

# Moreland Integrated Transport Strategy

Consultation Report

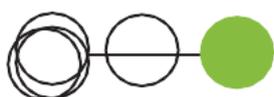
Phase 3

Prepared by: GTA Consultants for Moreland City Council

on 6/12/18

Reference: V132700

Issue #: A



**GTA**consultants

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## 1.1. Introduction

This report is a brief summary of issues raised during consultation on the Draft Moreland Integrated Transport Strategy and Draft Parking Strategy (in this report referred to collectively as 'Draft MITS' or in general as 'MITS'). The consultation occurred in July and August 2018, with a Council hearing in October 2018.

The purpose of the report is to provide an overview of issues raised during the third phase of consultation, with supporting analysis on the key issues. This summary will inform the development of the final MITS and Parking Strategy.

## 1.2. Consultation Overview

The Moreland Integrated Transport Strategy and Parking Strategy were informed by three phases of consultation:

### **Phase 1: Aspirations for Transport in Moreland December 2017**

The purpose of the first phase of consultation was to build community awareness around the development of MITS, flag upcoming opportunities to participate and understand the community's vision for the future of travel in Moreland. This phase informed the preparation of the MITS Background Reports.

This phase was conducted as an online survey which attracted 467 responses, of which 376 provided clear responses.<sup>1</sup>

More information can be found in the MITS Background Report and Technical Appendix, available on the Moreland City Council website.

### **Phase 2: Identification of Needs, Gaps and Priorities February to March 2018**

The second phase of consultation sought feedback on the Background Reports and a deeper understanding of transport needs, gaps and priorities from the community and stakeholders. This phase (in conjunction with Phase 1) informed the preparation of the Draft MITS.

#### Who participated in this consultation?

- CrowdSpot – 569 participants
- Online Survey – 454 participants
- Face-to-Face Events – 132 participants
- External Stakeholder Workshop – 42 participants
- Internal Stakeholder Workshop – 31 participants
- Focus Group for Urdu Women – 14 participants

More information can be found in the MITS Phase 2 Engagement Report and MITS CrowdSpot Findings Report, available on the Moreland City Council website.

### **Phase 3: Key Issues – Draft MITS (this report) July to August 2018**

The third phase of consultation sought feedback on the Draft MITS and identification of key issues, including what would work well and what might have unintended consequences. Respondents were encouraged to outline what they liked/did not like about aspects of the draft strategies so that recommendations could be based on analysis of issues, rather than just degree of support. This phase will inform the preparation of the final MITS.

<sup>1</sup> The Phase 1 survey returned 467 responses, of which 376 provided clear responses to Question 1 and 376 provided clear responses to Questions 2 and 3 (with the balance of survey responses incomplete). It is noted that the same respondents answered all three questions in all but nine cases. In the remaining instances, respondents answered either Question 1, or Questions 2 and 3.

Like the second phase, the third phase employed a variety of consultation methods with the objective of maximising reach and seeking feedback from people who may not have been previously aware of the opportunity to have their say. Supporting this, Council undertook an extensive communication/promotion exercise to increase awareness and encourage participation in the engagement. This included:

- Distribution of approximately 40,000 letters to owners and occupiers of properties likely to be directly affected by proposed parking changes
- Promotion on Council’s website and social media, including an interactive map to assist community to understand how the proposed changes to parking might affect them
- Provision of fact sheets on the Moreland website to help the community understand the proposed changes without the need to read the full document
- Notices in the Moreland Leader newspaper and posters in Council customer service centres and libraries
- Response to all questions and feedback by email by the MITS Project Manager and other project team members.

Who participated in this consultation?

- Online survey – 757 clear responses<sup>2</sup>
- Other submissions (email, Facebook, phone, hard copy) – 74 submissions
- Community Pop-Ups (Glenroy, Fawkner, Brunswick) – 48 participants
- External Stakeholder Workshop – approx. 30 participants
- Internal Stakeholder Workshop – approx. 20 participants
- Sydney Road Traders Workshop
- Brunswick Residents Network Workshop
- Hearing of submissions – 24 participants

This report acknowledges the time and effort taken by stakeholders in providing feedback. Many individuals and groups such as the Sydney Road Brunswick Association and Brunswick Residents Network provided detailed submissions. The quality and detail of feedback through all channels has enabled key issues to be understood, which will help inform the final MITS.

The consultation feedback from all platforms has been reviewed and synthesised into key issues. These are explored in further detail in the following sections.

**1.3. Summary of Participation (Online Survey)**

Throughout this report, the review of key issues encapsulates all consultation platforms (i.e. the online survey, hard copy submissions, phone feedback). The quantification of various elements (such as suburb of importance, connection to area, typical modes of travel and attitude towards various initiatives) is based on the online survey responses, as the format and structured insights allow for consistent application of a quantification technique.

The online survey was the primary form of feedback for Phase 3 consultation, comprising about 80% of all responses. Note that all views and statistics are represent the respondents and not those of Council or the broader Moreland community.

