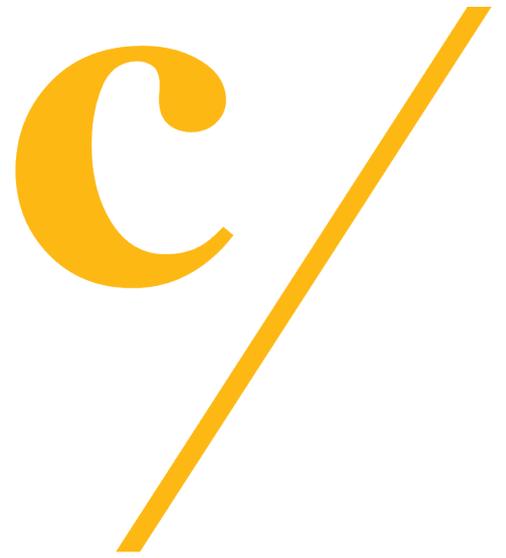


REPORT



Moreland Integrated Transport Strategy

Submitters Forum

Key Findings Report, V1, October 2018

capire

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Capire staff and associates take great care while transcribing participant feedback but unfortunately cannot guarantee the accuracy of all notes. We are however confident that we capture the full range of ideas, concerns and views expressed during our consultation activities.

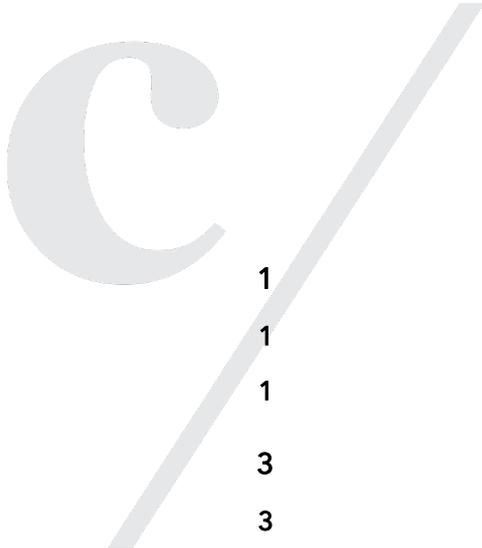
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1 Introduction

1.1 Project background

Moreland City Council (Council) is preparing a new Integrated Transport Strategy (MITS) to guide decision-making for the next decade. Following consultation with the community and stakeholders in December 2017 and February-March 2018, Council prepared a Draft MITS and Draft Parking Strategy. In July and August, Council sought comment from the community on the draft strategies through an online and hard copy feedback form, as well as pop up consultation events. Approximately 850 people provided their feedback and of these, a total of 155 people indicated a desire to present their feedback at a Council hearing of submissions.

The Submitters Forum was held on 17 October 2018 from 6–8.30pm at the Brunswick Town Hall. Altogether, 24 people presented their submissions to Council. As they arrived, participants were asked to sign-in. The order of arrival then became the order of presentation.

This report summarises the feedback, presented thematically based on the themes by which the actions in the Draft MITS were categorised during the consultation period. Quotes have been used to illustrate submitter sentiment.

1.2 Agenda and attendees

The format of the forum consisted of a welcome by Mayor John Kavanagh, an acknowledgement of country and an explanation of the forum’s purpose and process. Following opening remarks, the Mayor then invited each submitter to address the Councillors and Council staff for three minutes each. All feedback was independently recorded by Capire Consulting Group.

The following 24 submitters presented at the forum:

	Attendee		Attendee
1	Robbie Napper	13	Malcolm Petrie
2	Vicki Likoudis & Jessica Tolsma	14	Ned Macdonald
3	Dino Fornito	15	Melanie Carroll
4	Margaret Chambers	16	Helen Kratzmann
5	Sam Rizza	17	Gina De Francesco

6	Elizabeth Taylor	18	Jane Holroyd
7	Heather O'Connell	19	Anh Vu and Aurelien Delaruelle
8	Pauline Charleston	20	John Englart
9	Claire Perry	21	Sylvea Corrie
10	Tony Gargaro	22	Sangeeta Alex
11	Arwen Birch	23	Edward Crossland
12	Adrian Bosich	24	Submitter's name inaudible

Councillors who attended the forum were:

- Mayor John Kavanagh
- Cr Natalie Abboud (Deputy Mayor)
- Cr Sue Bolton
- Cr Helen Davidson
- Cr Ali Irfanli
- Cr Dale Martin
- Cr Mark Riley
- Cr Lambros Tapinos
- Cr Oscar Yildiz JP

The following Council officers also attended the forum:

- Nerina Di Lorenzo, Chief Executive Officer
- Grant Thorne, Director City Infrastructure
- Su Vujevic, Acting Director Planning and Economic Development
- Liz Rowland, Acting Director Corporate Services
- Anita Craven, Executive Manager Organisation Development
- Lee Dowler, Transport Co-ordinator
- Alexander Sheko, Project Manager – Moreland Integrated Transport Strategy
- Marie Claire O'Hare, Unit Manager Urban Design.

