier response
1905	I have to leave a lot of extra time in order to be able to safely cross St Georges road to access the Croxton train station, or to get onto the footpath, or to drive around the closed section.	I have to leave a lot of extra time in order to be able to safely cross St Georges road to access the Croxton train station, or to get onto the footpath, or to drive around the closed section.	I have to leave a lot of extra time in order to be able to safely cross St Georges road to access the Croxton train station, or to get onto the footpath, or to drive around the closed section.	I have to leave a lot of extra time in order to be able to safely cross St Georges road to access the Croxton train station, or to get onto the footpath, or to drive around the closed section.	I have to leave a lot of extra time in order to be able to safely cross St Georges road to access the Croxton train station, or to get onto the footpath, or to drive around the closed section.
1906		I have had to drive to Arthurton Rd or Normanby Rd in order to go north			
1907	By car, getting onto and off St Georges Road often involves a 10-minute traffic jam on Arthurton Road and Moreland Road. Walking and accessing the tram stop, I have several times nearly been hit by cyclists speeding down the central temporary bike path, and have witnessed others being struck. Now that they are not in danger of being struck by cars, many ride at unsuitable speeds, especially when heading south, which is downhill, and do not look out for pedestrians. Many of these cyclists do not have lights at night or even helmets, so sure are they that they are now safe.			As for Beaver's Road, I use this crossing to access local shopping on High Street. There are traffic jams on Moreland Road, even at non-peak times during the day and at weekends, because locals can't cross St Georges Road at other places	

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1908		It is time consuming to go up or down to other crossing areas.		It is time consuming having to go to other crossings.	
1909		I need to use an alternative direction to get to Gadd st for dancing classes 3 times per week	Use this crossing to get to dancing school		
1910				I am now always stuck in increased traffic on arthurton and st geroges road going about my daily business including school run. In the mornings there are frequently traffic jams outside my house as people avoid St Georges road	
1912	Not being able to cross over St Georges Rd on my way up to high St adds significantly to my walking time. It has also changed the tram stop that i use on the way into the city.				
1913	Very big impact more traffic around surburban streets around schools, train stations	More traffic around schools train stations congestion in streets	To much traffic diverting aroun local school train station	Congestion of traffic more traffic around schools and train stations also tram stops	To much traffic around schools train stations make it unsafe as traffic get congestive I local streets
1914			If in car, it takes me extra time to do a u-turn or do go all the way to High Street precinct to I can get back to Kemp Street where I live		
1915	I attend a class on Beavers Road every week - the closures have added at least five minutes to my journey.				
1916				I use this to get to shops on high st, Closure would be a minor annoyance, as a cyclist and pedestrian as well as a driver, i'd prefer to see it closed to cars but with a small opening for cyclists and pedestrians.	I use this to do a U turn in St Georges Rd from my street. Closure would be a moderate annoyance, as a cyclist and pedestrian as well as a driver, i'd prefer to see it closed to cars but with a small opening for cyclists and pedestrians.
1919		unable to cross the median, I need to find an alternate route			
1921		We live to the west of St Georges Rd. Most of the local amenities and community services that we use are to the east. These include train (Croxton Station), shops, pharmacy, medical and restaurants (High St, Northcote Plaza), gym/fitness (Jetts Northcote, Northcote Aquatic Centre) parks (All Nations Park). What was a convenient, quick and relatively safe trip by car, bike or on foot is currently inconvenient, much slower, and less safe due to additional traffic. It has also been expensive: both my wife and I have received camera fines for allegedly running the red arrow doing a U-turn at Normanby Avenue. In reality this has become a traffic snarl, with the intersection frequently blocked by stuck or confused drivers.	See answer to question 9. Since we live on Emmaline Street, the Beaconsfield and Gadd Street crossings are equidistant, and we would use either one on any given occasion.		
1922		Wait times to cross St Georges road at separation Street and Normandby avenue can take up to an hour. A simple crossing at Beaconsfield parade/Gadd street becomes a laborious journey up a packed St Georges road.			

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1923			adds 15mins on to my trip and clogs surrounding streets		
1924	When heading trying to head north after turning out from Gladstone Av, I have to drive much farther south of Arthurton before I can cross.	Weekend traffic along Arthurton, particularly for Eastbound traffic turning South onto St Georges is a nightmare. When returning from the area in the Gladstone Ave West, the only current option is to navigate south through the back streets such as Woolhouse and head east on Arthurton, instead of using the median crossing at Gladstone. The high traffic congestion has also found me cutting down through Sumner estate and associated back streets and popping out at St Georges down opposite Little Sisters of the Poor.	I regularly drop off a school-age child in the western part of Gadd St to return home Westbourne Gve. This closure forces me further north to cross the median for my return south.	Again, collecting primary school-age children for shuttling to school twice a week from Gladstone Ave west and returning to Westbourne Gve forces me north onto Normanby, further congesting an already stressed intersection for south turning traffic, particularly hard given only two cars can safely fit in the right hand turn lane of the median without blocking trams or traffic.	
1925					
1926		Cause it makes it hard to drop my daughter of to Croxton school and pick her up from school			
1927				Accessing work and shops	Accessing work home train station shopping
1928	It had significantly impeded my ability to move freely across St. George's road and to access high street, the plaza, train station and other suburbs. It has also significantly increased traffic in my area. It has been extremely frustrating. This applies when I'm driving, walking or cycling. If I cannot cross St. George's road to St into the centre path on my bike, I instead choose more dangerous options like riding on the tram tracks or on St. George's road itself	As before	As before	As before	As before
1929	Increasingly slow and backed up traffic. I live on Woolhouse St and it seems a busier street now. I feel landlocked with simple journeys in any direction (west to CERES and Lygon St, east to Northcote plaza and Fairfield or Kew, north to Preston and onto Bell St to airport, and south to city and to exit my street) taking a long time.	Per previous comments. These feeder roads provide a means for residents to get out of west Northcote - eg to go shopping or simply drop off dry cleaning or get petrol or if on foot, to drop my children at kindergarten.			
1930	caused major chaos at the major signaled intersections trying to get around and back to where one needs to go	Once again causes major chaos trying to get around signaled intersections, even if one just wants to get through on those intersections		And again having this median blocked off is causing major chaos around the signaled intersections Currently "ALL" the signal controlled intersections have major delays and chaos due to the increased traffic that has been diverted around the blocked median crossovers	
1931	Since the closure, I now go around in circles, trying to go out or get home. Traffic has become dangerously impatient and reckless.	It's adding Kms and time to get home. Arthurton Rd. intersection has become a joke.	Both Normanby & Arthurton Rd. intersections were chaotic and clogged before the Water project started. Local residents are forced into these, and it has become a joke.	Vic Roads has traffic restrictions for people avoiding intersections. Keeping back streets safe is completely understandable and supported. Can Local residence Please continue to cross St Georges Rd, without going around the whole block.	
1932					
1933					Now have to u-turn at the lights further north. They're a basket case. Situation is untenable.

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1934	Very time consuming to turn onto St Georges road from Arthurton St in the morning and to cross St Georges road after school (for after school sport).	Forced to go back to Arthurton to turn righ onto St Georges road	Difficult to cross to take kids to after school sport	Time consuming to access/cross St Georges road	
1935				I use this less often mostly not related to work	I use this frequently to get to the train or to High St
1936	have to travel in the opposite direction of my house just to cross St Georges road!!!	have to travel in the opposite direction of my house or use side streets which is annoying and time consuming!!!			
1937			Use that crossing very often to get onto the city heading side of St Georges road. Traffic is now backed back at Normanby Ave adding a lot of extra travel time	Use this crossing often- extra travel time added due to Arthurton and Normanby Avenue being only way across St Georges	
1938	There seems to be significantly more traffic now on Oakover Rd with it being one of the only minor crossings open	There seems to be significantly more traffic now on Oakover Rd with it being one of the only minor crossings open		There seems to be significantly more traffic now on Oakover Rd with it being one of the only minor crossings open	There seems to be significantly more traffic now on Oakover Rd with it being one of the only minor crossings open
1939	All the traffic crossing St Georges rd is now congested to atherton rd. It is simply terrible.	as per my last comment	as per my last comment	as per my last comment	
1940	When travelling home to my street on the Western side of St Georges Rd, I have to wait 2-3 traffic lights rotations at Arthurton Rd to perform a U-turn to get home. Otherwise I turn right and travel home via Woolhouse St and back streets in Northcote.	When travelling home down St Georges road (toward the city) I would usually perform a U-turn at the Beaconsfield median. I now have to wait 2-3 traffic lights rotations at Arthurton Rd to perform a U-turn to get home. This adds 7-10 minutes to my travel time and creates congestion. Otherwise I turn right at Arthurton Rd and travel home via Woolhouse St and back streets in Northcote.	When travelling to work 6 days a week down St Georges road (toward the city) I would usually cross the Gadd St median. I now have to drive Northbound (away from city) to Normanby Ave and for wait 2-3 traffic lights rotations at Arthurton Rd to perform a U-turn to get home. This adds at least 5 minutes to my travel time to work and creates congestion. The lights also confuse some motorists who turn right and choose to stop (not seeing the green arrow allowing a U-turn). Very frustrating.		
1941	Limited access across St Georges Rd has been inconvenient when travelling by car, especially when navigating as a missed turn can require an extremely lengthy drive to correct. Even without missed turns travel has been more difficult, requiring a large workaround to cross St Georges rd.				
1942		Longer travel time		Longer travel time	Longer travel time
1943		Changed traffic conditions have meant that I now need to travel further than before by car and then double back. I am unable to use local roads around where I live as easily as before. Cyclists are less watchful of pedestrians, it has been quite frightening. Thank you			
1944	not so easy to access St G road and my preferred bike route			this is my preferred car route from S G road to home - having to go the other ways takes much longer	
1945	I travel along St Georges. There is no impact. It is actually better as closure of intersection means much safer trip for me when I cycle.	Please refer to last free text comment	See previous	See previous	See previous



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1947	There is more traffic at Arthurton Rd/St Georges Rd. Takes about 5 minutes to undertake a u turn at the intersection in the morning and evenings. Long detour to get to shops on St Georges Road (supermarket etc)	The closure has made traffic at Arthurton Rd/St Georges Road and St Georges Rd/Moreland Road much worse. Increased traffic on Leinster Grove and Woolhouse Street		Can't get home from High Street like I would usually do. The closure has made traffic at Arthurton Rd/St Georges Road and St Georges Rd/Moreland Road much worse.	
1948		The closure has resulted in greater traffic congestion, the traffic banks up to the Arthurton Rd intersection and we are unable to readily turn left from Elm St into St Georges Rd. Furthermore, due to increased traffic, we are unable to cross into the RHS of St Georges Rd in order to turn right into Arthurton Rd as Elm St is the last street before this intersection - the cars are already stopped at the lights and do not allow us to move into the far lane. Therefore a 'Keep Clear' section must be created on St Georges Rd, in the area where Elm St meets St Georges Rd. A major increase in pollution, including noise, has also been noted by residents surrounding St Georges Rd due to the increase in traffic congestion. There are horns beeping, screeching brakes and blasting music from cars, which impacts on people's overall health and wellbeing. Also, when travelling from the city to home, we are required to either turn right into Arthurton Rd, which is already congested, or travel all the way up to Normanby Ave (instead of Beaconsfield Pde which is now closed), make a U-turn, to come back all the way to Elm St. All of the median openings along St Georges Rd must be re-opened as more apartments are being built along this corridor, with fewer crossing points, resulting in far greater congestion. A possible solution to accommodate motorists, cyclists and pedestrians is to provide a series of sensors on the bicycle track which will alert motorists that a cyclist/pedestrian is approaching the crossing point, leading to a heightened awareness by the motorist. Also, better lighting should be provided at these crossing points and also very low vegetation to ensure an increased line of sight by all users.			
1949		Just need to travel further down to be able to turn into the area.			
1950	Positive impact. I ride my bike straight through.	Positive impact. I ride my bike straight through.	Positive impact. I ride my bike straight through.	Positive impact. I ride my bike straight through.	Positive impact. I ride my bike straight through.
1951	Extended time travel to exit Northcote (eg Emmaline st) and head north toward thornbury			Limits my direct access from High St Northcote to Thornbury (ie have to travel down towards Arthurton road) and then U-turn. This lengthens travel time considerably, especially in peak afternoon traffic.	
1953	It's Safer as a bike rider to have it closed.	It's Safer as a bike rider to have it closed.	It's Safer as a bike rider to have it closed.	It's Safer as a bike rider to have it closed.	It's Safer as a bike rider to have it closed.
1954				The alternatives are plentiful and easy to use, both by bike and car	

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1956				Mega traffic on arthurton rd, and Normanby (the only other choices) to get onto south bound St Georges rd.	
1960	Alternate routes are massively congested, resulting in significant delays.				Alternate routes are severely congested, resulting in significant delays.
1961	My journeys are much safer now without cars failing to give way to bicycles on the path. The general attitude of many car drivers is might is right. Or a general failure to look for bicycles when crossing.	As per previous comments - it is much safer now for bicycles on the path as inept and pathological drivers have been blocked.	as per previous comments - much safer for cyclists now.	as per previous comments - much safer for cyclists now.	as per previous comments - much safer for cyclists now.
1962		I am a resident of Gladstone Ave Northcote, on the western side of St Georges Road. I have heard that the car crossings (Beaver, Beaconsfield, Gadd and Woolten Streets), which are currently closed due to works being undertaken by Melbourne Water, are likely to remain permanently closed once works are completed and VicRoads will not replace them. The traffic flow has increased so dramatically on St Georges Road (heading north), and Arthurton Street (heading East) that it's becoming untenable. It can take 30+ minutes to get to Northcote Plaza, when it used to take 5 minutes. The reverse trip can take the same amount of time. To do the U turn on Normanby Street in order to proceed south down St Georges Road can take forever. Can you please disclose if the crossing will be replaced? If they are too be I can assure you there will be a lot of residents upset at the plan and will protest.	Concern Description: I am a resident of Gladstone Ave Northcote, on the western side of St Georges Road. I have heard that the car crossings (Beaver, Beaconsfield, Gadd and Woolten Streets), which are currently closed due to works being undertaken by Melbourne Water, are likely to remain permanently closed once works are completed and VicRoads will not replace them. The traffic flow has increased so dramatically on St Georges Road (heading north), and Arthurton Street (heading East) that it's becoming untenable. It can take 30+ minutes to get to Northcote Plaza, when it used to take 5 minutes. The reverse trip can take the same amount of time. To do the U turn on Normanby Street in order to proceed south down St Georges Road can take forever. Can you please disclose if the crossing will be replaced? If they are too be I can assure you there will be a lot of residents upset at the plan and will protest.		
1963	We need access to cross these streets - access for residents, emergency and essential services	Impacted as resident - required access for emergency and essential services	Impacted as resident - required access for emergency and essential services	Impacted as resident - required access for emergency and essential services	Impacted as resident - required access for emergency and essential services
1967		It has created traffic chaos in local side streets. Cyclists now travel far too fast because they have the whole strip (on St Georges Rd) now and nothing forcing them to slow down - causing danger to pedestrians. Closures have also caused delays to emergency services - risking the safety and health of those in need of the services!!	There are thousands of residents in the apartment village on Gadd St. They are now forced to travel down local side streets which is adding to the traffic chaos. There are plans to build more apartments on St Georges Rd (at Foodworks and also at the Windsor Smith Factory). With all these thousands of apartments in the area, it is even more critical that we have more roads and not less!! Traffic is terrible now and I fear for the safety of the children in the area as well as other residents because of the traffic that is now being forced to use back/side roads that aren't suited for that amount of traffic. Just look at the impact the closures are having on Leinster Grove & Woolhouse, not to mention everywhere else!!		
1968	requires more time and fuel (especially during periods of heavy traffic) to do a U turn at intersections with traffic lights and they involve greater risk	more time and fuel was required to reach my destinations and travel involved greater risks. I did not feel as safe with respect possible emergency scenarios.	it's cost me more time and fuel as well as increasing the risks involved in driving and accessing emergency help	it's cost me more time and fuel as well as causing an increase in the risk of having an accident and the risk of not having access to emergency assistance as quickly as before the closure.	it's cost time and fuel and increased the risk of having an accident and caused anxiety over how much longer it would take an ambulance and other emergency vehicles to reach my residence.