Throughout this report, reference is made to the ‘north’ and ‘south’ of Moreland. For clarity, these comprise:

**North:** Coburg North, Fawkner, Glenroy, Gowanbrae, Hadfield, Oak Park, Pascoe Vale, Tullamarine (part)

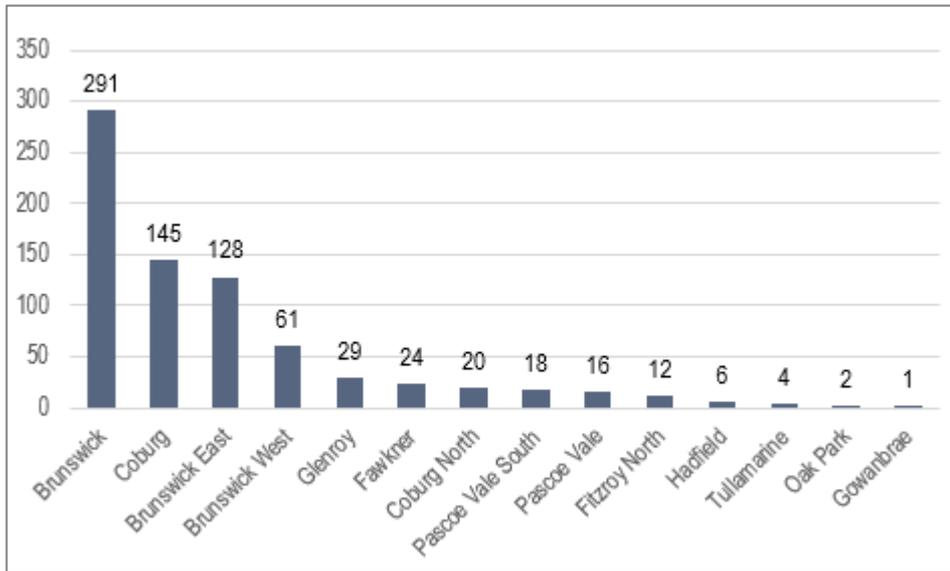
**South:** Brunswick, Brunswick East, Brunswick West, Coburg, Fitzroy North (part), Pascoe Vale South

This categorisation is consistent with the Draft MITS and previous phases of consultation.

A summary of the participants in the online survey is outlined below.

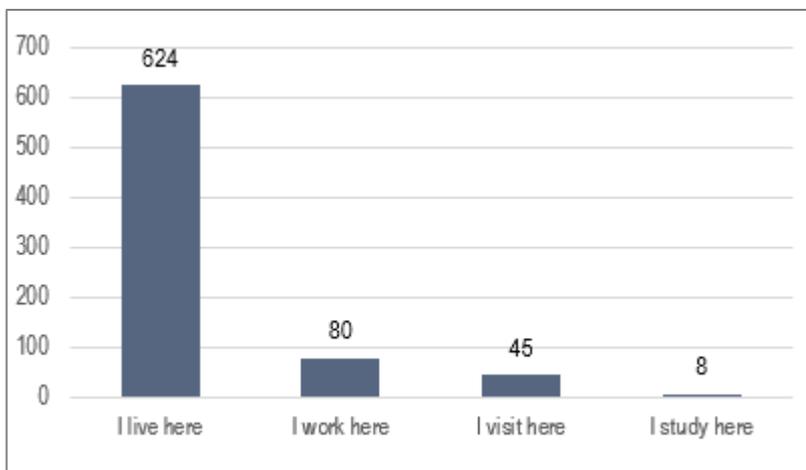
<sup>2</sup> Excludes blank responses

**Which area of Moreland is most important to you?**  
( n = 757 online survey respondents)



Consistent with previous phases of consultation, most respondents identified Brunswick (38%), Coburg (19%) and Brunswick East (17%) as their 'most important' suburbs. Responses in the south of Moreland were typically more highly represented. This is an expected outcome as these areas are directly affected by proposed changes to parking and were therefore notified by mail.

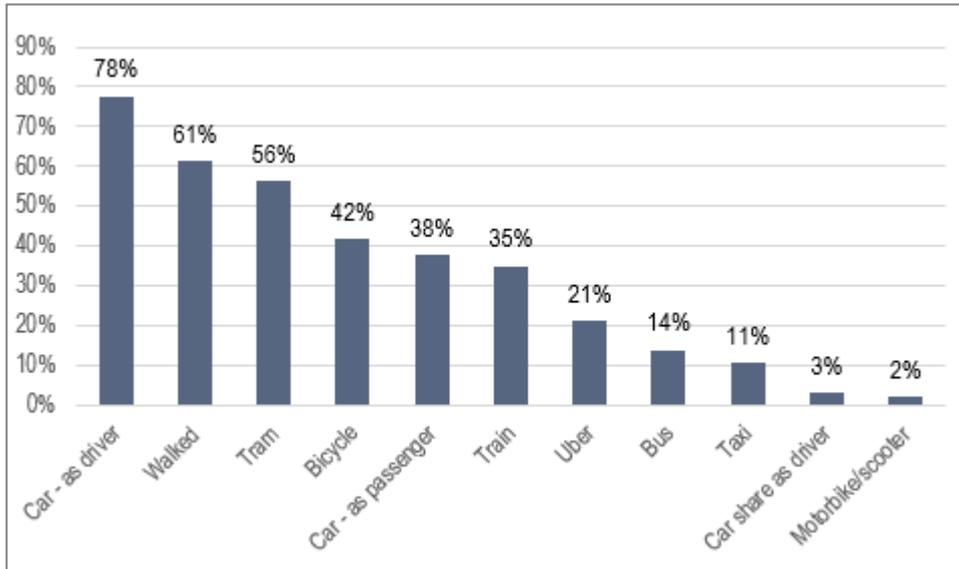
**What best describes your connection to the area that is most important to you?**  
( n = 757 online survey respondents)



Consistent with previous phases of consultation, the majority of respondents live in Moreland. It is noted that the Sydney Road Brunswick Association provided an email submission on behalf of traders, were represented at a stakeholder workshop and also spoke at the hearing.

Thinking about trips you have made in and through Moreland in the past month, what modes of transport have you typically used?