Eleanor Howe and Dan Ong from Capire Consulting Group also attended.

2 Discussion

This section contains a summary of the statements made by submitters on the evening of the forum. Great care was taken to transcribe participant feedback but unfortunately, we cannot guarantee the accuracy of all notes. We are however confident that the full range of ideas, concerns and views were captured in an impartial and accurate summary.

The views expressed in this report represent those of the participants and not those of Council nor do they statistically reflect the views of the broader Moreland community.

2.1 Parking

Parking, and the effect of parking restrictions on car use, was the dominant theme throughout the forum. Some issues raised by submitters included:

- the lack of sufficient parking in newly developed apartments and the negative impact this has on the surrounding communities
- the need for the elderly and people with a disability to use and access their cars
- the implication that the MITS presumes that people have extra spaces to park their cars off the street
- the need for effective and enforced permit parking.

Several submitters who were tradespersons or mobility impaired expressed frustration that the MITS would likely disadvantage them. Although some of these submitters were often supportive of public and active forms of transport, they perceived the imposition of parking restrictions as blanket and therefore unfair, given the variations in walkability and public transport access within the municipality.

Additional submitters felt that they would experience disadvantage as their family and friends travelling by car would not be able to park their car for sufficiently long periods during their visits.

For other submitters, the issues of parking and car use was fundamentally related to public safety, particularly that of women. Although such people accepted the availability of public transport, the perception of safety was a major factor for them choosing private vehicles over public transport options.

The competition and cost related to parking spaces and parking permits was also highlighted as an issue. Submitters noted that these factors were pushing owners and renters to park in unrestricted spaces to avoid paying for extra permits. The 'grandfathering' of parking permits

was suggested as a solution for the problem. This would extend eligibility for resident parking permits to occupants of any properties subdivided prior to the adoption of the MITS, given the proposed scale of changes to parking restrictions.¹

Other suggestions included:

- wider use of share cars and share car spaces
- more flexible ways to allocate parking spots through the use of technology.

Some submitters viewed parking as essential to local business, particularly on Sydney Road, and were reluctant to accommodate any reduction in car parking spaces. Submitters were concerned that parking restrictions would affect businesses along the commercial and retail corridors, such as Sydney Road, which relied on car users coming from beyond the immediate areas.

Although most submitters who spoke about parking issues were critical of the proposed parking changes, one submitter spoke in support of them and argued against Council providing additional on-street parking. This submitter spoke about their academic research, which found that best practice was to not have on street parking. The submitter went on to highlight that garages were most likely not being used for parking but for storage and the potential ineffectiveness of increasing on-street parking. Other recommendations made included the use of technology to more flexibly allocate parking spots and to use the money obtained from parking meters to contribute to community aims.

'Council's social strategy outlines the need to mix – we have a lot of elderly people in the area who need to be visited and can't be without a car.'

'Yes, most people park on the street but most people choose to, and they have a garage filled with other things; they choose not to use their garage.'

¹ Moreland's Parking Management Policy states that properties are not eligible for resident parking permits if subdivided after August 2011 (the commencement of the policy) where this increases the number of separate occupancies on the site.

2.2 Cycling

Submitters who spoke on the theme of cycling generally expressed a desire to have safer and an increased number of cycling routes throughout Moreland. Additional funding and infrastructure to support these aims were two commonly desired outcomes. Other matters raised included:

- promotion of cycling education through schools
- better accommodation of smaller vehicles on the road, including multi-person bicycles
- upgrading the Upfield Shared Path
- creating a cycling path on Sydney Road to alleviate stresses on the Upfield Shared Path
- better design of bike paths to accommodate the elderly and children
- the need to have arterial cycling routes connecting to neighbouring municipalities.

Despite support for a culture shift towards cycling and active transport, there were mixed views about changing the use of major roads, such as Sydney Road, to accommodate a dedicated cycling route. Some submitters advocated greater expenditure to make such roads more accessible to cyclists. Although cyclists often use the Upfield Shared Path, those of them who frequent Sydney Road shops and other businesses find the lack of cycling space and infrastructure there troublesome and inconvenient.