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1969	Can't do u-turn up St. George's road to effectively turn north /right out of our street. Have to go down to arthurton. Much slower	Used to come home traveling north up St. George's and use this to turn right to get to ourbstreet. Much slower taking other routes.			
1970					
1971	At the moment I'm unable to actually reach my own street without making a huge detour. My journey times have increased significantly due to making frequent detours in order to reach my destinations as well as the increased traffic that has occurred as a result of the median crossing closures particularly Blyth st and Normanby avenue. Drivers are constantly making risky and unsafe decisions on the road due to this increase in traffic. My local street has also had and increase in the amount of cars driving at high speeds in order to avoid the St Georges road traffic, this is unsafe as we have many young children who live on the street (Emmaline st). So closing these crossing will have a huge impact on the local community.	As mentioned previously, with the closure of the median crossing I am unable to access my street without making a huge detour adding a significant amount of time to my travel journey.	As mentioned previously, the gadd st median crossing is having a huge impact on my travel times and the way I can access my own street. Gadd st is has many residents as well as a dance school, with the closure of this crossing traffic congestion has increased dramatically and as a result the he amount of road rage and unsafe decision made by drivers is putting people's lives at risk	I use this crossing in order to get to uni in the morning. My travel time has increased dramatically due to the detour I have to make as well as the increase in traffic that has resulted because of this closure.	
1972			Complete change in accessing Gadd Street. Now required to travel up Gadd Street West of St Georges Road in each journey	No option to change from north to south direction	
1973	i have to take another route to visit my osteopath and naturopath; also to get to the food works shop.	It is a good crossing point if needed for Thornbury village	Again, another crossing point I use when returning home from Thornbury village without having to wait at the traffic lights.	I use this section every week to cross over St Georges to get home from karate class at croxton uniting church hall.	The build up of traffic at hutton st is getting even worse given the new high rise apartment block on the corner. This median is very handy in order to skip the traffic lights / traffic.
1974	Crossing to home .Traffic congestion at Arthurton Rd as cars attempt to U turn	Turning across the median strip to home		Turning to relations home and to work	
1975				Have to use heavily congested Normanby Rd to cross to High St shops	
1976	I don't use it. I just selected this option as it seemed to be the only way to vote for it to be closed.	I don't use it. I just selected this option as it seemed to be the only way to vote for it to be closed.	I don't use it. I just selected this option as it seemed to be the only way to vote for it to be closed.	I don't use it. I just selected this option as it seemed to be the only way to vote for it to be closed.	I don't use it. I just selected this option as it seemed to be the only way to vote for it to be closed.
1977		Safer when cycling	Safer for cycling	Safer for cycling	Good impact safer for cycling
1978	I ride directly up the bike trail on St Georges Rd	I ride directly up St Georges Rd	I ride directly up St Georges Rd	I ride directly up St Georges Rd	I ride directly up St Georges Rd
1979	because it minimises the risk of an accident with a car or a fellow rider and allows for bike traffic to flow more freely	because it minimises the risk of an accident with a car or a fellow rider and allows for bike traffic to flow more freely making for a less stressful commute to and from work	because it minimises the risk of an accident with a car or a fellow rider and allows for bike traffic to flow more freely making for a less stressful commute to and from work	because it minimises the risk of an accident with a car or a fellow rider and allows for bike traffic to flow more freely making for a less stressful commute to and from work	
1980			Have to make a detour to turn right onto St Georges Road from Gadd Street	Unable to turn right onto St Georges Road necessitating a significant diversion further north to cross at Hutton Street	

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1981	Now have to go down to Arthurton Rd to cross St Georges Rd. The Arthurton Rd/St Georges Rd intersection does not flow smoothly and can be very slow. In peak times and most of the weekend, it is very congested with traffic building up past the Merri creek bridge on the west and past the railway line to the east. I think if this intersection worked better people would feel less need to avoid St Georges Rd or cross it in other places.	Now have to go down to Arthurton Rd to cross St Georges Rd. The Arthurton Rd/St Georges Rd intersection does not flow smoothly and can be very slow. In peak times and most of the weekend, it is very congested with traffic building up past the Merri creek bridge on the west and past the railway line to the east. I think if this intersection worked better people would feel less need to avoid St Georges Rd or cross it in other places.			
1982				For me it means I have to now line up in a larger que at Normandy Av to do a U-Turn back towards the city.	
1984	I have had to re route my commute due to this closure	as before re route my commute			
1985	Confusion over signage then a change of route to a less safer route	Confusion over signage then a change of route to a less safer route	Confusion over signage then a change of route to a less safer route	Confusion over signage then a change of route to a less safer route	Confusion over signage then a change of route to a less safer route
1986	As a rider and driver I currently avoid the area and head up either backstreets, High St Northcote, or via East Brunswick, as I'm not sure what detours are in place at any given time.	I avoid the area without the median, as I don't like to be out in the traffic in that area.		as with the other medians, i avoid the area as a cyclist, because i don't feel there is a good cycling alternative right now. as a driver, i have never liked crossing the cycling median as it always seems risky - always fearful of hitting a cyclist. (PS these questions are difficult to answer clearly as a multi-transit user)	
1987		commuting to high st and other areas of northcote. it has added alot of time to my journey. when i use blith st this is always jam packed and again not safe to travel.			
1988	I have to turn into St Georges Rd and head in the opposite direction then do a U turn to get to the other side of St Georges Rd. Given that this road gets very busy more often than not it can take an incredible amount of time to get to do a U turn. The other option (going through back streets) is also getting extremely busy. It has also impacted the traffic in my street. Road infrastructure in the local area doesn't come close to meeting transport needs and this has now made it unbearable.	Getting from one side of St Georges Rd to the other has become a completely ridiculous situation. As a local resident it is apparent that roads are struggling to deal with current traffic congestion so why on earth would we close more access points? At the commencement of this survey, statistics regarding accident casualties are presented. Do you realise why these accidents have occurred? I do! I have had 2 separate incidents involving cyclists while driving my car in the past 3 years. Let me preface, I am not a cyclist hater as I cycle myself as well. The problem is that the bike lane is extremely busy and cyclists move at a fast pace and you cant see them until you push out because of the plants on either side of the bike track that can grow above the viewing point. One of the dumbest things I have seen in the local area. Take these away, allow proper viewing and accidents will reduce. No need to close of access roads. This would show an extreme lack of vision and create only another problem.			
1989	No impact.	No impact.	No impact.	No impact.	

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1990			Have to do u turn at Normanby	Have to cross at Normanby	
1991	Have to use either clarendon st or arthurton rd intersections. Get stuck in extra traffic	Same as previous answer for beavers rd		Same as previous 2 answers.	
1992	I occasionally use these crossovers for turning around when I have driven up to the shops or for various other reasons. The biggest impact for me is that all of the turning bays at lights which are still in use are extremely congested and the light cycles have not been altered to compensate for the added turning traffic. Also, I live on one of the main roads serviced by lights and it has become more congested since the smaller roads are not available for local traffic				
1993	I don't cross there	Don't cross there	Don't cross there	Don't cross there	Don't cross there
1994	The closures of the crossovers from Miller street to Arthurton road means there is more traffic trying to do right hand turns at the intersections that are currently open, the cars wanting to do right hand turns, are now banked back well beyond the designated right turn lanes causing queues and long delays. It also has has an impact on the two through lanes, reducing the road to one one lane and vehicles in the right lane then having to merge into the left, Increasing the likely hood of accidents. As a resident of 30 plus years and using the crossover's regularly as a driver, we have found the the major reasons for accidents is lack of visibility due to the Agapathas and trees that line the path, also excessive speed and ignorance of push bike riders. The cross overs should be reopened without low shrubs and slow points installed to force the bikeriders to slow down at the crossovers as well. When we have used the the path as a pedestrian, the speed of some bikeriders is a danger to us as.	It impacts us visiting friends an traffic delays.	As said before we use this crossover to get back to the west side of St Georges road.		This is away to get around the congestion of Hutton st Primary and access parking for the railway station.
1995	I no longer have to slow down or look for traffic as I cross	I no longer have to slow down or look for traffic as I cross	I no longer have to slow down or look for traffic as I cross	I no longer have to slow down or look for traffic as I cross	I no longer have to slow down or look for traffic as I cross
1997		During my morning commute i can no longer cross the median to travel towards the city. I need to use another road, all of which a very busy now the medians are closed, and it adds an extra 10mins to my journey every day. When i travel to the local supermarket at Northcote plaza it now takes 15-20mins (up from 5mins) to get there, esp in peak, as i must use the now very busy Arthurton Rd		Adds significant time to my journey when i travel north.	

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1998	Traffic congestion is outrageous. Wait times at traffic lights are doubled or tripled. I've seen more accidents and near misses during these closures. Frustrated motorists taking large risks to beat traffic signals. Increased travel times are not wanted ever traffic in the area is bad enough already.	As previously discussed	As previously discussed	As previously discussed	
1999	I can't cross St Georges Rd	I can't cross St Georges Rd	I can't cross St Georges Rd	I can't cross St Georges Rd	I can't cross St Georges Rd
2000	I live north of Beavers Rd and use the supermarket that can be accessed when travelling south on St Georges Rd by doing a u-turn at Beavers Rd				
2001	Reduced danger from cars	Reduced danger from cars	Reduced danger from cars	Reduced danger from cars	
2002	It takes a lot of time to detour and find an alternative route. Plus the extra traffic on the roads that remain open means there are long delays.	It takes a lot of time to detour and find an alternative route. Plus the extra traffic on the roads that remain open means there are long delays.	It takes a lot of time to detour and find an alternative route. Plus the extra traffic on the roads that remain open means there are long delays.	It takes a lot of time to detour and find an alternative route. Plus the extra traffic on the roads that remain open means there are long delays.	It takes a lot of time to detour and find an alternative route. Plus the extra traffic on the roads that remain open means there are long delays.
2003			Being unable to drive to the city without having to drive north and then make a U-turn at Normanby ave. There's a lot of traffic getting to the lights, and then making the turn. Also, we drive to the train station and it's the same problem. Also coming from the north, we have to now turn right at Normanby and then left and all the way down Lenister and then left onto Gadd. It's too inconvenient with all the traffic and congestion and we would really appreciate the consideration of keeping the median open. Gadd St is home to the Coventry. This is a development that has a high density living with hundred of people if not more. There are so many cars in the street and we need as much access to/through St Georges rd as possible.		
2004	Increased traffic				
2005	I live in Woolhouse St. Most days I need to cross St Georges road for a variety of reasons.	I live in Woolhouse St. Most days I need to cross St Georges road for a variety of reasons.	I live in Woolhouse St. Most days I need to cross St Georges road for a variety of reasons.	I live in Woolhouse St. Most days I need to cross St Georges road for a variety of reasons.	I don't use it,but other people do.
2006		Had to seek alternative	Had seek alternative route	Had to seek alternative route	
2007	The closure of the intersections have had a positive impact to my travel times and safety. Previously i had to reduce my speed to a virtual stop to make a safe trip. At least once a week a car would come through the give way without stopping	Positive travel time impact	Positive impact to my travel times and safety	Positive impact to my travel times and safety through the intersection	Postive impact to my travel times and safety.
2008		I only use this crossing occasionally - so has not made a great difference to my travel time/safety.	I live in Emmaline Street and work in Brunswick Street Nth Fitzroy so this is the closest crossing to allow me to travel to work.	Don't use it much.	

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2009	I frequent the restaurants/cafe/shops in St Georges Rd near Beavers Rd but live north of Normanby Ave. I have to travel to Arthurton Rd to do a U turn to return home which always has excessive traffic and can't get around. It means that since closure I tend to go elsewhere and not frequent the convenience store or restaurants and bottle shop near Beavers Rd.		A family member lives in Gadd St. In order to visit I now have to travel back along the railway line up through the back streets to get back home. It means I have to try to cross Normanby Ave to head to Hutton St and turn left there to cross St Georges Rd as turning right into St Georges Rd from Normanby Ave is a nightmare. Trying to cross Normanby Ave is dangerous, time consuming and it takes me much longer to get back home than when Gadd St crossing was opened	I use the Woolton Ave median crossing to travel from my sister's east of High St to Mayer Park whereby we exercise several times a week. This closure means we have to travel along Normanby Avenue which carries excessive traffic and adds a lot of time and annoyance to our journey.	I live close to the Watt St median on the west side of St Georges Rd. I use this frequently as heading south it is the best option between Oakover Rd and Hutton St to access the area I live in. The Oakover and Hutton St heading south have right turn arrows that often only "work" ie actually give a right turn arrow on every 2nd sequence. This becomes a nuisance and what should be less than 5 minute trip becomes more than 10 minutes and a lot of frustration having to wait at lights when there is no traffic, but if you actually have to wait at the lights to turn, the traffic builds up and you don't get around on the first sequence causing even further delays. it's bad enough when the Watts St was open but to have no other options and cause unnecessary traffic build up is ridiculous
2011	I'm a tradesman who works locally and not being able to cross at the intersections adds time to my working day.	I'm a tradesman who works locally and not being able to use the median crossing adds time to my working day.	I'm a tradesman who works locally and not being able to use the crossing adds time to my working day.	I'm a tradesman who works locally and not being able to use the crossing adds time to my working day.	I'm tradesman who works locally and not being able to use the crossing adds time to my working day.
2012	Severe traffic bottleneck!!!!!!! and inaccessibility to medical emergency facilities!!!!!!!!!!!!!!!	Same as before. As described above!!!!!!!!!!!!!!!	As above	As above	As above. Why are you bastards doing this!!!!?????? It's not your city!!!!
2013	Increased traffic on St Georges Rd Difficulty crossing St Georges Rd, and significant increase in time to do so.	Increased difficulty, and time taken, to cross St Georges road. Inconvenient.	Increased difficulty and time to cross St Georges Rd. INconvenient	Difficulty and time taken to cross St Georges rd	
2014	The path is much safer to travel on and more peaceful	Safer and smoother with no cars crossing	Safer and smoother with no cars crossing	Safer and smoother with no cars crossing	Safer and smoother with no cars crossing
2015			Can't turn in to my own street from the other side of St Georges road and have to go down back streets taking a longer route with traffic to go around. Can't get to the other side of St Georges road without getting stuck in traffic	Because there are no median crossings open anymore I can't get to the other side of St Georges road without getting caught in traffic	Can't get to the other side of St Georges road
2016	Increased Travel Time	Increased Travel Time	Increased Travel Time	Increased Travel Time	Increased Travel Time
2017	To access my house on the west side of St. George's road when coming from the northern suburbs I need to use the uturn arrow at Arthurton road (which causes significant delay) rather than accessing it from Beavers road uturn	From my house on the west side of St. George's road, in order to go south on St. George's road, i am required to either use the intersection at aurtherton (which is heavily congested) or duck through the side streets of sumner estate to cross St. George's road and turn south at sumner Ave. By closing this median crossing cars are diverted from using large arterial roads such as St. George's road, onto smaller suburban streets, drastically changing the feel and safety of these neughbourhoods.		The residents on the west side of St. George's road are sandwiched between the merri creek and St. George's road. Restricting crossing to the east side to two already choked and over loaded (Normanby and aurtherton) roads leaves residents feeling blocked in, but with high numbers of people rat running through our streets rather than using St. George's road.	
2018		Coming from Northcote to Preston is now restricted to high traffic road and that causes delays when trying to get from dance school to home I have to go out of the way to find a crossing instead of crossing locally	I have to detour and wait at the traffic lights for ages to simply Cross St Georges road from school to home	I live West of St Georges road and can't get from all the major shops on the east of St Georges road to my house without traveling along St Georges road for quite a distance out of my way simply to cross. And to turn takes forever. Sometimes several light changes	From the train station to my house is now a big detour