(n = 757 online survey respondents, multiple responses possible)



The figure above shows what proportion of survey respondents indicated that they had 'typically' used a given mode of transport for travel 'in and through' Moreland in the last month. As shown, most respondents indicated they had travelled by car, with a high share also travelling by foot and tram in the last month.

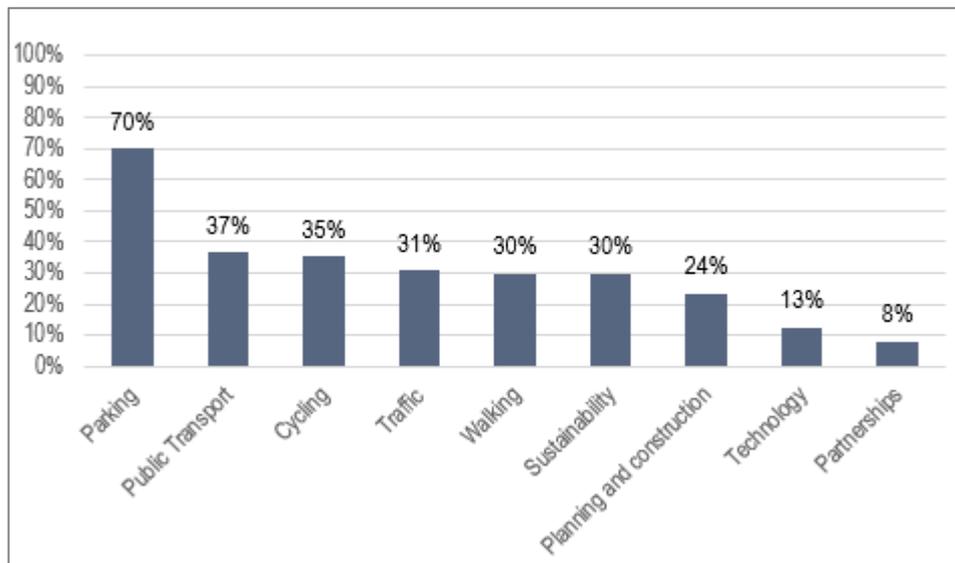
As participants could select more than one response, the responses demonstrate that people travel in Moreland using a number of different modes.

### 1.4. Key Themes (Online Survey)

The actions in the Draft MITS were organised into nine categories (e.g. parking, cycling) in the feedback form (online and hard copy) to enable respondents to comment on the topics that were of interest to them. Respondents could select as many categories as they liked, including all categories and none (i.e. providing general feedback only).

Actions relating to parking had the highest response rate, comprising 70% of respondents in the online survey and many of the phone and email responses. Again, this outcome was to be expected as many residents who were directly affected by changes to parking were notified by mail.

More broadly, close to one third of online survey respondents chose to provide feedback on public transport (37%), cycling (35%), traffic (31%), sustainability and sustainable transport (30%) and walking (30%), noting that participants could provide responses in more than one category.



## 1.5. Key Issues (All Consultation)

The following pages summarise the key issues raised through responses to all platforms of consultation, including online, written, phone, workshop and face-to-face consultation platforms. A short summary of key points across some of these channels is presented at the bottom of this section.

It should be emphasised that these are key themes and do not necessarily capture each and every individual response, but the main areas of concern, support and other key matters raised during consultation. Note that the issues outlined are opinions that have been provided by individuals, with no further judgement as to their accuracy or validity.

### 1.5.1. Car Parking

As outlined above, changes to car parking attracted the most commentary from the community. Consistent with previous phases of engagement, car parking was a divisive issue.

In general, there was a broader spread of negative comments, and negative responses generally provided more detail elaborating on concerns when compared to those in support of changes. Further analysis (including numbers in support and not in support) is provided in section 1.6.

The main issues raised by respondents are listed below. Note that some issues may appear under both 'concerns' and 'supports' lists below, reflecting different or divisive views across the respondents.

#### Concerns:

- Opposition for residents having to pay for on-street parking or parking permits.
- Concerns about not having enough parking spaces for certain households (e.g. owns three cars and has one off-street park but only eligible for one parking permit).
- Concerns that restricting visitor parking may discourage people visiting the area, isolating certain residents and impacting local business.
- Concerns for the safety of people at night time if they are unable to drive.
- Concerns about the impact that removing parking may have on some residents with particular requirements (such as limited mobility, age) who rely on a car to get around.
- While there is a lot of support for the introduction of paid parking at stations there are concerns that it would create pressures of public transport users that have to drive to the station.

- Concern that minimum car parking requirements will mean new developments will not provide enough car parking on-site, which might impact on-street car parking (particularly for existing residents).
- There is support for less parking, but only in certain areas. Many people claim that there already isn't enough parking and removing more will negatively impact people who have no choice but to drive due to their jobs, lack of other options or mobility restrictions.
- Concerned that proposed restrictions will push car parking into adjoining streets.
- Opposition to parking restrictions as household owns more cars than could be parked off-street/on-street under proposed changes (e.g. owns three cars and has one off-street park but only eligible for one parking permit).
- Opposition to parking restrictions as not eligible for a resident parking permit.
- Concern that proposed restrictions will impact on employees requiring all-day car parking.
- Opposed to accepting net reduction in parking where this would help achieve sustainable transport or place outcomes.
- Opposition to objective of discouraging car use.
- Opposition to making changes to parking before improvements are made to alternative modes of transport, especially public transport.

Support:

- Support for restricting parking around schools to improve safety.
- Requesting parking restrictions in other areas i.e. further to proposed areas in draft strategies.
- Support for reducing car parking particularly in new development.
- Support for introducing parking restrictions where this provides more opportunity for residents eligible for permits to park near their residence.