On the other hand, a number of submitters considered Sydney Road to be too dangerous for cyclists and suggested further upgrades to routes like the Upfield Shared Path to maintain the separation of transport modes.

Although most comments under this theme broadly supported an increase in cycling and cycling infrastructure, some submitters also stated that cyclists have a reciprocal responsibility to follow road rules and to remain visible on the road. Some submitters proposed further education of all road users to understand and respect integrated road use would therefore be a key aspect of a transport strategy.

'Sydney Road is a mixed business and residential area and no one benefits from it being a super highway, like it is during peak times. I would like to see a cycling only lane along Sydney Road to alleviate the stresses on the Upfield Bike Path.'

'Sydney Road – I ride there as I shop there with my two-year-old and travel along the road as it is not convenient to keep going back to the Upfield Bike Path.'

2.3 Pedestrians / Walking

Pedestrian safety and the promotion of walking as a form of transport, was often linked to the safety of children and accompanying adults on the way to and from school. Submitters highlighted the disparity in pedestrian infrastructure, particularly in the north of the municipality where large arterial roads dissuade people from walking.

Submitters recognised the benefits of walking but also highlighted the need to incentivise and facilitate this, suggesting measures such as:

- reducing car speeds to increase pedestrian safety and encouraging an even lower limit of 20km/h
- improving footpaths by widening them to accommodate two people walking side-by-side
- identifying and addressing problems at pedestrian crossings, particularly those close to schools and shops.

'People living north of Bell Street would like to but there is no alternative ... We walk along an arterial road and as pedestrians we don't have right of way, as we should. Council can be doing lots to make our walking to school safer, like the speed of cars on Gaffney Street.'

2.4 Public Transport

The main point that submitters raised regarding public transport was the mismatch between investment in the sector and the rapidly increasing population growth within Moreland. Presenters were supportive of having more and improved public transport, however, expressed frustration that commuters were being 'forced' onto a transport system that is currently inadequate to deal with the population size.

While recognising that Council's role in the provision of public transport is limited, submitters generally felt that the network was overloaded, that existing routes still left significant

'An increase in buildings has meant an increase in population numbers and created massive urban sprawl in Brunswick. From a public transport perspective, what is the solution when the Upfield line and all trams are already congested? There is no long-term solution for public transport.'

transport gaps that needed to be addressed, and that Council should advocate for an increase in public transport infrastructure. One submitter's idea was to address the problem by providing smaller buses to connect north-south running radial train and tram stations/stops.

2.5 Traffic

Traffic concerns expressed by submitters related to the use of residential streets as ‘rat runs’ during peak hours. Submitters cited the negative effects of such traffic on significant roads in the municipality, where safety and amenity were being reduced as a result. Recommendations to address these challenges included:

- restrictions to reduce the number and speed of cars using back streets during peak periods
- addition of further road modifications, such as traffic islands and speed humps, to limit vehicle speed
- better management of traffic on key routes, such as Glenlyon Road, to reduce conflict between different transport modes.

Feedback also reflected concerns related to pedestrian safety, with some submitters advocating for Council to impose a 30km/h speed limit in residential areas.

‘Glenlyon Road has the potential to be something; a gateway to Moreland, to access all Moreland has to offer. It is currently very unsafe but there is so much opportunity for change.’

2.6 Other themes

Submitters raised concerns outside of the draft MITS themes.

Council and engagement

Some submitters:

- expressed concerns about Council’s engagement processes and advocated for a more responsive and inclusive approach
- considered that the existing approach had been overly prescriptive from the outset
- felt a perceived lack of responsiveness from Council towards public queries in general.

Some submitters, particularly those concerned with Sydney Road, were apprehensive about the negative impact of recommendations within the MITS. Submitters from these areas perceived that Council was not supportive of them and other local businesses.

Draft MITS

- A number of submitters strongly approved of the MITS and expressed support for its boldness and vision.
- Some submitters critiqued the strategy and found it difficult to engage with citing its complexity and length along with a lack of linkages to other plans and sufficient detail regarding timeframes.
- One submitter felt that Council was 'passing the buck' when it came to advocating for public transport.

'I recommend that Council focus on sitting with locals to create solutions – people are not walking there... there are no options and the options we do have are too dangerous.'

3 Next steps

The submitters forum on 17 October concludes the final phase of community engagement prior to the adoption of the MITS. Council will consider the feedback summarised in this report, combined with previously received online and written submissions, and produce the final strategies and action plan for adoption in early 2019. Following adoption, implementation will begin, including a planning scheme amendment to implement any required changes to the planning scheme, such as changes to parking requirements for new developments.