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2019					Much slower to get across on my route because i have to go up to Normanby ave instead.
2020	Traffic congestion on surrounding roads	Major traffic congestion on surrounding roads	As previous answers	Major traffic congestion to simply cross St Georges road and surrounded roads not sufficient to handle the traffic	Please refer to previous answers
2021			Constant delays by car and traffic hazards on bike.	As per earlier comments.	As per earlier comments.
2022	When eating north and turning off to the right to head onto Beavers you actually have to go wrong way along StGeorges Rd before you can turn right.				
2023		I live on one side and work on the other. It's very inconvenient with them closed			
2024				it takes a little longer	
2027		Traffic on St Georges Rd			
2028	It's quite difficult to access the shops on the west side of St Georges rd and puts more traffic on the arthurton rd/St Georges rd intersection	It makes it very difficult to access east and west sides of north cote between crouton station and the crouton special school/Leinster gve	Again this closure affects my access either sides of thornbury along St Georges rd. there are lights to the north of this intersection. Those lights should be moved to ensure ansignalised intersection with gadd st to improve safety for pedestrians, cyclist, trams/public transport users and vehicles. There should always have been right turn slip lanes at these and other intersections along St Georges rd when the road was reconstructed in the late 80s. Some access needs to be provided east-west other than just at Normanby ave and Atherton rd. traffic lights to improved connections for all are well worth considering.	Again this closure affects my access either sides of thornbury along St Georges rd. Traffic lights should be installed at this intersection to improve safety for pedestrians, cyclist, trams/public transport users and vehicles. There should always have been right turn slip lanes at these and other intersections along St Georges rd when the road was reconstructed in the late 80s. Some access needs to be provided east-west other than just at Normanby ave and Atherton rd. East-west connections at this intersection are critical as this is a major connection to the east of thornbury to high st with the level crossing at wooltan ave. lights could be timed with the Normanby rd intersection. As a driver, pedestrian and daily cyclist along this route I have almost been hit by vehicles many times despite the stop signs for cars giving priority to pedestrians and cyclists. Signalisation is the answer, not closure. Vicroads need to ensure more consultation occurs with the community and that the St Georges rd corridor is considered in a holistic, strategic way and that the entire transport network is considered as the Transport Integration Act 2010 requires VicRoads to do that!!	
2029				More traffic and waiting times	As before
2030	It facilitates safer cycling and allows me to feel more relaxed as I cross here.	It facilitates safer cycling and allows me to feel more relaxed as I cross here.	It facilitates safer cycling and allows me to feel more relaxed as I cross here.	It facilitates safer cycling and allows me to feel more relaxed as I cross here.	It facilitates safer cycling and allows me to feel more relaxed as I cross here.



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2031					I cycle along the median strip shared path, no change (By the way previous question of which crossings respondents use is really badly put and strongly favours car drivers who cross the median strip rather than cyclist/pedestrians using the shared path)
2032		I work at Croxton School so cross Beaconsfield pde twice a day and it adds a good 10 - 15 minutes to my travel each day. Also our school buses take longer to arrive so our students miss valuable education time			
2033	Inability to safely and conveniently walk, ride or drive EastWest across St Georges Rd. All schools, shops and services.	Inability to ride, walk and drive in an East West direction to access schools, shops and services	Inability to ride, walk and drive in an East West direction to access schools, shops and services		
2034				Occasionally use it to short cut to high St.	
2035		Congested traffic by having to use Normanby avenue and separation st as the only means to cross St Georges road. Has substantially increased my car travel time for school drop off. Because of the congestion a trip that would normally take 5 minutes to drive to the Northcote plaza now takes 20minutes. The increase in travel time has become very very frustrating!			
2036	Traffic is terrible trying to get across St Georges road. Really dangerous for pedestrians	Massive increase in traffic and dangerous for pedestrians			
2037	use to avoid major traffic congestion by avoiding u-turn at arthurton road intersection.	the closure has extended travel time and caused additional traffic congestion at Normanby avenue, when wishing to access high st businesses from property's west of St Georges rd.	the closure has extended travel time and caused additional traffic congestion at Normanby avenue, when wishing to access an alternative route to high st businesses, as well as parks east of St Georges rd, from property's west of St Georges rd.	the closure has extended travel time and caused additional traffic congestion at Normanby avenue, when wishing to access high st businesses from property's west of St Georges rd.	
2038	The closure of all the access roads across St Georges Rd has had an appalling effect on the traffic on Normanby Ave and Arthurton Rd. It takes much much longer to cross either road now, especially Arthurton. The traffic down Woolhouse turning into Arthurton is now shocking in the morning. It's created a situation where you can't get out of the neighbourhood west of St Georges road without an extra half an hour travel time. Also, the road closures are likely to have not lessened accidents, but just moved it to other areas. Darebin should not be allowed to do this without consulting the neighbourhoods. And it doesn't just affect Darebin Council. We can't all ride to work and get around! Some of us have to use cars! We can't get our kids to school on the other side of Northcote on time anymore.	As for Beavers closure	As for Beavers Rd closure	As for Beavers Rd closure	
2039	Adds time to every trip, traffic seriously congested at all traffic lights	Adds significant time to each trip, traffic at all major intersections is seriously congested	Adds significant time to each trip, and traffic at all major intersections is seriously congested	Adds significant time to each trip, traffic at all major intersections is seriously congested	Adds significant time to each trip, traffic at all major intersections is seriously congested

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2040	Can't cross to high st anymore	Need to use to cross you high st	Can't cross to high st	No crossing to high st where I shop	All my shopping is done on high St and I can't cross
2041	Adds significant time to my trip. The congestion at major intersections has significantly increased and traffic flow has been severely impacted.	Adds significant time to my trip. The congestion at major intersections has significantly increased and traffic flow has been severely impacted.	Adds significant time to my trip. The congestion at major intersections has significantly increased and traffic flow has been severely impacted.	Adds significant time to my trip. The congestion at major intersections has significantly increased and traffic flow has been severely impacted.	Adds significant time to my trip. The congestion at major intersections has significantly increased and traffic flow has been severely impacted.
2042			I have to walk further to get to and from Croxton station putting additional time to get to and from work. Going to and from High St shopping/Northcote plaza - by car - traffic at St Georges Rd travelling west along Normanby takes at least 5 traffic light cycles to cross intersection	Getting to High St	
2043	The closure has added major delays in our family travels eg taking kids to school And travel to work. It's created major traffic jams around Northcote and Thornbury making it frustrating to get around.	The cross over is a important link for our family to access over St Georges Rd it's causing our family major delays every day of the week making it very frustrating	Gadd st is a good secondary cross over if Beaconsfield Pde is banked up with traffic it allows traffic to move on creating good flow		
2044	I ride/drive down St Georges' Road and rarely cross it.			I mostly just ride/drive up St Georges road and rarely use the crossing.	
2045			Haven't been able to access my tram stop	Haven't been able to access my tram stop, extended my trips to friends/family house, difficulty getting to and from work	
2046	whilst using our vehicle we use beavers road median to cross over St Georges. we also utilise the cross-over our walking exercise every evening and when walking or cycling to the northern parts of high street. The closures have limited our access to the public services that lie on the eastern side of St Georges road	whilst using our vehicle we use beavers road median to cross over St Georges. we also utilise the cross-over our walking exercise every evening and when walking or cycling to the northern parts of high street. The closures have limited our access to the public services that lie on the eastern side of St Georges road. We have directly been affected by significant increased vehicle traffic on our Road due to this closure	whilst using our vehicle we use beavers road median to cross over St Georges. we also utilise the cross-over our walking exercise every evening and when walking or cycling to the northern parts of high street. The closures have limited our access to the public services that lie on the eastern side of St Georges road. We have directly been affected by significant increased vehicle traffic on our Road due to this closure	whilst using our vehicle we use beavers road median to cross over St Georges. we also utilise the cross-over our walking exercise every evening and when walking or cycling to the northern parts of high street. The closures have limited our access to the public services that lie on the eastern side of St Georges road. We have directly been affected by significant increased vehicle traffic on our Road due to this closure	
2047	To get from the east side of St Georges Road to the west side I often use the centre median at Beavers Road but it is not a problem if I don't use it and in fact is safer if this median is closed as I have seen many near misses and crazy driving including drivers crossing this median going the wrong way.	I use the Beaconsfield Parade median to cross from the west side of St Georges Road to east side but it would be safer if this median was closed as cars have to slow down too quickly if people do not indicate to make the turn into the median quickly enough. I have also seen a lot of near misses with cars nearly hitting bicycles crossing at the centre of the the median. Similarly cars barely stopping in time in front of trams, etc. It would be safer if this median was closed off.			
2048	Safer without car crossings for bike riding to work in city & for weekend bike rides with kids. Temporary pedestrian crossing points however not safe across bike flow. Needs more signage	Same as previous answer - safer as bike rider but pedestrian safety improvements needed for temporary crossing point	Same as previous answer - safer as bike rider but pedestrian safety improvements needed for temporary crossing point	Same as previous answer - safer as bike rider but pedestrian safety improvements needed for temporary crossing point	Same as previous answer - safer as bike rider but pedestrian safety improvements needed for temporary crossing point

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2049		Substantial increase in my journey time particularly when heading east. A simple journey towards High St has doubled in time. It has doubled the time required to walk to Croxton Station that i use everyday. To perform a simple drop off at Batman Park Kinder is impossible. I have to park on Separation St to perform drop off for kinder. Prior to closure used to traverse St Georges from Beaconsfield Parade and park safely on Elm Street.			
2050	I normally ride down the bike path in the median. I don't cross using roads.	As above	As above	As above	As above
2051			If I drive it takes a longer time and both Normanby and Separation st are very congested. If I walk the bikes go very fast and you have to be so careful crossing the bike path.		
2053	Have to use separation and long wait				
2054	If driving, we now need to travel to Separation St or Normanvy Ave to get to the other side of St Georges Rd. Both roads are heavily congested. It often takes us 30-40 minutes to drive from home (Bent St) to Northcote Primary School - due to the traffic - a trip which used to take 10 minutes. If walking, we are forced to cross at Separation/St Georges intersection which is very heavily congested and there is little room to stand safely when you have children, prams, bikes, dog, etc.				
2055	The closures have limited my access to the parks and shops on both sides of St Georges Road. The closures have also significantly increased vehicle traffic on my road. Vehicles are travelling much faster, in excess of the speed limit, along St. Georges Road since the closure endangering me and my family.	The closures have limited my access to the parks and shops on both sides of St Georges Road. The closures have also significantly increased vehicle traffic on my road. Vehicles are travelling much faster, in excess of the speed limit, along St. Georges Road since the closure endangering me and my family.	The closures have limited my access to the parks and shops on both sides of St Georges Road. The closures have also significantly increased vehicle traffic on my road. Vehicles are travelling much faster, in excess of the speed limit, along St. Georges Road since the closure endangering me and my family.	The closures have limited my access to the parks and shops on both sides of St Georges Road. The closures have also significantly increased vehicle traffic on my road. Vehicles are travelling much faster, in excess of the speed limit, along St. Georges Road since the closure endangering me and my family.	
2056	Traffic is way faster on St Georges road and I feel nervous now crossing the road. There is along a lot more traffic on my street. I've been really inconvenienced by the road closures and being able to easily access the businesses in my local area. It takes forever to drive or cycle such a short distance across St Georges road!!!	Traffic is way faster on St Georges road and I feel nervous now crossing the road. There is along a lot more traffic on my street. I've been really inconvenienced by the road closures and being able to easily access the businesses in my local area. It takes forever to drive or cycle such a short distance across St Georges road!!!	Traffic is way faster on St Georges road and I feel nervous now crossing the road. There is along a lot more traffic on my street. I've been really inconvenienced by the road closures and being able to easily access the businesses in my local area. It takes forever to drive or cycle such a short distance across St Georges road!!!	Traffic is way faster on St Georges road and I feel nervous now crossing the road. There is along a lot more traffic on my street. I've been really inconvenienced by the road closures and being able to easily access the businesses in my local area. It takes forever to drive or cycle such a short distance across St Georges road!!!	
2057		A.simple trip to high street takes me double the time because of the congested traffic			
2058	Created more traffic along St. Georges Rd and neighbouring streets. In addition, there is no access to cross St. Georges Rd forcing motorists including myself to make a u-turn at the next signalled intersection, thus creating even more traffic in the right turn lanes. This has also restricted access to emergency services and other essential services to the local neighbourhood.	Created more traffic along St. Georges Rd and neighbouring streets. In addition, there is no access to cross St. Georges Rd forcing motorists including myself to make a u-turn at the next signalled intersection, thus creating even more traffic in the right turn lanes. This has also restricted access to emergency services and other essential services to the local neighbourhood.	Created more traffic along St. Georges Rd and neighbouring streets. In addition, there is no access to cross St. Georges Rd forcing motorists including myself to make a u-turn at the next signalled intersection, thus creating even more traffic in the right turn lanes. This has also restricted access to emergency services and other essential services to the local neighbourhood.	Created more traffic along St. Georges Rd and neighbouring streets. In addition, there is no access to cross St. Georges Rd forcing motorists including myself to make a u-turn at the next signalled intersection, thus creating even more traffic in the right turn lanes. This has also restricted access to emergency services and other essential services to the local neighbourhood.	Created more traffic along St. Georges Rd and neighbouring streets. In addition, there is no access to cross St. Georges Rd forcing motorists including myself to make a u-turn at the next signalled intersection, thus creating even more traffic in the right turn lanes. This has also restricted access to emergency services and other essential services to the local neighbourhood.