Other:

- Some residents don't believe there is any need for parking restrictions on their street (i.e. due to high availability/no current issue).
- There is a desire to see car parking time restrictions reflect nearby uses (e.g. 1 hour for shopping is not enough).
- Requesting that Council provide a net increase in off-street parking in busy areas.
- Requesting permit parking instead of parking restrictions.
- Believes that Council should address parking issues by not approving new developments.

More detailed analysis of responses to particular parking-related actions is provided in section 1.6, including quantitative analysis for key actions.

### 1.5.2. Public Transport

The majority of comments received on public transport related actions were supportive, however some respondents did not agree with removing car parking to improve the reliability of buses and trams. Some respondents were also cynical about the prospect of Council being able to effectively advocate to state government for public transport improvements. There was much more interest in actions relating to increased and improved public transport services, compared to those relating to improved accessibility and communication.

The main issues raised by respondents are listed below:

Concerns:

- Opposition to accessible tram stops if it impacts traffic and public transport
- Complaints about public transport services in the outer areas of Moreland ("young people that are stuck"). There is support for changes that discourage vehicle ownership but only if other alternatives are provided in these areas.
- Opposition to accessible tram stops

- Opposition to improvements that would result in lower priority for car use or parking until public transport services are improved

Support:

- Very strong support for increased train frequencies, particularly on the Upfield line
- There is generally support for improving public transport even if takes away road capacity from cars
- Support for better bus priority and more bus services
- Support for improved tram reliability, frequency and capacity

Other:

- Requesting that Council advocate for extension of tram services
- Requesting that Council advocates for more level crossings to be removed
- Requesting public transport options that better cater for people travelling to destinations other than the CBD
- Requesting information in hard copy format or at public transport stops to help people who don't have smartphones, etc.
- Cynicism that Council will be able to achieve desired outcomes in public transport given no direct control.

1.5.3. Traffic

Most comments received on vehicle traffic related actions were supportive, however there were some respondents who did not support some or all of the actions.

Varying feedback was provided in regard to the action of maintaining 40km/h speed limits on local roads. Some respondents were in support of a reduction to 30km/h, whilst others expressed frustration towards slower speed limits. More analysis on speed limits is provided in section 1.6.1.

Concerns

- Oppose using laneways for freight deliveries (primarily due to concerns about damage to bluestone pavement), instead suggesting that new developments should have loading docks that are accessed via major roads.
- Opposition for prioritising sustainable modes of transport at the expense of road capacity for cars
- Concerns that closing or reducing capacity on certain roads will put pressure on surrounding streets to accommodate additional vehicle traffic.
- Concerns that decreasing speed limit will increase travel times.
- Concerns about restricting school drop offs because a lot of parents drop their kids off on their way to work.
- Opposition to road closures as this may affect ability of local residents to access their property
- Concern that road closures could push traffic onto other roads

Support

- There is generally some support for introducing 30km/h and 40km/h speed restrictions in high activity areas (particularly schools) and local streets/residential areas and believe it will "improve liveability". Two respondents indicated support for lower speed limits of 20-30km/h on some streets and one respondent indicated support for 25km/h on residential streets.
- Support for prioritising sustainable modes of transport at the expense of road capacity for cars
- Support freight deliveries occurring outside of peak hours on the proviso that it is still during day time.
- Support for preventing rat-running unnecessary vehicle trips in residential streets
- Support for implementing more one-way streets and road closures

Other

- Requests for new development to contribute to sustainable transport and amenity

1.5.4. Cycling

The vast majority of comments on cycling were positive. The majority of comments related to improving cycling infrastructure, with less interest in actions relating to programs encouraging bicycle use, wayfinding signage and bicycle parking. In particular, a large number of comments supported Action 1.2.1 (Provide new, upgraded and extended high-quality, direct and safe cycling paths that take people to where they want to go).

There were some negative comments relating to allocating space for cyclists rather than cars, or the fact that cyclists are currently allowed on major roads such as Sydney Road. Some comments were generally supportive of the cycling actions in the Draft MITS but felt that safety campaigns were unlikely to be effective and Council should focus on creating cycling infrastructure instead.

The main issues raised by respondents are listed below.

Concerns:

- Concerns about shared areas about the safety of pedestrian in shared zones.
- Comments that cycling is unlikely to meet the needs of most people
- Opposition to catering for cycling on main roads
- Believes cyclists should be registered

Support:

- Strong support for upgrading intersections to improve cycling experience
- Strong support for new and improved cycling infrastructure
- Support for more and improved bicycle parking
- Believes speed limits should be decreased to improve safety for cycling
- Believes implementation of cycling infrastructure has been too slow

Other:

- Further respondents offered conditional support and noted they would like to see more (and better) cycling infrastructure, as long as it doesn't impact pedestrians, public transport and (to a lesser extent) vehicles.
- Requesting that concrete action plan be developed to increase accountability.

1.5.5. Sustainability and Sustainable Transport

The vast majority of comments on sustainability and sustainable transport were positive. Many respondents indicated they agreed with many or all of the actions on this theme. The minority of comments that were negative generally disagreed with the idea that sustainable transport should receive higher priority than car use and parking, and that space should be re-allocated on this basis. Other comments raised concerns that reallocation of space and priority for sustainable transport modes could disadvantage people who need to drive, such as people with disabilities.

The main issues raised by respondents are listed below.

Concerns:

- Support for sustainability, but not if it means people can't drive
- Opposition to reallocating space from car parking to support sustainable transport modes
- Believes the benefit of electric vehicles regarding sustainability are low relative to other sustainable transport modes
- Concern that road user hierarchies, if used as a communication tool, could create an "us versus them" culture

Support:

- Support for increased pedestrian and cyclist priority at crossings
- Support for prioritising access and expenditure for walking, cycling and public transport over car-based travel
- Support for reallocating space from car parking to support sustainable transport modes
- Believes public charging points for electric vehicles could assist in areas where some properties do not have off-street parking e.g. in Brunswick

Other:

- Sustainability was an important issue, especially for residents in Brunswick
- Would like to see schools encouraged to provide on-site facilities for students cycling
- Questions about what 'best-in-class' walking and cycling facilities are

### 1.5.6. Pedestrians/Walking

Almost all comments on actions relating to pedestrians were supportive. However, a few respondents indicated they would only support pedestrian improvements where these didn't result in loss of car parking. Other respondents seemed supportive in principle but indicated specific locations where they were unhappy with current pedestrian conditions, for example due to traffic speeds and lack of pedestrian crossings.

The main issues raised by respondents are listed below.

Concerns:

- Concerns that improved pedestrian priority might delay on-road public transport and traffic movements
- While there is support for promoting active travel for school students there is disagreement that a 'walking school bus' is the best option. Preference for more informal arrangements with parents. There is also a belief that these initiatives may only work for a minority
- Concern that more pedestrian crossings and priority at intersections could impede public transport
- Dissatisfaction with current footpath quality and maintenance including hazards and obstructions such as tree roots or footpath trading

Support:

- There is a strong desire to make Moreland more pedestrian friendly, particularly for those that are mobility challenged (e.g. the elderly). There is also support for doing more to promote the benefits of walking to the community
- Improving the walking experience through better paths, more shade, better crossing facilities, improved wayfinding and signage, seats and public restrooms
- Support for 30km/h zones to encourage walking
- Suggestion from external stakeholder group to use the phrase 'complete streets' when discussing planning to integrate with 'other research' (specifically to 2.4.3)
- Strong support for more pedestrian crossings including advocating for these crossings even when VicRoads warrants aren't met
- Strong support for prioritising pedestrian access and amenity at transport interchanges
- Support for supporting children to walk to school

Other:

- Requests for more public lighting, shade trees and public toilets to support pedestrians
- Requests for 30km/h speed limits in some places to encourage walking

### 1.5.7. Planning and Construction

The majority of comments on planning and construction issues were positive. There was however a split in respondents with some wanting a reduction in parking and with others that indicating they do not support actions that would result in net loss to car parking. Many of respondents also indicated they believed Council should not be approving new developments at the scale or height that is being permitted, due to the impact on the road and public transport networks.

The main issues raised by respondents are listed below:

Concerns:

- Opposition to the extension of activity centres into residential areas, instead preferencing the use of more permit conditions to promote more mixed use into major developments in existing centres
- General concerns about population growth and new developments
- Concern that creating short cuts could create unsafe routes if there is poor lighting or surveillance
- Opposition to the scale of development being approved by Council
- Opposition to reducing priority for car users

Support:

- Strong support for requiring developers with large sites to provide pedestrian through ‘short-cuts’
- Strong support for the inclusion of more car share bays in new developments as well as in existing public spaces
- There is support for reducing car dependency so that roads can be used in way that are beneficial for other modes
- Support the consolidation of property crossovers as long as it is not at the expense of the bluestone pavement and residents are not required to pay
- Support minimising impact that construction work has on pedestrians, cyclist and public transport.
- Support for road closures including those that create public spaces

Other:

- Requests to include ‘maintenance’ as part of creating exceptional and attractive streetscape

### 1.5.8. Technology

Comments on technology related actions were generally positive, although there was strong cynicism about the potential role for dockless bike share schemes in Moreland given issues associated with the O-bike scheme. Some responses also seemed to confuse e-bikes (electric bikes) and O-bikes (a now defuncted private dockless bike system) and did not support e-bikes on this basis.

The main issues raised by respondents are listed below:

Concerns:

- Concern about privacy implications of data collected by technology operators or that Council would have to pay to access this data
- Opposition to dockless bike share schemes based on previous experience with O-bikes

Support:

- Support for Council demonstrating leadership through Council staff using e-bikes instead of cars
- Support for collaboration with technology providers on emerging transport services and platforms
- Support for uptake of E-bikes as long as it is safe

Other:

- There is a desire for more transparency and for relevant transport data to be shared with council and the community
- Would prefer to see 'partner with' replaced with 'support and/or partner with' for various action points.

1.5.9. Partnerships

Comments on partnerships related actions were generally positive however some respondents believed that education and awareness actions were unlikely to result in change.

The main issues raised by respondents are listed below:

Concerns:

- Disagree that Council time should be prioritised on helping bicycle organisations and businesses with “money-making” activities

Support:

- Support for street festivals and other events involving temporary road closures
- Support festivals and other events that temporarily close road links but want it to be easier for residents to organise small local events
- Mixed support for communication and education on transport options and the benefits of sustainable transport

Other:

- Request that Council partner to a greater extent with transport operators and agencies such as the Level Crossing Removal Authority to deliver benefits to the Moreland community
- Request that Council support events where car access is discouraged

1.5.10. General

Three further themes were identified across the consultation feedback relating to the nature of the Draft MITS in general:

- General support for the Draft MITS and a push for a more sustainable Moreland
- Draft MITS is too long
- Draft MITS is too technical and uses jargon, which makes it difficult to read or understand
- Concerns that the Draft MITS is not specific enough with respect to timing and staging of actions and that the order of delivery will be pivotal to the outcomes of the strategy.