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2059			Less opportunity to cross St Georges rd	Had to change my safe cycling route	
2061	My child goes to childcare on that road and I would cross here or Woolton to get there.			We often cross here for access when traffic has built up on St Georges road but also to access childcare.	
2062	Additional wait time at Arthurton Rd/Separation St to u-turn.			Additional congestion on St Georges Rd and inability to turn right when coming back out towards Preston (Normanby Ave is gridlocked on Saturdays)	Additional time when walking between home and the station for work and adding congestion to Hutton St (already too many cars, made worse by recent developments along that road)
2063		I will have to drive to arthrton road to turn around so I can go to beaconsfield or gadd or beaver st. Traffic is now using aidebst as rabbit runs. Traffic is backed up seperation st to turn into at Georges rd as they cant cross .Traffic lights after gadd st going into hutton do not frequently change which is frustrating . The mobility and ease of access for locals need to be given priority.		Cannot cross over at this stretch I have to sit in the major car jams that occur on Normandy rd and Hutton st to get on to St Georges rd	
2064	Reduces accessibility to neighbouring streets as well as services to the streets. More traffic on the roads.	Reduces accessibility to neighbouring streets. Creates traffic on St. Georges Rd.	Reduces accessibility to neighbouring streets. Creates extra traffic on St. Georges Rd.	Reduces accessibility to neighbouring streets. Creates extra traffic on St. Georges Rd.	Reduces accessibility to neighbouring streets. Reduces accessibility of emergency services and other essential services. Forces traffic to divert along Hutton St which is already busy and creates an additional hazard when traffic builds up all the way to Thornbury primary school. Extra cars on the road when children may be crossing poses a greater risk.
2065	Here I'm assuming the word 'impact' as a negative. There has been an improvement in traffic flow. When cycling along here, I have found this much improved without having to worry about cars turning in and not seeing me cycle along the track. As a motorist, I have found less disruption to traffic flow as cars aren't propped in the right lane waiting for trams and cyclists to pass before turning.	Here I'm assuming the word 'impact' as a negative. There has been an improvement in traffic flow. When cycling along here, I have found this much improved without having to worry about cars turning in and not seeing me cycle along the track. As a motorist, I have found less disruption to traffic flow as cars aren't propped in the right lane waiting for trams and cyclists to pass before turning.	Here I'm assuming the word 'impact' as a negative. There has been an improvement in traffic flow. When cycling along here, I have found this much improved without having to worry about cars turning in and not seeing me cycle along the track. As a motorist, I have found less disruption to traffic flow as cars aren't propped in the right lane waiting for trams and cyclists to pass before turning.	Here I'm assuming the word 'impact' as a negative. There has been an improvement in traffic flow. When cycling along here, I have found this much improved without having to worry about cars turning in and not seeing me cycle along the track. As a motorist, I have found less disruption to traffic flow as cars aren't propped in the right lane waiting for trams and cyclists to pass before turning.	Here I'm assuming the word 'impact' as a negative. There has been an improvement in traffic flow. When cycling along here, I have found this much improved without having to worry about cars turning in and not seeing me cycle along the track. As a motorist, I have found less disruption to traffic flow as cars aren't propped in the right lane waiting for trams and cyclists to pass before turning.
2066				I mostly travel by bike in that area down the median strip so it has probably made it safer. When I am in a car I am usually southbound with no need to make a U-turn.	The median strip bike lane is safer with fewer car crossings.
2067			I have daughters that dance at Brunswick School of Dance (in Gadd St) a few times a week and use this crossing to access it.		I live in Keon St and use this cut through to access home when traveling over from the north or east of St Georges Rd
2068		I used to cut through Woolton ave all the time to get to my kids gymnastics classes and can't now.		I just did	
2069	Use it to cross from back roads to get on to St Georges rd depending on time of day and traffic conditions.		Use it to get onto St Georges rd, at various times of day depending on traffic congestion.		Use it at various times depending on traffic congestion to get onto St Georges rd.
2070	MUCH safer for cyclists using the shared path - no concerns about traffic crossing the medians potentially colliding with bicycles	MUCH safer for cyclists using the shared path - no concerns about traffic crossing the medians potentially colliding with bicycles	MUCH safer for cyclists using the shared path - no concerns about traffic crossing the medians potentially colliding with bicycles	MUCH safer for cyclists using the shared path - no concerns about traffic crossing the medians potentially colliding with bicycles	MUCH safer for cyclists using the shared path - no concerns about traffic crossing the medians potentially colliding with bicycles

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2071		It's reduced access for pedestrians and cyclists, resulting in more cyclists on the road that I need to be wary of. It's also impacted cars wanting to cross over to perform a u turn.		Pedestrians crossing unsafely on the road due to the fencing, so I have to be excess vigilant of them. Also, more cyclists on the roads which is a hazard and I also need to watch out for them. It's also resulted in reduced ability to perform a u turn.	Pedestrians crossing unsafely on the road due to the fencing, so I have to be excess vigilant of them. Also, more cyclists on the roads which is a hazard and I also need to watch out for them.
2072	Added travel time to get to my house has been an inconvenience I have not grown to tolerate over these many months.				
2073				My journey takes longer and find that I can't seem to miss heavy traffic. I have to Zig zag around a lot of streets to get to my destination which Shaftesbury Parade. I baby sit my grandchildren and It gets very annoying when I can't cross St Georges Road near Shaftesbury Parade. Cyclist SHOULD NEVER take over an area - not fair	
2074	traffic increase massive increase in peak times increase time to drive around	thats the road i use	congestion and added time to travel	i use that road to go to high st now iusing Normanby ave has added traffic	
2075		Increased traffic burden	Increased traffic burden	Increased traffic burden	
2077					Crossing over by walking or bike
2078	Don't need to turn into these while driving and while cycling it has been great having them closed as don't need to worry about slowing down, particularly as I travel opposite direction from most other users.	Again don't use it.	Again don't use it.	Don't use it.	
2079	As a cyclist, this stretch of offroad path with no intersections is the best connection into the city in the area. It's a moderate hill, and having to give way at multiple intersections during the climb is frustrating. When descending, good speed can be achieved without multiple giveway points.	As a cyclist, this stretch of offroad path with no intersections is the best connection into the city in the area. It's a moderate hill, and having to give way at multiple intersections during the climb is frustrating. When descending, good speed can be achieved without multiple giveway points.	As a cyclist, this stretch of offroad path with no intersections is the best connection into the city in the area. It's a moderate hill, and having to give way at multiple intersections during the climb is frustrating. When descending, good speed can be achieved without multiple giveway points.		As a cyclist, this stretch of offroad path with no intersections is the best connection into the city in the area. It's a moderate hill, and having to give way at multiple intersections during the climb is frustrating. When descending, good speed can be achieved without multiple giveway points.
2080	Increased traffic congestion increased travel times of up to 20 mins unsafe driving by other drivers sitting at lights for long periods	Increased traffic congestion increased travel times of up to 20 mins safe driving by other drivers Sitting at lights for long periods due to local drivers not being able to access their houses unless they use the lights	Increased traffic congestion increased travel times of up to 20 mins unsafe driving by other drivers sitting at lights for long periods No longer safe to cycle down the western shimmy bike path due to excessive traffic for a residential street	Increased traffic congestion increased travel times of up to 20 mins unsafe driving by other drivers sitting at lights for long periods	Increased traffic congestion increased travel times of up to 20 mins unsafe driving by other drivers sitting at lights for long periods
2082	Caused additional congestion at St Georges Rd / Athurton Rd intersection and has made crossing over or turning onto St Georges road a longer process and a more dangerous one. There is already cars, trams, cyclists, buses and pedestrians to contend with but because of the closure the car traffic is much heavier.			Caused additional congestion at St Georges Rd / Athurton Rd intersection and has made crossing over or turning onto St Georges road a longer process and a more dangerous one. There is already cars, trams, cyclists, buses and pedestrians to contend with but because of the closure the car traffic is much heavier.	Caused additional congestion at St Georges Rd / Athurton Rd intersection and has made crossing over or turning onto St Georges road a longer process and a more dangerous one. There is already cars, trams, cyclists, buses and pedestrians to contend with but because of the closure the car traffic is much heavier. Because of this closure everyone's journey has increased as they have to go all the way to the intersection before being able to turn off.

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2083	I now have to walk extra distances to cross over the median which impacts time to travel. Drive by now means have to drive extra distances in the opposite direction increasing pollution, petrol use and time to travel. Also placing larger burden on roads that forced to now travel on in replacement of the closed roads. This building up noise and traffic pollution for the residents of the new roads being used.	As a resident of Beaconsfield Pde, the closure has heavily impacted as the direct access has been blocked from the St. George's rd entry point for foot, bike or car. I now must seek alternative routes which are heavily overloaded with additional vehicles or bikes also needing to redirect their journeys. This adding more traffic, congestion, noise pollution etc. As a local resident it is evident that roads are hugely burdened by the closure of these access points. As a cyclist commuter using the path on St. George's rd regularly, I often saw near collisions between cyclists and motorists due to poor visibility of the pathway. If the pathway was clearly visible to motorists, there would be significant reductions in accidents. There is no need to close of access roads. This would show an extreme lack of vision and create only another problem.	Same as previous answers		
2084	Harder to get kids to activities. Harder to get across by bicycle to areas we use on high street or to the east of high street			Regular route we use to access high st Harder to get across by bicycle to areas we use on high street or to the east of high street	
2085				My preferred access to St Georges Rd is blocked, forcing me and ALL other traffic to the overused, SLOW traffic-lighted intersections. It is very frustrating to be constantly caught in a traffic jam because of rh turns into St Georges Rd.	Don't use this as frequently. Hate being forced into traffic with no cycle infrastructure on the side roads to cross St Georges Rd.
2086	I cannot get to and from the train station easily Or cross St Georges road without having to spend half an hour extra time to get to my destination As well as road closures for Vic road there are developers closing the road to build apartments				
2087		requires detour to get to the other side of St George road			
2088		Takes longer because of needing to travel further and then do u turns Also, seems to be more traffic banked up to turn (presumably to do the same thing)	As above	As above	As above
2089	crossing across St Georges Rd, traffic & travel times increased. Some users not fully aware on changes and alternatives.				
2090	the bike path crossings from driving the road appear excellent, how ever when used they have several features that are below par, such as when riding nth you have to stop and push the crossing button on what would be the sth side lane direction at all cross overs.	When riding nth the bike rider must be in the sth direction lane to ask for the bike crossing to work	same as before to operate the bike crossing like must be in the sth direction lane when heading nth		
2091		I walk to the tram stop and train station and the works make crossing a little more complicated!!!			

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2092	I have had 3 collisions and uncountable near misses in 12 years of cycling the length of St Georges road. Since the closure I haven't had one. I can ride unstressed and safely.	I have had 3 collisions and uncountable near misses in 12 years of cycling the length of St Georges road. Since the closure I haven't had one. I can ride unstressed and safely.	I have had 3 collisions and uncountable near misses in 12 years of cycling the length of St Georges road. Since the closure I haven't had one. I can ride unstressed and safely.	I have had 3 collisions and uncountable near misses in 12 years of cycling the length of St Georges road. Since the closure I haven't had one. I can ride unstressed and safely.	I have had 3 collisions and uncountable near misses in 12 years of cycling the length of St Georges road. Since the closure I haven't had one. I can ride unstressed and safely.
2093	no impact as I just use the nearby pedestrian crossing for access requirements. We use Arthurton rd intersection if we use our car.	Comments as per Beavers rd			
2094				The closure would oblige me to use Normanby Road which is already congested.	The closure would lengthen my trip through residential streets, and oblige me to use Hutton Street, which is already heavily congested.
2095	Have to go out of my way to get through	Have to go out of my way to get through intersection	Have to go out of my way to get through intersection	Have to go out of my way to get through the intersection	Have to go out of my way to get through the intersection
2098	I use it frequently but now I can't				
2099	I live on beaconsfield west of St Georges. increased traffic using woolhouse and leinster means much longer times to cross or enter St Georges at arthurton or Normanby, e.g. 15 mins not 5, and indirect routes with more turns to destinations east of St Georges	I live on beaconsfield west of St Georges. increased traffic using woolhouse and leinster means much longer times to cross or enter St Georges at arthurton or Normanby, e.g. 15 mins not 5, and indirect routes with more turns to destinations east of St Georges	I live on beaconsfield west of St Georges. increased traffic using woolhouse and leinster means much longer times to cross or enter St Georges at arthurton or Normanby, e.g. 15 mins not 5, and indirect routes with more turns to destinations east of St Georges	I live on beaconsfield west of St Georges. increased traffic using woolhouse and leinster means much longer times to cross or enter St Georges at arthurton or Normanby, e.g. 15 mins not 5, and indirect routes with more turns to destinations east of St Georges	
2100	Navigating across to the other side and looking out for trams and cyclists				
2101	It makes my journey quicker and less stressful due to no crossing cars	It makes my journey quicker and less stressful due to no crossing cars	It makes my journey quicker and less stressful due to no crossing cars	It makes my journey quicker and less stressful due to no crossing cars	It makes my journey quicker and less stressful due to no crossing cars
2104			Travel times to work have increased dramatically. Getting to and from school ballet classes, medical appointments and grocery shopping has become much more difficult.	Access to train line and to shopping.	
2105				Have travel further to get to the same place. Also much more traffic on St Georges rd and lots of bank up at intersections because if all the people turning right who have not been able to turn around earlier	
2107	Walking and driving to family on west side of St Georges Road		Limits access to family on west side of St. George's road	I have family in Gadd Street and this closure makes access difficult	
2108	It impacts the traffic congestion not having turn offs	Traffic congestion at peak journey times		Traffic congestion at peak times	Traffic congestion at peak times
2109				I would have to go another way.	
2110		it is inconvenient to go further along and it changes the nature of the road, looks horrid	changes how the road is used, pushes more traffic on to other streets	changes how the road is used, pushes more traffic on to other streets	
2111				Have to travel to arthuton rd to turn around	
2112	Plenty of alternatives	Plenty of alternative routes. Fewer accidents now that people are not crossing the road		Plenty of alternatives plus fewer cars rat running the side streets	
2113	It's better and much safer for vulnerable road users to have this road closed.	It's better and much safer for vulnerable road users to have this road closed.	It's better and much safer for vulnerable road users to have this road closed.	It's better and much safer for vulnerable road users to have this road closed.	

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2116	I am mostly on foot so I walk round a different way	I am mostly on foot do walk round a different way depending on my destination			
2117	As a cyclist, the closures have made my journey much, much safer. I no longer have close calls with drivers failing to give way or stopping across and blocking the path. As a driver, I haven't noticed any real difference either way.	As a cyclist, the closures have made my journey much, much safer. I no longer have close calls with drivers failing to give way or stopping across and blocking the path. As a driver, I haven't noticed any real difference either way.	As a cyclist, the closures have made my journey much, much safer. I no longer have close calls with drivers failing to give way or stopping across and blocking the path. As a driver, I haven't noticed any real difference either way.	As a cyclist, the closures have made my journey much, much safer. I no longer have close calls with drivers failing to give way or stopping across and blocking the path. As a driver, I haven't noticed any real difference either way.	As a cyclist, the closures have made my journey much, much safer. I no longer have close calls with drivers failing to give way or stopping across and blocking the path. As a driver, I haven't noticed any real difference either way.
2119					effects route to my house
2120	I go across it, closure has made the intersection better	I go across it, closure has made the intersection better	I go across it, closure has made the intersection better	I go across it, closure has made the intersection better	I go across it, closure has made the intersection better
2121	Moderate improvement in cyclist safety, although I'd consider this to be the lowest risk crossing as it's only one way for vehicles and provides queuing for 2-3 turning vehicles prior to crossing the southbound tram tracks.	Positive: Improved safety when cycling on bike path as no interactions with vehicles that often ignore stop signs or simply fail to see cyclists. Negative: Blocks flow of local traffic wanting to cross median without travelling to main arterial roads (Arthurton Rd or Normanby Ave).	Positive: Vast improvement to bike path cyclist safety. Vehicles regularly ignore stop signs or simply fail to see cyclists on this crossing. Negative: Blocks flow of local vehicle traffic wanting to cross median without travelling to main arterial roads (Arthurton Rd or Normanby Ave).	Positive: Vast improvement to bike path cyclist safety. Vehicles regularly ignore stop signs or simply fail to see cyclists on this crossing. Negative: Blocks flow of local vehicle traffic wanting to cross median without travelling to main arterial roads (Arthurton Rd or Normanby Ave).	
2122	I live on St Georges Road near Batman park. To get to my home when coming from the city side with the medians closed, I have to go to Normanby Road and come back, which at peak times is stationary with traffic either one way or the other depending on time of day. More usually I therefore turn right at Arthurton Rd and then left at Latham and left again to get back to St G. These roads are narrow with cars parked on either side, and lots of children crossing. Since the median closures I have noticed a large increase in traffic on these back roads, including in people trying to turn right into Latham from Arthurton, causing cars to back up across the train line. Its very dangerous. Cars are coming in off High St as well to get through to St Georges rd at multiple locations and bottlenecking these sides streets. Closing roads shifts the problems into back streets. Residents must have access to go about our daily lives, let alone in cases of emergency. If only Beaconsfield parade was left open this would help but I fear the amount of traffic banking up as people try to cross given the trams and bikes. I would build an elevated super bikeway for the bikes to at least remove that problem the full length of St G road from Merry Pd to Murray Rd, the amount of bike traffic warrants it. Its a dilemma, but your proposal is a recipe for traffic chaos and road rage!	see response to Beavers Rd			
2123	adds time to travell	adds time to travell	adds time to travell	adds time to travell	adds time to travell