1.5.11. Key Points – Specific Platforms

The table below outlines the key points raised in some of the other consultation platforms. The smaller nature of these platforms mean key points can be reproduced below.



- Concern action relating to 30km/h speed limits was removed from Draft MITS.
- Pleased to see walking emphasis in MITS.
- Would like to see network planning on Council's agenda.
- Pleased to see actions relating to active transport to schools.
- Note that walking school bus is not best practice.
- Suggestion to consider using developer contributions.
- Pleased to see focus on 'integration' in MITS.
- Request for more public transport items, even though Council is not directly responsible.
- Concern that businesses have not been considered thoroughly enough and concerns removing parking will affect business.
- Note that there is a need for access in built environment for people with disabilities.
- Many of the actions in MITS were general and 'obvious'. Would be good to see discussion around specific measures.

Sydney Road  
Brunswick  
Association

- Noted previous petition.
- Wide variety of opinions, but some level of understanding that Council is trying to improve the parking situation.
- Concerns that lighting and safety issues would arise from changing parking conditions along Sydney Road.
- Concern for safety of staff who need to walk further to find suitable parking.
- Would like to see current parking utilisation along Sydney Road before changes are made.
- Would like to see a risk assessment on the impact on Sydney Road traders before changes are made.
- Note that it would be beneficial to actively address that multi-storey car parks are not being promoted at this stage

Brunswick Residents  
Network

- Noted existing household surveys and key issues (damage to parked vehicles, rat-running, footpath quality, shady trees, removing trucks from local streets).
- Disappointed action relating to 30km/h speed limits was removed.
- Support for making Moreland friendly for people that wish to walk (elderly, mobility challenged).
- Queries as to the slow rollout of 40km/h zones.
- Would like to see tram route 19 extended.
- Would like to see collaboration with PT operators, VicRoads and state government to increase efficiency.
- Would like to see increased safety at night time – personal and road safety and a public lighting policy.
- Would like to see increased frequencies and potential duplication on Upfield line.
- Concern [parking] infringement officers don't visit often enough.
- Question over the timing of changes to parking restrictions, noting apartments are going up quickly.
- Question about how residents can communicate advocacy for cycling is a priority.
- Potential to repurpose laneways to create public spaces.
- Suggestion for separate Bicycle Strategy.
- Suggestion to look at demographics in greater detail (years lived in dwelling).
- Concern streets are being used for commuter parking – would like to see rollout of restrictions per Parking Management Policy.
- Parking concerns at specific locations – CB Smith Reserve on game days.
- Concern around lack of east-west cycle dedicated facilities to bring people to the Upfield Line and schools.
- In general, core objectives are not clear – need to be brought up front

Phone Feedback

- Concerns over having to pay (including for permits) for on-street parking (when this was previously not the case)
- Concerns over impacts of limited residential permits for households
- Concerns limiting visitor parking may isolate some people
- Concerns population growth is worsening congestion and competition for parking
- Support for parking restrictions and intent but need to review suitability of streets
- Concern over eligibility for permits
- Request to consider periodic time restrictions (i.e. restrictions apply only during the day)
- Support for parking restrictions
- Support for shift towards sustainable transport as 'noble goal' but not practical because people need cars
- Concerns accessible tram stops on Sydney Road make it difficult for cars
- Suggestion that people with disabilities should be subsidised to travel by taxi
- Dissatisfaction with level of consultation
- Concerns additional restrictions are 'revenue raising'
- Concerns MITS does not take into consideration characteristics of particular areas, or appreciate the differences between areas (i.e. Brunswick vs Hadfield).
- Unsure why street has been identified for parking restrictions when there is no pressure from development in area.
- Concerns that changes to parking and street closures will impact ability to park near house or park in activity centres as a person with a disability
- Dissatisfaction that this was the first time hearing about MITS, or concerns that many people are unaware of changes that are occurring or finding they do not have enough time to provide feedback.
- Comments that residents of new developments who require a car need to have an off-street space.
- Disagreement with parking permit eligibility policy ([prior to] 2011)

Hearing of Submissions

- Concerns over parking restrictions in their street (general)
- Support for MITS (general)
- Many of the phone respondents were calling to seek clarification/further discussion of various issues
- Lack of sufficient parking in new apartment developments
- Need for parking for elderly people, trades people and people with disabilities
- Implication that people have off-street parking as an option
- Need to enforce permit parking
- Lack of visitor parking for family and friends
- Concern in regard to safety when using public transport at night and walking to the available parking
- Would like to see wider use of share cars
- Would like to see more flexibility to allocated parking through the use of technology
- Parking was seen as essential to businesses along Sydney Road
- Most submitters were critical of changes, but one was positive, highlighting that much off-street parking is underutilised
- Cycling should be promoted through school
- Better on-road cycling facilities are needed
- The Upfield Shared Path should be upgraded
- Create a cycling path along Sydney Road
- Design of bike paths should consider elderly people and children
- Arterial cycling routes need to be connected to communities
- There was support for a cultural shift to cycling, however mixed views about changes to on road facilities
- Some desired Sydney Road to be given a cycle lane, others suggesting upgrades to Upfield Shared Path
- Cyclists must be vigilant in remaining visible on the road
- Support of reducing car speeds to encourage walking
- Footpaths should be widened
- Identify and address problems of pedestrian crossings
- Public Transport investment is not meeting the growth demands
- Public Transport is crowded, and submitters felt they were being 'forced' onto a system over capacity
- Support for reductions to speed to and prevention measures to rat-running
- Support for introducing more local area traffic management
- Request better management along key routes where conflict between modes occurs
- Concern was raised about the engagement process, and Councils responsiveness
- 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

## 1.6. Analysis of the Bigger Issues (Online Survey)

Particular actions within the Draft MITS generally received a greater share of feedback than others, both positive and negative. These are outlined below, with some specific points and quotes.

It is acknowledged that feedback on parking at the hearing of submissions on 17 October was predominantly opposed to the proposed changes (as detailed in Section 1.5.11). However, analysis of all feedback received shows that while feedback on parking is mixed, the level of support overall is higher than that presented at the hearing.

**Draft MITS Action 1.4.2: Strongly advocate and support on-road priority for buses and trams on existing and proposed routes. Removal of car parking will be supported if this increases public transport priority.**

People voiced concerns about the impacts to local business and that on-road priority for buses and trams will create more congestion, yet most people agree that public transport should be improved.

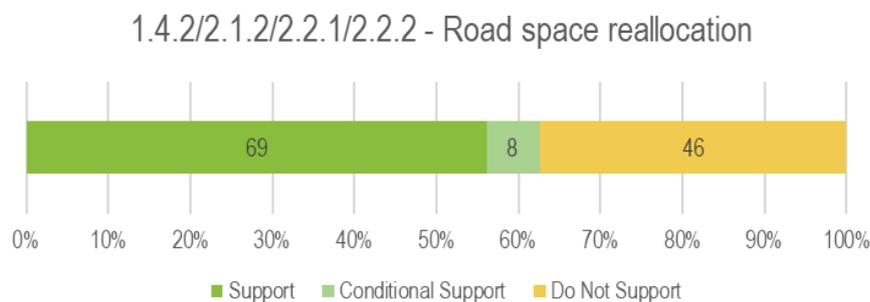
Some of the comments criticising prioritisation of public transport/road space reallocation (46 online respondents<sup>3</sup>) included:

- “Trams are very slow on Sydney Rd and the removal of one lane from your draft parking strategy picture is going to make the trams even slower”
- “Removing car parking to allow more room for public transport will frustrate local residents and visitors”
- “Do not get rid of car parking on Sydney Road as this will kill the economy of the community...”

Despite criticism there were several respondents (69 online respondents<sup>3</sup>) who supported changes related to this initiative (in conjunction with similar road space reallocation actions), with specific comments such as:

- “Too often, the trams get stuck behind traffic and signals do not prioritise them...the route 19 [Sydney Road] is one of the slowest in Melbourne”
- “Good idea, (sic) the removal of car parking will do wonders.”
- “Public transport needs to be prioritised.”

The following figures provide a quick snapshot of support for and against various initiatives, with the number of respondents shown. It is noted that some respondents indicated their ‘conditional’ support, subject to the application of some other factor or limit (such as ‘only during certain times’ or ‘only in certain locations’).



**Draft MITS Action 1.5.1: Establish maximum parking rates instead of minimum car parking rates in major activity centres**

The main concerns are that residents in new developments with low levels of parking will just utilise existing on-street spaces and that most people still need a car. There also appeared to be some level of confusion as to what ‘maximum car parking rates’ means, including:

- some respondents equating ‘maximum rates’ with ‘no car parking’
- some respondents perceiving ‘maximum rates’ as being a higher level of car parking than ‘minimum rates’
- some respondents perceiving ‘maximum rates’ as referring to pricing (for paid parking)
- some respondents perceiving ‘maximum rates’ as referring to Council rates.

Some of the comments criticising maximum car parking rates (78 online respondents) included:

- “Could lead to more on-street parking...”
- “Will only cause spill onto local streets (as ad hoc reduction in minimum numbers is already doing)”
- “This is a strategy to reduce the minimum number of car parks required for developers and therefore will be a disaster for residents. It will let developers pack as many dwellings into a block to maximise their profit at the expense of amenity”

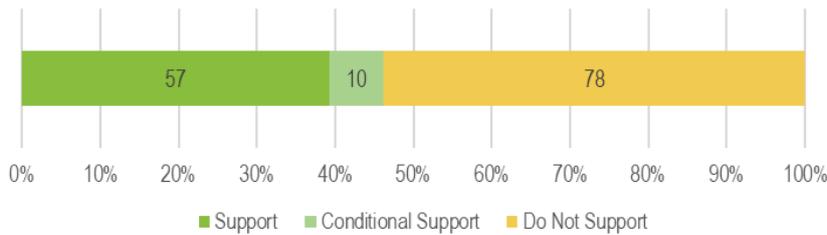
Despite the criticism there were several respondents (57 online respondents) who supported changes related to this initiative, with specific comments such as:

<sup>3</sup> Includes support/opposition for similar road space reallocation initiatives, such as action 2.1.2 (‘prioritise sustainable modes of transport, even where this takes space or road capacity away from cars’), action 2.2.1 (‘support the reallocation of road space based on Moreland’s road user hierarchy’) and action 2.2.2 (‘support net reduction in car parking where this facilitates sustainable movement corridors or creates places for people, consistent with the road user hierarchy’)

- “Without maximum parking rates we will have more cars “eating Brunswick”
- “I think it will work as long as it is paired with adequate on-street parking restrictions nearby.”
- “The true cost of this wasted space should be pushed back on the users.”
- “Support. I think this will increase amenity of our activity centres.”
- “This is a game-changing policy. I’m fully in support. Car parking = congestion. This is long overdue”

The following figures provide a quick snapshot of support for and against various initiatives, with the number of respondents shown.