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2124	As we are bounded on the west by Merri Creek, the ONLY southern exit now the crossing are closed is Woolhouse St onto Arthurton Road. This is extremely busy at many times. Sometime Arthurton Road is so blocked that it is difficult to even exit Woolhouse St, and then it can take up to five changes of lights to cross St Georges from Arthurton. Also, many cyclists use the temporary St Georges Rd path as a 'race track', and pedestrian have been hit by cyclists. Many cyclists ride this path at night with no lights. I have many photos as evidence. This is dangerous. When travelling south on St Georges to get to Beavers Road, I have to turn west at Normanby or Moreland, then do the 'rat run' down Leinster Grove. Or else I have to do U-turn at Arthurton Rd and then drive north on St Georges, just to get home. It's terrible, and so much slower than with the crossings. Finally, as well as the planned 8 storey apartments planned for Beavers/St Georges/Elm (with a Beavers Rd exit) there are 50 more apartments about to be built at the west end of Beavers Rd, and plans for a new 200 apartment development at the west/Merri Creek end of Beavers Rd). Howe is all this traffic going to travel south without some St Georges Rd crossings? They won't they will clog up Woolhouse St at Arthurton Road, the only southern exit. Please, PLEASE restore some crossings or this will be a growing traffic disaster.	As the Beavers Road crossing is a one-way U-turn (which I don't mind), when driving south from St Georges I either need to use this or Beaconsfield Pde to turn west to get to my home in Beavers Road. As drivers cannot turn south from Beavers Road to St Georges (One way U turn) we need a crossing (i.e. Beaconsfield Pde) to do this. the alternative is to use Woolhouse into Arthurton, which has become very busy, a this is the only southern exit for residents bounded by Merri Creek and St Georges (east to west) and Moreland Road and Arthurton Rd (north to south).	There are now many new apartments in Gadd St. The more crossing you close the more traffic will be sent over the other crossings. Presumably an alternative is to have less crossings, but make them more strategic and useable.	Woolton is one of the few roads easily allows me to turn east from St Georges (heading north) to cross the railway line to get to High St, Northcote. The alternative is to add to the congestion of Arthurton Rd, Separation St.	
2125	I use this crossing to access my street when heading south down St Georges Rd as my street is on the west of St Georges. So do most of the people living in these western side streets. Now we all have to use either Moreland Rd and Woolhouse St, which are both narrow and cannot cope with the extra traffic, or continue down to Separaton Street where there is now a long right-turn queue. Either way it lengthens even small local trips by 10 minutes or more and causes frustration and risk-taking in many drivers. In addition it is unsafe to access the city bound tram stop because I have to cross the central cycle path which, with the median crossing closures has encouraged more speeding and careless cyclist behaviour. I have seen a pedestrian hit by a cyclist here and nearly been hit myself.	I use this crossing to head south down St Georges Rd. The only way to do this now is to use Woolhouse Street and Arthurton Road to turn right onto St Georges Road. Both are narrow and the extra traffic has created serious jams. Often we cannot even turn from Woolhouse St into Arthurton Rd because the traffic on the latter is banked up for hundreds of metres. I avoid going out because of this and feel locked in to my small block, as do many other residents. An ambulance or fire truck would not be able to reach an emergency in our block much of the time.		I use this crossing to do my food and other shopping and to access medical services. I now have to use roundabout ways to reach these and find the traffic on Moreland Rd/ Normanby Ave greatly increased and banked up near St Georges Rd. It is also difficult to cross the cycle path on foot because of what are during peak times streams of usually young and usually male cyclists riding at inappropriate speeds. To close this and other crossings, such as Beavers Rd and Beaconsfield Pde will have even worse longer term effects because of the hundreds of new appartments approved and proposed at the corners of Gladstone Ave and Beavers Rd and at the Merri Creek end of Beavers Road. The traffic is already intolerable with the temporary closures and we only remain here because we assume them to be temporary. Life in this area will be impossible in the future if you ignore the needs of local residents by closing the crossings.	
2126	Pick up kids and drop off to Northcote Primary School and Woolhouse St and Croxton Station.	See previous answer - Kids, School NPS and Croxton station and Foodworks.		Access to Croxton Station	I don't go that way
2128	Travel time is now significantly longer.	Adds to travel time.	Adds to travel time.	Adds to travel time.	

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2129	Extreme congestion on St Georges road during peak times to-and-from work, dropping children at school. Many cars are travelling on St Georges Rd and looking for opportunities to do a 'u-turn' to get across to the side they need to be	Extreme congestion on St Georges road during peak times to-and-from work, dropping children at school. Many cars are travelling on St Georges Rd and looking for opportunities to do a 'u-turn' to get across to the side they need to be	Extreme congestion on St Georges road during peak times to-and-from work, dropping children at school. Many cars are travelling on St Georges Rd and looking for opportunities to do a 'u-turn' to get across to the side they need to be	Extreme congestion on St Georges road during peak times to-and-from work, dropping children at school. Many cars are travelling on St Georges Rd and looking for opportunities to do a 'u-turn' to get across to the side they need to be	
2131	I live on the Merri Creek side of St Georges Rd, in Elm Street. The closure forces me to go to either Separation Street or Clarendon Street which adds between 10 mins-20+ mins to my journey due to traffic congestion at both intersections. It is particularly bad at Separation Street which is a major through road for traffic. For traffic travelling on Separation street from either direction and wanting to turn into St Georges in either direction a maximum of 3 cars can turn during each set of lights. This means significant traffic queues. In addition there is now significantly more traffic and long queues on Woolhouse Ave (at the end of Elm Street) which adds to the difficulty of getting out of my own street. To use the Clarendon Street lights also involves significant queues and if returning to Elm Street weaving through backstreets with multiple speed humps. I feel trapped in my own street and separated from the rest of Northcote on the other side of St Georges Rd which is a major area for friends and activities. It makes an already busy life with multiple responsibilities, even more difficult.	Please see previous response. I use all of the crossings - depending on which part of Northcote I am going to.	See previous response. Why is it not possible to add in safety features if there is such a high level of concern about accidents. For example vegetation could be lower, there could be flashing tram approaching signs as there are on other tram lines, there could be look bike signs and signs for cyclists to slow. I regularly commute to work on my bike and as a cyclist to be safe I need to ride defensively and with care, the same as when I am driving. Finally do the people (community and council) who are lobbying for the closure actually live in the strip that is currently being effected? If they are travelling through to their own suburb then surely some more careful riding/driving for that block, which would be 10 minutes of their time per day if that, is not too big an ask, compared to a change that impacts significantly at all times on people who live in the area.	See previous response	
2132			The closure increases my travel time and new routes have to be found.	Increases my travel time.	
2133				traffic has to go further up to Normandy avenue to do a u turn, this blocks one lane of traffic	
2134	As a cyclist I feel safer As a driver I also feel safer as the traffic travels more consistently	As a cyclist I feel safer as a driver I feel safer and traffic flows more consistently	As a cyclist I feel safer as a driver I feel safer and traffic flows more consistently	As a cyclist I feel safer as a driver I feel safer and traffic flows more consistently	As a cyclist I feel safer as a driver I feel safer and traffic flows more consistently
2135	I am forced to divert though alternative routes	i am forced to divert through alternative routes which are more congested and time consuming			
2136	The wording is confusing, because it is not clear if this is referring to the median bike lane or vehicular crossing. The closure of the vehicular crossing is strongly supported. The removal of the bike lane isn't.	Again, I am supporting the removal of vehicular crossings and improvement of the bicycle path. It would be great if the questions were formulated better, and others may have inadvertently selected the wrong answer.	Improved cycle journey	Improved cycle journey	Improved cycle journey
2138	I use this cross road to get to high street to avoid congested traffic			Do you realise the traffic congestion in Normanby rd and we use Wilton to skip the traffic	I live in Rennie st and use watt street a few times a day to be able to go to doctors and shops and if I need to connect to St Georges rd and merrie pde it is easier rather than using speed humps in Hutton st. If I have to use Hutton st it is to congested with the school and narrow rd.

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2139	Due to these closures it's almost impossible to get too school, work and my elderly grandparents. After one of my grandparents had a fall I couldn't get over to their place to help them off the floor for an agonising 25 minutes, stuck at Normanby av... when it should have been no longer than 3 minute drive. I've been late to school, I've been late to work! When trying to navigate through the back streets to get to work I've had countless near accidents due to impatient drivers who are frustrated and taking more risks because they have just had enough of being stuck in traffic which not only makes fearful of having an accident but for my safety. I've lived in the area for my whole life, I have never felt as unsafe on the road as I do now.	Beaconsfield was once the easiest way to take my grandparents to the doctors and supermarket on a weekly basis. Now it takes much longer, making them late for appointments at times and adds stress to many situations.	Gadd st is somewhere I used to frequent because of the dance school, but after these closures I have stopped going there because it's too much of a hassle to get around... which makes me wonder how many other businesses are being affected by these closures!	Woolten av was once somewhere I could make a u-turn to head to high st and northcote plaza... now I can't get over there quick enough on my lunch break, and have been restricted in what I can get... some days having to just go without anything.	Watt street is somewhere I've used for multiple reasons, from heading to friends houses from high st to getting a quick percription from the pharmacy.
2140	SAFETY ISSUES, DELAYED WATING TIMES DUE TO TRAFFIC CONGESTION & RESULTING IN UNNECESSARY STRESS FRUSTRATION!!!	SAFETY & EXTENDED TRAFFIC TIMES	SAFETY & DELAYED TRAFFIC TIMES & STRESS	SAFETY, EXTREM TRAFFIC & DELAYED TRAVEL TIME & STRESS	SAFETY, HIGH TRAFFIC & STRESS
2141	Love it riding my bike, no more cars blocking the path or almost hitting me.	Love it riding my bike, no more cars blocking the path or almost hitting me.	Love it riding my bike, no more cars blocking the path or almost hitting me.	Love it riding my bike, no more cars blocking the path or almost hitting me.	Love it riding my bike, no more cars blocking the path or almost hitting me.
2144	Most people now use separation street which is so busy and it takes so much longer now				
2145			Traffic has built up on St Georges Road due to less options to cross over median options. This has also resulted in more cars along Normanby Avenue and Athurton Road, the latter of which has become even more condensed		
2146					i can easily avoid needing to use it
2147				The need to take alternative routes to cross St Georges Road to access areas east of St Georges Road which often result in traffic congestion and slower travel times.	
2148	As a cyclist it's great to not have to worry about being run over by cars at each of these crossings	As above	As above	As above	As above
2149	By not being able to cross where I normally cross, I am forced to travel to the lights in order to change direction. The closure of these crossings has led to increased traffic at the lights and increased wait times at the lights	See previous answer	See previous answer. Traffic has increased along St Georges road due to cars unable to cross.	See previous answers	See previous answers
2150					Never use any medians

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2151	To get to my local shopping centre(Northcote Plaza) I need to cross St. Georges Rd. Even in non-peak periods it often takes several changes of lights to execute the right hand turn.Last week it took 4 light changes! Same goes for doctor's visits/library etc. They are all off High St. so residents in this area need access to the East and South. Arthurton Rd. presents the same problems.	As mentioned previously we need these crossings to access the east and south.	As I live in Emmaline St. with my garage off the right of way I use Gadd St. and Beaconsfield Pde. as suits.		
2152	Can no longer use it to get to my parents' house	Can no longer use it to get to my parents' house			
2153		It's already hard enough to get out of this section of Northcote...now I have to do u-turns and go out of my way *every single time* I drive anywhere. Even walking is a pain with the constructions going on.	Same as the Beaconsfield/		
2154	I now feel much safer cycling this way to work. There is not the constant treat that I cannot see a car, they cannot see me, or that they don't know there is a stop sign and assume right of way. Also my travel time have been slightly decreased.	As previously noted, it is much safer a quicker now.	As previously noted, it is much safer a quicker now.	As previously noted, it is much safer and quicker now.	As previously noted, it is much safer and quicker now.
2155	I live on St Georges road and this has made travel for even the most basic trip a major issue in terms of added time and access to parking out the front of our house. It has also clogged the side streets and will continue to if the access to cross St Georges road isn't reinstated.			The woolton street crossing is the main way we access our parking out the front of house.	
2156	by closing it, it is much safer as a cyclist	as a cyclist it is much safer with it closed	it improves the journey as a cyclist	it is now much safer with the medium closed	it is much safer with the median strip closed
2158		Cannot exit our street unless we go to a major arterial ie Arthurton or Normanby Avenue. As these main roads are always busy we are experiencing major delays. 20 min to get to our local shopping centre - Northcote Plaza. To get back into our street we have to do a major block. Our friends are finding it difficult to now visit and we are worried about essential services not being able to get to us. It is now almost impossible to cross the street by foot. Dangerous to get to the tram as cyclists disregard pedestrians and go too fast. I now frequently miss the tram as I not only have to wait for the lights to change but then have to wait for streams of cyclists. Cyclists think that the bike path is for their use only so I can no longer walk along it with safety. Cyclists who cannot keep up with the speed of the others now use the footpaths so this is no longer a safe option. Cyclists also clog up the roads. Residents who drive or walk are being seriously impacted by the closures. Permanent closures of these centre medians would mean a stressful journey for residents at the expense of through traffic.			
2159				This is the Most direct route home from a 3xweekly commitment and helps to avoid congestion on St Georges Rd. we have had to make a detour in light	Remembering to take a detour after many years of the same route, has been challenging, although not impossible

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				of the closure	
2160	I have customers in that street since the closure my customers have gone elsewhere	I can't get to my business, my customers are going elsewhere & it's costing me heaps on my fuel bill who will pay my expenses	I have customers in that street since the closure my customers have gone elsewhere	I have customers in that street since the closure my customers have gone elsewhere	I have customers in that street since the closure my customers have gone elsewhere
2161		Have to leave in the morning about 30 mins earlier than normal to get to my journey & even then it's bumper to bumper. It takes a very long time to cross to the other side. A lot of congestion on Arthurton Rd, Woolhouse St & Normanby Ave.			
2162	Extra traffic				
2163					increases traffic at hutton street
2165	Access to local shops and cafes is more difficult and has resulted in me not visiting them.	I live on Beaconsfield Parade. I feel 'land locked' not being able to carry out my usual business and routines without traffic stress. The traffic along Blythe St and Normandy Rd is heavily congested and is stopping us for getting into Northcote to do our shopping, get to our business and visit our local shops and cafes.			
2166	living on the west and trying to get to schools, shops, libraries, essential services has become a nightmare with delays up to 50 minutes. Basically it has cut off ease of using any day to day community services	cannot easily access essential services, streets have become congested and cars are travelling at high speeds to try and avoid gridlocks. With only 2 places to cross east west and these are being used by all transport modes it is dangerous and very aggressive	cannot get my child to and from school with extreme delays travelling 3 km. no access to most of suburb that I live in . Socialising with people on the other side of the track is now difficult, quicker to drive to essendon then cross St.Georges road. Need to allow another 30 minutes to each journey within our suburb because of delays	Living on the west everything is harder to navigate with young children who need to access, schools, activities, shops and services. Public transport does not get you everywhere time efficiently, the shared path is way to dangerous for my child and our family. Absurd that trying to access community is so difficult with extreme delays. Congestion in all of our streets, cars making illegal turns, bikes riding on illegally.	extra traffic through all side streets causing congestion and extreme delays. Cars and bikes ignoring road and pedestrian safety to try and move around. Cannot easily access services
2167	Positive - Safer cycling journey and much quicker, not having to stop/look out for cars not giving way when they turn	Positive - Safer cycling journey and much quicker, not having to stop/look out for cars not giving way when they turn	Positive - Safer cycling journey and much quicker, not having to stop/look out for cars not giving way when they turn	Positive - Safer cycling journey and much quicker, not having to stop/look out for cars not giving way when they turn	Positive - Safer cycling journey and much quicker, not having to stop/look out for cars not giving way when they turn

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2168	This is our main local crossing and the closure has resulted in us having to drive significant distances out of our way to get to and from home. We have also become "rat racers" trying to find ways through local streeets such as Latham Street to avoid having to drive the entire distance up to Normany Avenue and back again (we live in the Batman Park Corner). As a local cyclist and pedestrian, I have also found the closure of the crossings has led to other cyclists reaching extremely high speeds along the pathway because they don't have to be aware of their surroundings anymore. It's basically become a race track for them. Totry and cross over from east to west feels very dangerous now because of high speed cyclists. Furthermore, there is a lot of traffic congestion at the major crossing interesections now - Normany Ave and Arthurton Rd. There is much more congestion then there used to be. Latham St is also much more congested as people use it to try and get through another way.	We also live one street away from Beaconsfield local crossing and the closure has resulted in us having to drive significant distances out of our way to get to and from home. We have also become "rat racers" trying to find ways through local streeets such as Latham Street to avoid having to drive the entire distance up to Normany Avenue and back again (we live in the Batman Park Corner). As a local cyclist and pedestrian, I have also found the closure of the crossings has led to other cyclists reaching extremely high speeds along the pathway because they don't have to be aware of their surroundings anymore. It's basically become a race track for them. Totry and cross over from east to west feels very dangerous now because of high speed cyclists. Furthermore, there is a lot of traffic congestion at the major crossing interesections now - Normany Ave and Arthurton Rd. There is much more congestion then there used to be. Latham St is also much more congested as people use it to try and get through another way. It is also now really hard to get to shops on the other side of StGeorges Rd - we have basically given up going to the bakery in Thornbury on St Georges Rd (the western side). I also use to just quickly cross to the IGA on my way home - now I don't.		The main impact here for us is the flow on congestion to the major intersections because of traffic having to seek alternative routes around. Also, St Georges Rd pathway has become a racing thoroughfare for cyclists who think they are in a race now. I am now very fearful for my safety as a pedestrian walking on this pathway, even though it is a shared pathway, not just a cycling path. I would hate to be an old person trying to cross, or a mother with kids.	
2169	As a local resident, the Hutton Street crossing is now very busy and extremely dangerous. Cars looking for a crossing point are blocking the intersection and trams are regularly ringing their bell due to drivers doing a right hand turn in front of them. Please discuss with local tram drivers for confirmation. It is a matter of time before a driver of passenger is seriously injured or killed in this manner. The congestion in Hutton Street is ridiculous. It is unfair on local residents who now sit at the traffic lights for 3 changes prior to being able to cross the intersection. These works are a blight on the area and should be completed expeditiously and crossings reopened as a matter of urgency. St Georges Road is a constant traffic jam that has made living in the area almost unbearable.		See previous explanation.	See previous explanation.	See explanation.
2170	Difficult to access shops. Adds about 10 minutes to work commute each way. Forces rat-running traffic through the once-quiet backstreets and causes major congestion on Arthurton Rd and Normanby Ave as these are the only cross-roads open.	Difficult to access shops. Adds about 10 minutes to work commute each way. Forces rat-running traffic through the once-quiet backstreets and causes major congestion on Arthurton Rd and Normanby Ave as these are the only cross-roads open.		Difficult to access shops. Adds about 10 minutes to work commute each way. Forces rat-running traffic through the once-quiet backstreets and causes major congestion on Arthurton Rd and Normanby Ave as these are the only cross-roads open.	Difficult to access shops. Adds about 10 minutes to work commute each way. Forces rat-running traffic through the once-quiet backstreets and causes major congestion on Arthurton Rd and Normanby Ave as these are the only cross-roads open.
2171	Ridiculous increase in traffic in surrounding areas/streets Avoidable delays and inaccessibility for emergency services Danger to pedestrians, children in prams and scooters given the speed of bikes using path	Ridiculous increase in traffic in surrounding areas/streets Avoidable delays and inaccessibility for emergency services Danger to pedestrians, children in prams and scooters given the speed of bikes using path	Ridiculous increase in traffic in surrounding areas/streets Avoidable delays and inaccessibility for emergency services Danger to pedestrians, children in prams and scooters given the speed of bikes using path	Ridiculous increase in traffic in surrounding areas/streets Avoidable delays and inaccessibility for emergency services Danger to pedestrians, children in prams and scooters given the speed of bikes using path	
2172	If needing to make a u-turn on St Georges I must go further north than usual.		Not often, but sometimes I use it. I would have to go further north to do a u-turn.		

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2173	It has made cycling much safer for me and my family	It has made cycling much safer for me and my family	It has made cycling much safer for me and my family	It has made cycling much safer for me and my family	
2174					Has funnelled local traffic onto Hutton oaker and miller streets, hence increasing waiting times and congestion and made the locale in general less pores!
2175	I barely ever drive through it	I barely ever drive through it	I barely ever drive through it	I normally use this to turn to my home when coming away from the cuty. I now have to continue to Normanby Avenue	
2176	we can only do u-turn at Normanby Road or Separation St which are congested.	My parents live in Beavers Rd and currently I can only use Normanby Rd or Artherton Rd/Separation St to get to High St and the Eastern Freeway.			
2177				i have to travel the long the way to get onto st-Georges rd. Also the traffic build up on Normamby Ave is get out of hand A LOT OF TRAFFIC	
2178	The dust and exposure due to the road works thru the latter Summer/Autumn time has made me take alternate routes home from Artherton Rd up to Thornbury. No biggy, but the desolation from no plant life has had an impact on my choice of not taking St Georges rd up further.				
2179					When in the car, I find it frustrating as a local having to deal with the business of St Georges road when I can just cross and be on St Georges road for a very short period of time.
2180	This survey does not make clear whether you are using the cross road or crossing across it when travelling along St Georges Rd. The answers are useless without this understanding Answer 1/ major impact as far less likely to have accident Answer 2/ no impact as I do not use the cross road Answer 3/ major impact as I usually use the cross road Very confusing but I think it is safer with fewer crossings	Major impact as it is much safer to cycle No impact as I do not use this cross road Survey is flawed!!!	Safer	Safer	Safer
2181		As a car driver, cyclist and pedestrian I have to go along way out of my way to follow my usual routines, work, leisure and shopping. As a mature aged cyclist I find it more physicaly tiring to go the extra way to cross St. Georges Rd. I'm also alarmed at the removal of seats at the tram stops along St. Georges Rd. The removal of trees meant a very hot trip up the bike track in the summer months, and took away the pleasure of the ride. As a driver the extra traffic only adds to the congestion.	Similar to my earlier explanation. Gadd street leads down to my home	My partner lives at the bottom of Woolton Ave, so access to visiting him is made inconvenient.	
2183		I am now crossing at the lights at Gladstone St, riding a shortway on the bike path and then turning onto Beaconsfield.			

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2184	Travel time has majorly increase due to congestion at the main intersections. Due to living on the Miller St side of St Georges Rd it has changed my shopping habits, rather than shopping in the high st thornbury area, it has become quicker to drive into Coburg to and do my shopping.			I use this intersection to cross over to High st	I live in Keon St so I use this intersection multiple times a day, my in laws live over the high st side, child care is over the high st side and I used to shop on the highest side yet I work and live on the opposite side. Travel time has majorly increase due to congestion at the main intersections. the Hutton st intersection cannot cope with the additional pressure it has now been under, its a small street and it's now extremely time consuming to get through that intersection
2185				Use this median to travel to and from work.	
2186	Safer for bike travel	Safer for bike travel	Safer for bike travel	Safer for bike travel	Safer for bike travel
2187	it is a place where i use as a Uturn to get to my street in Bradley Avenue.	It is a short cut to get to the train station Croxton	This is also a short cut for me to get to the train station Croxton from Bradley Ave. It is also the main place I use to cross the road with my baby in a pram. The pedestrian lights there are vital to help us navigate the road and the bike/walking path. There is nowhere else to write 'other comments' in this survey, so I'll put them here. Please take into consideration that the bike/walking path is an important arterial for cyclists and walkers to get to the city or even to Northcote and North Fitzroy. They need to be safe, and the current road crossover points are not safe -- we have all seen cyclists be hit by cars, or walkers be in danger from fast bikes. Whatever happens to these medians for cars, there needs to be NEW safety measures put in so that cyclists and walkers (esp children, prams, the elderly) are safe. This means TRAFFIC LIGHTS, not the sheer goodwill and trust that motorists might happen to stop at a stop sign when crossing this bike/walking path.	This is where we do a Uturn from Bradley Avenue to go South. If this median was shut, we would have to drive up to the Normanby Ave lights and do the Uturn there, creating more traffic congestion.	
2188		Live on Beaconsfield Parade Due to the road closures, to crossover at gladstone ave traffic lights, it's extremely dangerous to cross the shared path, let aline use it. Cyclists are traveling at extremely hugh speeds and it's very frightening to cross at peak time taking young kids to school. Why not consider the pedestrians equally as the cyclists. I believe it's a shared path			
2189	It leaves me only one way out to get to the east. And that way is congested.				
2190		I have adapted to the closure of Beaconsfield Parade to road traffic and prefer that it would stay closed for cars but allow pedestrians and bikes to cross there to reach Croxton railway station. However, Woolhouse Street and Leinster Grove would have to be adapted to take increased road traffic.			



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2191	The closure means that motor vehicles cannot collide with or have near misses with users of the shared path. Tram travelers have fewer disruptions and injuries due to trams not being blocked by motor vehicles at the crossing and trams not having to break suddenly to avoid vehicles which have failed to give way at the crossing.	The closure means that motor vehicles cannot collide with or have near misses with users of the shared path. Tram travelers have fewer disruptions and injuries due to trams not being blocked by motor vehicles at the crossing and trams not having to break suddenly to avoid vehicles which have failed to give way at the crossing.	The closure means that motor vehicles cannot collide with or have near misses with users of the shared path. Tram travelers have fewer disruptions and injuries due to trams not being blocked by motor vehicles at the crossing and trams not having to break suddenly to avoid vehicles which have failed to give way at the crossing.	The closure means that motor vehicles cannot collide with or have near misses with users of the shared path. Tram travelers have fewer disruptions and injuries due to trams not being blocked by motor vehicles at the crossing and trams not having to break suddenly to avoid vehicles which have failed to give way at the crossing.	
2193	Made journey easier by removing a cross road	Made journey easier by removing cross road	Made journey easier by removing cross road	Made journey easier by removing cross road	Made journey easier by removing cross road
2194	I have to go to one of the major intersections to get to the other side of St Georges road.	We are currently living on Beaconsfield parade. It is a major inconvenience to have to travel along St Georges road, just to cross it.			
2195	Have to take a longer route to get to my destination			Have to take a longer route to get to my destination	It is near an area I visit frequently and so the closure means a longer route
2196			We live in Smith Street and have found the Closure of minor roads as suggested is a recipe for serious overcrowding of Normanby, Hutton and Arthurton. Traffic is now queued up from St Geo's to Leinster. ONE OR TWO MINOR CROSSINGS SHOULD BE RETAINED AND SIGNALISED TO PREVENT CHAOS. eg, Woolton and Beavers which are through roads crossing the railway. ALSO THE PRESENT MIX OF CYCLISTS AND PEDESTRIANS ON THE CENTRE TRACK IS VERY DANGEROUS AS BIKES SPEED AND RIDE ACROSS MINOR ROAD REGARDLESS OF OTHERS. THESE SPEEDSTERS SHOULD NOT BE A PRIORITY AND ADULTS' CYCLE TRACKS SHOULD BE INSTALLED (AND ENFORCED STRICTLY) ON THE SIDE OF ST GEORGES ROAD, KEEPING THE CENTRE TRACK FOR CHILDREN, PEDESTRIANS AND SLOW CYCLISTS WHO ARE AT MAJOR RISK.	NORMANBY AVE, MY LOCAL ROAD, IS USUALLY JAM PACKED AND I HAVE TO FIND ANOTHER WAY TO GET TO NORTHCOTE.	
2198	This has been nothing short of a disaster, the ramifications of which are far-reaching - causing bottlenecks on St Georges Rd at the intersections of Normanby Rd and Arthurton Rd and causing traffic overflow on Leinster Grove.	The closure of this and other median strips ahs caused complete traffic bedlam. It isolates the residents that live west of St Georges Rd (particularly between Normandy & Separation) - it changes the total dynamic of the area and the consequence is traffic congestion and frutration of local residents.	The proposed closure of this intersection is just a farce. The traffic congestion (which was previously acceptable) is now unbearable. A trip to the shops on High Street now takes an extra 10 minutes each way (coming west of St Georges Rd) and the central bike/pedestrian path is now actually much more dangerous for pedestrians with bikes coming zooming along at top speed as there are no incentives for cyclists to slow down (previously bike users would slow down at median crossings, even though they had right of way).	None of these median crossings should be closed! They were fine as they were. As both a cyclist and a motorist, I find the proposed closures completely baffling. As far as I am aware the only "consultation" has been with bike groups - the majority of which do not reside in the area and therefore have no concern as to the impact on local residents.	
2199		Having to travel around either seperation or Normanby to access high st. The turn signals are not equipped to handle larger traffic flows			

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2200	Inconvenience when trying to turn around on St Georges Road	Can no longer always turn off or onto St Georges Road at this point on the way to or from home from local or distant destinations (depending on the direction of travel); frequently have to travel longer distances up or down St Georges Road or through smaller roads to get to Separation/Arthurton or Normanby.	Can no longer always turn off or onto St Georges Road at this point on the way to or from home from local or distant destinations (depending on the direction of travel); frequently have to travel longer distances up or down St Georges Road or through smaller roads to get to Separation/Arthurton or Normanby.	We use this crossing constantly in the course of our daily lives as we live in Woolton Avenue between the railway line and St Georges Road, whether we are travelling away from home or towards home. We frequently have to travel longer distances on St Georges Road, or have to use smaller streets to get to Arthurton or Normanby. Not only does this take extra time, but it makes us feel cut off from half our local area; St Georges Road has become a barrier to travel, not a facilitator.	
2201	Having to use either arturton rd and Normanby ave at peak afternoon times has been chaotic and congested. As a local resident on the west side of St Georges rd, utilising alternative routes allows locals to get home without causing further congestion on the main arterials.			As before it gives locals an alternate route to get home.	Hutton st can be quite busy to compensate for watt st. I think the cause of casualties along the whole section needs to be reviewed. Things such as lighting, sign posting, veg cleared near crossovers so pedestrians/cyclists can be seen clearly needs to be addressed. Also right hand turns at the major intersections requires much better signage and clear ways identified so trams are not held up by people waiting to turn in vehicles.
2202	We live on the western side of St Georges and cant easily access the eastern side. Traffic build up in our area is extreme - it is now difficult to get out of the streets we live in.	See previous comments	See previous comments	See previous commnets	
2203	Travel time now ridiculous and tedious. Congestion on Hutton St is dangerous and difficult as it's a narrow road with a school located on it.	Long delays		When traffic was busy-peak tines, i could use Woolton Ave to cut accross St Georges Rd. Now its frustrating and time consuming.	
2204		Driving through the suburb, having the median closed has meant more traffic congestion around Separation street and much longer journey times	As for previous response	As per previous response	
2205					I'm on bike the majority of the time, and the removal of cars from unsignalled areas makes this so much safer.
2206	at times i will use beavers rd to access northcote shops			occasionally i will use woolton ave if moreland road traffic is to heavy at peak times	
2207	Crossing St Georges to go to Northcote Plaza	Crossing to access high shopping	Access to Croxton Station without taking St Georges Road	Access traversing across St Georges when the is a large amount of traffic in St Georges road. Has heavily impacted traffic congestion on Normanby Ave intersection	We live in Keon St and are majorly affected by this closure. Hutton Street is not wide enough to have parking either side and two lanes of traffic. Cars are caught up and regularly there will be line of twenty cars that cannot get through at a green light because two cars and stuck trying to get past each other. The Watt street crossing help relief this congestion and lengthy delays.
2208	Longer commute to work People coming to my work are always running late causing problems for many people		Difficult to get to work across St. George's rd		
2209	I no longer have to slow down on my bike. I don't have to worry that I will get hit by a car that doesn't adhere to road rules or see me	Journey on bike much quicker, I no longer have to stop or slow down. I don't have to worry about a car driver that hasn't seen me	Journey on bike much quicker, I no longer have to stop or slow down. I don't have to worry about a car driver that hasn't seen me	Journey on bike much quicker, I no longer have to stop or slow down. I don't have to worry about a car driver that hasn't seen me potentially hitting me	

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2210	When exiting Gladstone ave to travel north, it is extremely time consuming to drive to separation street and do a u-turn. In fact it probably adds 15 minutes to our journey	When driving north up St Georges road I need to travel quite some extra distance to do a uturn and enter Gladstone avenue			
2211	Typically makes it take double the amount of time to do local trips as I have to take a huge detour, and the resultant traffic clogs all the intersections of those detours. Heavily increases traffic in the Woolhouse / Arthurton Rd T-intersection, which is already regularly jammed/blocked most days.	Typically makes it take double the amount of time to do local trips as I have to take a huge detour, and the resultant traffic clogs all the intersections of those detours. Makes it very difficult to navigate between locations on the opposite side of St Georges Rd and back.	Typically makes it take double the amount of time to do local trips as I have to take a huge detour, and the resultant traffic clogs all the intersections of those detours. Heavily increases traffic in the Woolhouse / Arthurton Rd T-intersection, which is already regularly jammed/blocked most days.	Typically makes it take double the amount of time to do local trips as I have to take a huge detour, and the resultant traffic clogs all the intersections of those detours. Heavily increases traffic in the Woolhouse / Arthurton Rd T-intersection, which is already regularly jammed/blocked most days.	Typically makes it take double the amount of time to do local trips as I have to take a huge detour, and the resultant traffic clogs all the intersections of those detours. Heavily increases traffic in the Woolhouse / Arthurton Rd T-intersection, which is already regularly jammed/blocked most days.
2213	It makes getting to anywhere on the other side of St Georges a nightmare! It has also made my street (spencer st) a 'rat run'. Whicg obviously is TERRIBLE	Same reasons as previous	Same as previous	same as previous	
2214	It used to be the most convenient access to Gladstone Pde and my home	Frequently convenient access to home	It is the most direct passage for me from High St	I would occasionally use it	no comment
2215	I have previously several times nearly been hit by cars when crossing these now closed roads on my bike; one time i was actually hit. The road closures fix this.	See above. All closures have impacted positively for bike riders.	See above	See above	See above
2217	Live closer to Murray rd	Have to go up to Arthurton rd to get round	As previous	Pain in the bum going all the way to artherton to get around	
2218	I live in Woolhouse Street and use that crossover to access my Home! The closure has made my travel time to get home much much longer. My only options when travelling South on St Georges Rd to get home are to join the line of cars trying to turn at Normanby rd and again the line at Arthurton Rd. Its an absolute nightmare!	My street (Woolhouse St) is clogged with traffic of those avoiding the crazy number of cars on Arthurton Rd which at peak times even goes back west along Blyth St! It is beyond a joke trying to get out of my driveway! To get across to the east side of St Georges Rd (eg HIGH ST) from my home I can only join everyone else on Artherton Rd or go a long way out of my way via Normanby. I am trapped on the west side with no where to go!!!	As per previous response, access east is extremely limited and trying to get around the streets around my home is a joke due to an increase of thoroughfare traffic in my RESIDENTIAL street	I am trapped from accessing the east side of St Georges Rd! I must go out of my way to get across to the other side and my travel times have increased dramatically	
2219	As a cyclist the closure has made a major impact- it is a far safer ride, making my commute much less stressful and more safe	As a cyclist the closure has made a major impact- it is a far safer ride, making my commute much less stressful and more safe	As a cyclist the closure has made a major impact- it is a far safer ride, making my commute much less stressful and more safe	As a cyclist the closure has made a major impact- it is a far safer ride, making my commute much less stressful and more safe	As a cyclist the closure has made a major impact- it is a far safer ride, making my commute much less stressful and more safe
2220		Unable to get from one side of St Georges Rd to the other conveniently.	Unable to get from one side of St Georges Rd to the other conveniently.	Unable to get from one side of St Georges Rd to the other conveniently.	
2221	Increase in traffic along St Georges and back streets	St Georges road more congested and backstreets busier	St Georges and back streets a lot more congested.	St Georges Rd and back streets more congested.	St Georges Rd and back streets more congested
2222		The roads are open to walking and trams and so I am not affected. When i take a taxi they drive around to Seperation or Normanby and this is of no consequence	Well apart from leaving the palm tree for killer cylists to hide behind I feel this closure makes the pedestrian lane much safer	Makes walking and clyling safer	
2224	it ruins my journey home	it ruins my journey home	it ruins my journey home	it ruins my journey home	it ruins my journey home

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2225				I live on the west side of St Georges Road, and many of the shops and services I make use of are on the east side. The closure has almost doubled the time it takes me to get to church on a Sunday morning, as I now need to go north to Normanby Avenue in order to then go south on St Georges Road. The closure has also increased traffic congestion on St Georges Road and Normanby Avenue, making it difficult to exit my street and noticeably increasing travel times when heading anywhere to the north, east, or south.	
2226				You have to divert further to get across St. Georges Road.	You have to divert around Watt St to get to where you want to go on the other side of St. George's Road, very frustrating.
2227		I frequently use this to get to my residence			
2228	Much longer travel times.	Much longer travel times	Increased travel times	Significantly increased travel time	Increased travel times
2229	Causes problems in commuting as there is more traffic at the only major intersections so there are huge delays around peak times, and also causes the local residents to have to use the main intersections rather than using the smaller median crossings	Causes problems in commuting as there is more traffic at the only major intersections so there are huge delays around peak times, and also causes the local residents to have to use the main intersections rather than using the smaller median crossings	Causes problems in commuting as there is more traffic at the only major intersections so there are huge delays around peak times, and also causes the local residents to have to use the main intersections rather than using the smaller median crossings	Causes problems in commuting as there is more traffic at the only major intersections so there are huge delays around peak times, and also causes the local residents to have to use the main intersections rather than using the smaller median crossings	
2230		Makes it very difficult to commute to work as I have to cross St. George's road. I get held up in other traffic because of having to use main roads. This is not acceptable for local residents	Makes it very difficult to commute to work as I have to cross St. George's road. I get held up in other traffic because of having to use main roads. This is not acceptable for local residents		
2231	Forced to go out of the way onto Arthurton Rd to cross St Georges Rd, taking me out of my way and clogging up that road.	Forced to go out of the way onto Arthurton Rd to cross St Georges Rd, taking me out of my way and clogging up that road.	Forced to go out of the way onto Arthurton Rd to cross St Georges Rd, taking me out of my way and clogging up that road.		
2232					
2233				It is convenient to drive down Woolton across from the rail crossing and turn right to reach my home further north. My local journey was made more convoluted.	It is inbetween my home and the train station and it makes half of my local trip much longer.
2234	Not really impact				
2235	Takes longer to get to child's school as unable to do U-turn or right turn until intersection with Arthurton St. And there are a many cars wanting to turn right at that intersection.	Croxton School drop-offs and pick-ups highly affected, more cars, more delays due to narrow roads. More traffic going around the school throughout the day, hence heightening pedestrian safety risks.		Normally use this median when there are more traffic around the area.	
2236	People taking short cuts and speeding through streets including Bird Avenue Northcote and Bradley Ave Thornbury.				
2237	Takes me much longer in the car. The closures have also made our st much busier with the traffic rat running. Pls open the closed roads	Takes me much longer in the car. The closures have also made our st much busier with the traffic rat running. Pls open the closed roads		Takes me much longer in the car. The closures have also made our st much busier with the traffic rat running. Pls open the closed roads	

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2240	Arthurton rd such heavy traffic., especially as St Georges rd cross streets closed. As a local resident to get to High st takes ages, quicker to walk, but that is not n option with little kids and shopping etc	Traveling short distances east and west having to use Arthurton rd which is already heavy with commuter traffic.		As explained before	
2241			The traffic on St Georges road has become very heavy. Trying to get onto St Georges road from the side streets is difficult. It also creates a lot of uturn traffic at Nornamby Ave as many cars now have to do uturns there. Traffic on Leinster Ave has also increased as cars try to get off St Georges road	The traffic on St Georges road has become very heavy. Trying to get onto St Georges road from the side streets is difficult. It also creates a lot of uturn traffic at Nornamby Ave as many cars now have to do uturns there. Traffic on Leinster Ave has also increased as cars try to get off St Georges road. Closing the crossovers seems to be the lazy easy way to manage car/bike traffic. With the removal of the low bushes (the bushes made it difficult to see bikes coming) there must surely be a better way to manage the crossovers.	
2242					Traffic build up is awful
2243		If I'm on St Georges Rd heading south and I want to head west, I have to head east instead and go around the block.		If I'm on St Georges Rd heading south and I want to head west, I have to head east instead and go around the block.	
2244	Slower traffic and travel times. Avoiding shops on either side. Worse case scenario was waiting more than 15 min to get across.		Clogged roads. Flow of traffic improves with more ways to get across.		
2245	Separation street is congested and slow and does not meet current traffic needs which are noticeably increasing. I avoid it when travelling to High St and to Northcote for shopping.	I sometimes use Beaconsfield Parade as an alternative to Beavers Road. Given greatly increased density, TRAFFIC FLOWS IN THIS AREA NOW HAVE MAJOR CONGESTION POINTS because of forcing all traffic onto small number of roads and especially in peak hours and weekends		It meant limited access to parking near the shopping area at corner of Normanby and High Sts. Access from Normanby involves right hand turns in busy traffic near a rail line.	
2246	I use this access to get to my daughter's sports activities 3 times each week. Closure means I have to take alternate routes at the busiest times of each day, i.e. peak evening time, when traffic is horrendous.			It has direct access through to High Street. Of late, since the closure of Woolton Avenue, I have noticed that Normanby Avenue and Miller Street have been saturated with cars and trucks. Obviously permanent closure will further congest our local streets.	
2247	The traffic on St Georges road is gridlock and to travel 2 km to beavers rd should not take 30 mins. You need to work closely with the council who are approving 100's of apartments without the infrastructure to handle it. Two lanes on St Georges road is unmanageable as it is. The fact that a local resident needs to travel all the way to Thorbury to go to beavers road is crazy! The community consultation has been poor, and this is causing unnecessary stress for residents.	Commute is longer		Adding congestion and traffic on arthurton and St Georges	

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2248		Predominantly used to get to my mothers house to drop off and pick up my children whilst I attend work	Used when traffic deters us from using beacons field parade crossover	It's important to allow multiple crossovers to join the east and west - these closures have been significantly impacting on our travel times each morning and afternoon as a simple drop off and pick up now increases our journey by 10mins each time. The traffic is horrific on Normandy ave and separation streets.	
2249			This closure means I have to cross St Georges road and then turn left and drive back to the next signaled crossing and adds at least 10 mins to my journey to get to High St or to the other side of St Georges Rd	The permanent closure of Woolton would mean that I have to go down Moreland Rd which is a single lane going up to St Georges Rd and is usually jammed back to Leinster @ peak times...it's nightmare. Otherwise I have to go right out of my way to travel up Hutton to get to the other side of St Georges to get to High St. I also use the minor crossing on the other side of Hutton, near Fyffe & Preston tram depot which is v. useful as I cant turn right into Miller at the tram depot when coming from the north. The green arrow to turn into Oakover Rd takes ages to cycle thru. I try and avoid the Bell & St Georges traffic jam at the lights.	
2250			Since the closure of Gadd Street, when I drive I now need to cross St Georges Road at Arthurton. When turning right this generally now takes around 3-4 cycles as so many people have to turn here, adding probably around 10 minutes to my trip.		
2251	I use the Beavers Road median to access High Street more easily. I also park in side streets off High Street due to poor parking availability on High Street.			I use the Woolton Avenue median to access parking near High Street due to poor parking availability on High Street itself.	
2252	Traffic that used to u-turn at these cross roads now back up at the main intersections (Arthurton, Normanby) and backs up beyond the right turn lane, thereby blocking a lane of through traffic. We have also noticed significantly more traffic on side streets, esp Leicester Grove as traffic is slower on St Georges Road now.	Traffic that used to u-turn at these cross roads now back up at the main intersections (Arthurton, Normanby) and backs up beyond the right turn lane, thereby blocking a lane of through traffic. We have also noticed significantly more traffic on side streets, esp Leicester Grove as traffic is slower on St Georges Road now.	Traffic that used to u-turn at these cross roads now back up at the main intersections (Arthurton, Normanby) and backs up beyond the right turn lane, thereby blocking a lane of through traffic. We have also noticed significantly more traffic on side streets, esp Leicester Grove as traffic is slower on St Georges Road now.	Traffic that used to u-turn at these cross roads now back up at the main intersections (Arthurton, Normanby) and backs up beyond the right turn lane, thereby blocking a lane of through traffic. We have also noticed significantly more traffic on side streets, esp Leicester Grove as traffic is slower on St Georges Road now.	
2253					
2254	Takes longer to get places.	takes longer to get places and have to rat run more.	takes longer to get places and have to rat run more.	Takes longer to get places and have to rat run more.	rat run more
2255	All traffic has to go to the Normanby road intersection and it can take several sequences of lights to turn right into Normanby road or U turn back down St Georges road	AGAIN, All traffic has to go to the Normanby road intersection and it can take several sequences of lights to turn right into Normanby road or U turn back down St Georges road.	AGAIN, All traffic has to go to the Normanby road intersection and it can take several sequences of lights to turn right into Normanby road or U turn back down St Georges road.	AGAIN, All traffic has to go to the Normanby road intersection and it can take several sequences of lights to turn right into Normanby road or U turn back down St Georges road.	WE REQUIRE ACCESS TO THIS STREET APPROX TWICE A WEEK. IT IS FRUSTRATING THAT ALL THESE MEDIANS HAVE BEEN CLOSED

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2256			When cycling it has changed the point at which I turn off from the central cycle path toward the west. Closing the medians under investigation has greatly improved my safety as a cyclist, as I have had many incidents where drivers have almost hit me or another cyclist nearby. Often they are just in a rush because these medians are short and feel like a 'gauntlet' to get across. Others are simply unaware that they are crossing a major cycle route.	We live in Newman St. When driving south or east, we sometimes choose to travel up Woolton St instead of Normanby Rd when congestion is high (can occur any time, not just peak times), but the trade-off with the gamble of whether St Georges Rd traffic will let you in, or whether you'll get across the north-bound tram line, cycle path, then south-bound tram line just doesn't feel worth it.	
2257	I live on Beavers road and rather than being able to cross there I now have to go all the way to the lights which adds approximately 5 minutes per journey.	For me to get anywhere from the Merri Creek side to the high street side is near impossible. I am filling in this survey while I try to go from beavers road (near Merri creek) to high street in Thornbury. It has taken me 15 minutes so far in what would normally take		It is another crossing that makes It take longer to get to high street. If I could take this instead of Beaconsfield it would improve my journey time.	
2258	I need to access Beavers Rd on the west side of St. George's Rd. It is frustratingly slow to cut across St Georges Rd now with the median closures...a five minute trip from Preston is now taking me 30 mins.	Well it is easier to cut across St Georges Road via the median strips rather than having to drive right down Arthurton Rd to do a right turn. And having seen the traffic chaos that these closures have created, traffic flows easier with the median strips open to car, cyclist and pedestrian users.	As per previous answer	As per previous answer	
2259	One less potential hazard to worry about.				
2260	Each day, we have to travel for our groceries and every morning walk as well my cycling all those activity is been interrupted and very inconvenient to travel through these roads .	I live in St Georges rd . so as I mention before all my daily activities have been interrupted and also traffic jam also had increased a lot .that means more noise and taking my more of the time in road.	As I mention before all my daily activities have been interrupted and also traffic jam also had increased a lot .that means more noise and taking my more of the time in road.	I live in St Georges rd . so as I mention before all my daily activities have been interrupted and also traffic jam also had increased a lot .that means more noise and taking my more of the time in road.	I live in St Georges rd . so as I mention before all my daily activities have been interrupted and also traffic jam also had increased a lot .that means more noise and taking my more of the time in road.
2261	We live west of St Georges rd. Our children go to primary school east of St Georges rd and we do most of our shopping that side also. I often use this intersection. I like this one because it feels safer & is easier to negotiate in peak times.	I don't use this one very much		This is the intersection I use multiple times a day. School drop off/pick up, shopping, etc. I do however often feel this is a dangerous crossing and am very vigilant when using it. I would like to see traffic lights installed.	
2262	Makes the bicycle journey much safer and quicker	Makes the bicycle journey much safer and quicker	Makes the bicycle journey much safer and quicker	Makes the bicycle journey much safer and quicker	Makes the bicycle journey much safer and quicker
2263			We park our car at train line side of St Georges Rd on Gadd St so as to cross St Georges Rd to drop my daughters at Dance School in Gadd St. Whilst crossing is closed we now have to drive up St Georges Rd instead.		
2264	Our children attend school on the East side of St Georges Rd, and we live on the west. We also do most of our shopping on the East side too, so we use many different routes to cross St Georges Rd (and the railway line) at different times. I like this U turn crossing as it is easier to use	I sometimes travel this way to work in the morning. The alternative is Arthurton Rd which is increasingly congested.	Gadd street is almost impassable due to the number of parked cars so I no longer use it.	Our children attend school on the East side of St Georges Road and we live on the East side. We use this crossing multiple times every day to get to the school, the shops, supermarket, and High St. The closure has had a big impact on travel times and neighbourhood congestion.	

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2265		As a local resident, there are different businesses that I frequent and due to the closing on these small intersections it takes me twice as long to get there because I have to go all the way around. St Georges rd gets extremely backed up for cars at the Normanby intersection especially in peak hour			
2266		It ceases to be a choice		Ceases to be a choice	
2267	Increased traffic in local streets. Taking significantly longer to drive to places of destination. Will opt to do without items or do errands because of increased traffic. Increased road tension/rage/frustration. It is a bloody nightmare. It is worse than peak hour traffic on punt road. I know this because I used to drive every day on punt road. This is an irresponsible idea. Increased traffic around local schools one is a special development school for children with disabilities with no road safety.	Refer to previous comments	Please refer to previous comments	Refer to previous comments	
2268			Extra time needed to get to destination. Traffic at Normandy u turn is bad and have to wait for the lights to turn a few times.		
2269	Takes more time at major intersections to get across		Takes more time at major intersections to get across	Takes more time at major intersections to get across	
2270		I have found the closure has made me feel hemmed in and I have been feeling very stressed about my reduced capacity to move around my neighbourhood. I have been very stressed about the idea that it will close permanently.			
2271	When the pedestrian crossing is closed it is very inconvenient to the tram stop and train stop	To get the croxton train station I have to walk a lot further			
2273			Cannot approach Gadd and beyond streets to my home or the Croxton train station.	Cannot approach my home or direct access to my home	
2274	I live west side, gladstone ave. Heading home south, the beavers rd median is the last place to perform a u-turn before reaching arthurton rd, a busy intersection. Since the water works, during peak hours the right hand turn (u-turn) lane at arthurton often backs up into the main lane, causing disruption to straight ahead traffic and long waits to perform the u-turn.	I live west side, gladstone ave. Heading to work south on St Georges rd, I now have to travel north to normandy ave to do a u-turn, a busy intersection with VERY occasional/short right turn green arrow lights. Since the water works, during peak hours the right hand turn (u-turn) lane at normandy often backs up into the main lane, causing disruption to straight ahead traffic and long waits to perform the u-turn.			
2275	I am riding my bicycle down St Georges Rd pass throught this intersection	I ride my bicycle down St Georges Rd through this intersection	I ride my bicycle down St Georges Rd through this intersection	I ride my bicycle down St Georges Rd through the intersection	I ride my bicycle down St Georges Rd through the intersection
2276	I primarily cycle on the shared path and am not affected by the closures.	I'm a cyclist that uses the shared path.	I'm a cyclist that uses the shared path	I'm a cyclist that uses the shared path	I'm a cyclist that uses the shared path
2277		Creates congestion, confusion and anger about how to cross St Georges road. Increases travel time and decreases flow of traffic.			



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2278	journey time increased	increased commuting time, possible accidents	increased commuting time, possible accidents	increased commuting time, possible accidents	increased commuting time, possible accidents
2279		Closures create confusion, increase congestion on St. George's rd & surrounding roads both major & minor as residents weave to manage the closures. I've also witnessed an increased in aggression or road rage by motorists.		Closures create confusion, increase congestion on St. George's rd & surrounding roads both major & minor as residents weave to manage the closures. I've also witnessed an increased in aggression or road rage by motorists.	Closures create confusion, increase congestion on St. George's rd & surrounding roads both major & minor as residents weave to manage the closures. I've also witnessed an increased in aggression or road rage by motorists.
2280	Increased travel times to and from home whenever traveling anywhere. Increased congestion/bottlenecks on arthurton rd/separation st, St Georges rd and Normanby ave. Effectively St Georges rd has now split northcote/thornbury in two!	As per previous comment	As per initial comment	As per initial comment	
2281					Daily diversion route to Hutton st that has parked vehicles on both sides with significant increase in traffic, increasing chances of vehicle side scrapes due to space availabilty and and impacts to school zone of increased traffic
2282	I use bike path mostly	mostly use bike path or tram	use bike path or tram	mostly use bike path and tram	mostly use bike path and tram
2283	I travel through it	I travel through it	I travel through it	I travel through it	I travel through it
2284					Darebin Council and Vicroads have not explained convincingly why i should agree to spend more time on the road and more money on fuel and wear and tear damage when i need to move from one side of St Georges Rd to the other even when there are no other cars using St. G's Rd. Assuming the council's safety study can be taken seriously, Vicroads should remember that safety is only one of its areas of responsibility. Convenience is important to the health and performance of drivers and the current closure of the median openings has already led to frustration, stress and risky behaviour on my part. It has cost me more money and i expect commercial drivers will lose more than me. Transportation of goods will take more time. Ambulance and emergency vehicles will take longer to reach and/or to transport residents and others to hospitals. I expect increased levels of congestion and therefore more pollution and a spillover effect on side roads, especially on Hutton St. with its school. Drivers who need to travel at higher speeds will be forced to use side streets to do it, as i have to do since the closures. Cyclists will travel faster and be more dangerous on the median
2285	Traffic is being diverted to other median crossings making traffic an absolute nightmare and unless you re-open these, it will not alleviate the traffic.	See my previous comment. Traffic is banking up along St. George's Road as cars can't cross St. George's where they need to in order to access the streets they live in. It's just making the already clogged road, worse.		TRaffic is terrible	

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2286			The traffic that has now been pushed to other roads means that the traffic flow on the surrounding roads that are open is terrible. Arthurton Road now is a nightmare to access and driving across or turning into St Georges Road is very difficult. I have also noticed an increase in driver frustration. Currently trying to get across from one side of St Georges road to the other as a pedestrian is difficult too. As there are currently large apartment blocks under construction the traffic will only get worse.		
2287	As a cyclist it is much safer. As a driver, no impact.	As a cyclist it is much safer. As a driver, no impact.	As a cyclist it is much safer. As a driver, no impact.	As a cyclist it is much safer. As a driver, no impact.	As a cyclist it is much safer. As a driver, no impact.
2288					I would support the closures if a slip lane with signalized turn lights for cars to cross once clear of trams and flashing lights to indicate to users that cars will be crossing the median.
2289		The closure has increased travel time between 5-10 minutes when driving. This results in greater frustration while driving and increased emissions. The major impact when walking is increased danger from speeding bicycles as cyclists seem to be travelling much faster.			
2290	Much longer travel time to get home.			Difficult accessing work.	Traffic has increased.
2291	It forces me into the intersetion at Arthurton Road which has absolutely disgraceful traffic light programming and often takes 15-20 minutes to get through mornings and afternoons.	Same as previously explained for Beavers Road. I use Beaconsfield Pde more often than Beavers Rd however.			
2292	More time and fuel used. Greater congestion on St Georges Rd.	More time and fuel used. Greater congestion on St Georges Rd.	More time and fuel used. Greater congestion on St Georges Road.	More time and fuel used. Greater congestion related problems.	More fuel and time used to complete journeys, especially during periods of congestion on St Georges Rd. Extra congestion on St Georges Rd. and also on Hutton St. when school children make their way home.
2293	As a resident with children I drive all over my local area taking kids to appointments, classes, school, friends, and support a large range of the local small business community shopping all over Thornbury and Northcote. I am constantly moving across these suburbs â€" not in and out of the city.	As a resident with children I drive all over my local area taking kids to appointments, classes, school, friends, and support a large range of the local small business community shopping all over Thornbury and Northcote. I am constantly moving across these suburbs â€" not in and out of the city.	As a resident with children I drive all over my local area taking kids to appointments, classes, school, friends, and support a large range of the local small business community shopping all over Thornbury and Northcote. I am constantly moving across these suburbs â€" not in and out of the city. These roads provide access to my local community and an otherwise 5min trip could take 30 minutes sitting in the traffic with all the commuters moving through the suburb. As a working mother I and my family rely on local access to stay connected and just do the daily tasks we have to do.	As a resident with children I drive all over my local area taking kids to appointments, classes, school, friends, and support a large range of the local small business community shopping all over Thornbury and Northcote. I am constantly moving across these suburbs â€" not in and out of the city. These roads provide access to my local community and an otherwise 5min trip could take 30 minutes sitting in the traffic with all the commuters moving through the suburb. As a working mother I and my family rely on local access to stay connected and just do the daily tasks we have to do.	
2294	Traffic banked up for ages. It's ridiculous. It took us 45 minutes to get from brunswick west to northcote on saturday.	again too much traffic. so much local traffic uses all these crossings	again too much traffic. so much local traffic uses all these crossings	again too much traffic. so much local traffic uses all these crossings.	again too much traffic. so much local traffic uses all these crossings

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2295		I used to cross the street there and walk down the Bike path to get to the tram stop going back to the city. When I drive, which is occasionally as well would use this intersection go south on St Georges, now we have to go way out of our way north to turn around - it creates added traffic and inconvenience to an area of St Georges that doesn't really need it			
2297		Rarely use it	Rarely use it		Rarely use it, but it's the one closest to the areas we travel to most. It's a convenient alternative if traffic is severely banked up at Hutton St.
2298		Diverting through back streets to other main roads that cross St Georges rd, then waiting for longer periods to get through intersections with increased traffic.	Diverting through back streets to other main roads that cross St Georges rd, then waiting for longer periods to get through intersections with increased traffic.		
2299		My work is southwards, and I live on Emmaline St near Leinster St. I used to use the Gadd St median strip to do a u turn and head south to work- now I must either go to Normanby St (where I get stopped at the lights for ~3 minutes) overall it adds 5 minutes to my trip. Alternatively I can go south on leinster to Arthurton rd, which is so much more crowded these days. This typically adds 10 minutes to my trip. Overall, I find the traffic on Normanby st and arthurton rd/separation st so much heavier with the medians closed.	As per previous answer	When I'm heading north east I cross Woolton St rather than Normanby, as it is typically quicker. This also reduces traffic on Normanby street, which is presently banked up due to the median closure.	
2300		I feel completely cut off from east side of St Georges Road. It is now extremely difficult to drive to supermarket and shops at Northcote Plaza shopping centre. To travel to supermarket via Arthurton Rd/Separation St adds half an hour to my journey. Or I have to head north on St Georges Rd and wait for approximately 3 traffic light changes to do a U-turn to get to the other side of St Georges Rd. Traffic along and around St Georges Rd is increasing due to new apartments and higher density housing. This adds to congestion and wait times at lights.			
2301	Can't get to shops or work easily. Traffic congestion at major intersections has increased significantly due to closures. Ludicrous to consider closing all minor intersections. Accidents and injuries will still occur with pedestrians and cyclists using same path. Consider flashing lights or corrugated road surfaces to alert drivers or traffic lights at some crossings.				
2302					I use this route to get to the supermarket in Preston, school drop off and to the pool on a weekend. As the route is currently closed, the traffic has built up significantly on the Hutton street/St Georges Rd intersection, and it now takes at least 5 minutes to each trip, and the traffic is always banked up at the Hutton street lights.

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2303	In order to get to Bell St, Coburg, etc I need to drive out of my way to do a u-turn, which is time consuming now the car crossings have been closed. This can add 10+ minutes to my commute, sometimes longer than 20+ minutes during peak times because countless other commuters are doing the same thing and the turning lanes and lights do not sync with traffic demands. I want pedestrians and cyclists to be safe, but it would be great to keep one or two car crossings open to ease this problem.	See previous answer (Beavers Rd explanation).			
2305		Traffic in our street has increased and more traffic congestion in surrounding streets	Increased traffic in our street and traffic congestion in surrounding streets	Increased traffic in our street and major traffic congestion in surrounding streets	
2306	Delay due to congestion, delay and re-routing due to closure of median strips and need to find alternative routes, increased traffic on streets surrounding St Georges Road, including the street I live on.		Have to drive further up St Georges Road, or further down St Georges Road, for almost every journey I take, to get across St Georges Road to and from my home.	Use this crossover/median/road to get to High Street every Saturday. It's particularly important because it allows direct access across the train line to High St.	I don't use this as much to get to and from High Street because it doesn't allow direct access to High St.
2307	Having to go to Separation St to make a u-turn has been extremely time-consuming. Many people take a long time to go through the lights at Separation St. - often prevented from free flowing through the intersection b/c of other drivers stopping in the middle of the median not being aware that they have right of way.	Lack of availability.	lack of option.	Having to wait at Normanby Lights is time consuming b/c the light cycle allows a few cars at a time to pass through and many drivers stop in the middle of Normanby Ave not aware that they have the right of way preventing more cars from going through.	I use this street to avoid Hutton St. It allows me to cut across from Thornbury to Preston and vice versa. Hutton St is a difficult street to navigate given the number of cars which are parked on either side during the whole of days and the primary school. Providing an option to avoid Hutton St is a positive. If Watt St were to remain closed, then parking restrictions along Hutton St would need to be introduced (so long as it does not inconvenience the teachers at Thornbury Primary School. With cars parked on both side of Hutton St, only one direction of cars can proceed. The light cycle at Hutton St does not allow many cars to get through the intersection - given many of them turn right on to St. Georges Rd and have to give way to oncoming traffic. Cars turning right onto Hutton St from St Georges Rd Preston sth bound also get caught behind cars that do not understand that the right arrow has given them the right of way which only serves to create more traffic and the potential to unexpectedly block the tram lines.
2308	It has increased the traffic congestion in our street (Smith St Thornbury) during morning and evening peak times. The drives use the back streets to avoid St Georges Rd traffic.	It has increased the traffic congestion in our street (Smith St Thornbury) during morning and evening peak times. The drives use the back streets to avoid St Georges Rd traffic.	It has increased the traffic congestion in our street (Smith St Thornbury) during morning and evening peak times. The drives use the back streets to avoid St Georges Rd traffic.	It has increased the traffic congestion in our street (Smith St Thornbury) during morning and evening peak times. The drives use the back streets to avoid St Georges Rd traffic.	
2310			I'm a resident of Gadd St, which is already a busy street with lots of local traffic - not being able to cross St. George's Rd creates a major diversion for all of my regular routes. Traffic along St Georges Rd is much busier and has meant the residential streets have more local traffic taking diversions as a result of not being able to use the median crossing.	Woolton Ave connects St. George's Rd and High St with the railway crossing. Not having access to cross the median at Woolton Ave has increased traffic along Normanby Ave including right turning traffic due to a backed up turning lane from St Georges Rd turning right into Normanby Ave.	
2311	With these crossings closed, the volume of traffic on the remaining crossings has increased significantly. This has led to traffic congestion & increased++ travel times.			As per my previous response. The remaining open crossings cannot cope with the volume of traffic.	

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2312			We continue to get held up on Normanby rd - even before the crossing closure. The route is not too heavily dependent on the major crossings, leaving no alternative when roadworks or an accident occur.		