### 1.5.1 - Maximum parking rates



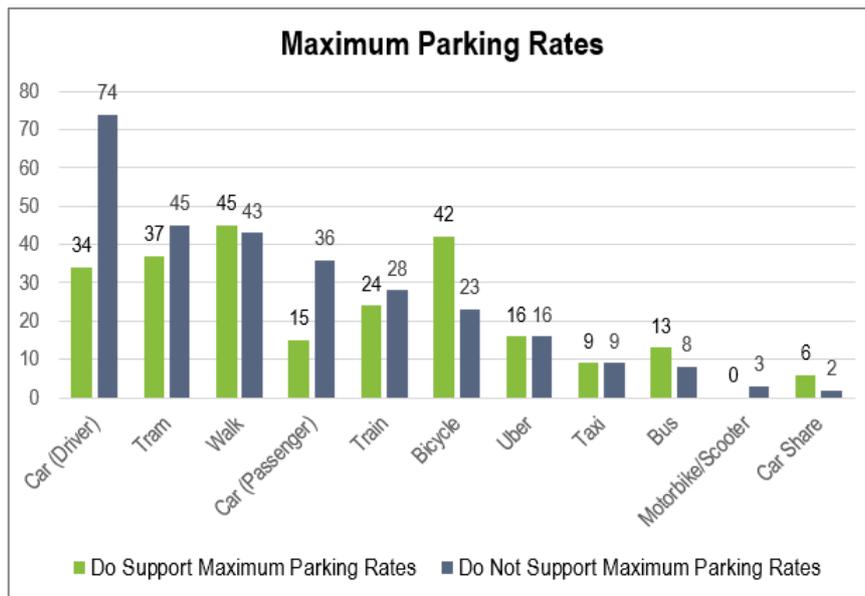
Some additional analysis is provided below.

#### By location

As above, almost all responses for this initiative were from the south of Moreland (130 of 145 responses), with 55% of those in the south ‘not supportive’ and 39% ‘supportive’\*). The geographic distribution of respondents could be expected given the parking changes impacted predominantly the south of Moreland.

#### By mode

The charts below summarise the modes used by those who supported maximum car parking rates, compared to those who did not. Consistent with the above, those who were supportive were more often walkers, cyclists or public transport users, and to a lesser extent, car drivers whilst those who did not support maximum parking rates were almost entirely car drivers.



\*Balance reflects ‘conditional support’

**Draft MITS Action 2.2.2: Support net reduction in car parking where this facilitates sustainable movement corridors or creates places for people, consistent with the road user hierarchy.**

The main concerns are that many believe there is already a shortage of car parking in some areas (especially for those living in apartments with more than one car) and the safety of people having to walk long distances (particularly at night) from their car park to their destination. There are also fears that it will negatively impact local businesses as it discourages people from outside the area coming to shop in Moreland.

Some of the comments criticising reductions in car parking for sustainable movement corridors (46 online respondents<sup>3</sup>) included:

- *“We do not support a net reduction in the number of car parking spaces. Parking allows visitation to the area from outside and the transport of goods and provision of services”. There is already limited parking available and this impedes visitors and residents”.*
- *“Car parking in Brunswick is already far too limited. Staff are required to walk long distances (late in the evening) in dark corridors to find an all-day car park...”*
- *“Moreland area is growing with the huge apartment buildings going up, more traffic is coming through and with restricted parking it will turn people away”.*

Despite the criticism there were several respondents (69 online respondents) who supported changes related to this initiative (in conjunction with similar actions – see action 1.4.2 above), with comments such as:

- *“We all end up paying the true cost of this wasted space for the limited number of users.”*
- *“It will create more pedestrian-friendly spaces”*
- *“I support rethinking ‘car parking space’ as just ‘space’. This expensive subsidy for car drivers needs to be reconsidered! I applaud consideration of other better uses of this space for sustainable transport, public space and greening. I support all these parking measures, congratulations for your forward-thinking approach Moreland!”*
- *“I think it will work well to promote less car traffic, especially in areas where there is a lot of traffic (e.g. along Sydney Road in Brunswick)”*

Support / oppose comparison is shown above (under action 1.4.2).

**Draft MITS Action 2.5.1: Close roads to through traffic in strategic locations (whilst maintaining pedestrian and cyclist permeability) to create places for people, consistent with the road user hierarchy.**

The main concerns are that the closure of roads will unfairly impact those who are unable to use active modes of travel (due to physical limitations) and rely on private vehicle as their primary source of mobility. Some respondents were also anxious that such treatments would increase congestion on major roads.

The responses highlight that is a lot of support for reducing rat-running on residential streets. Comments in support of closure measures include:

- *“There are already too many cars on the road, so closing off certain area for walkers and cyclist and children to be able to roam somewhat, is to be encouraged.”*
- *“Anything to reduce through traffic and rat running is great.”*

Comments which oppose closures include:

- *“This may have unintended consequences for people who live around these roads. For instance, if you live between Sydney Road and Lygon Street, you may have to use an arterial to get to Sydney Road first just to return home”.*
- *“Creates even more bottle necks and frustration”.*

**Draft MITS Action 4.3.1: Introduce paid parking in strategic locations to manage demand and make efficient use of parking resources. Revenue should be spent on improvements to the local area.**

**Draft MITS Action 4.3.2: Introduce parking restrictions for Neighbourhood Centres and within 200m of Major Activity Centres where they do not already exist.**

**Draft MITS Action 4.3.3: Advocate for review of car park pricing outside of Council jurisdiction, including railway station car park pricing.**

The main concerns for these three actions were similar - that they would simply push people to park their cars further away in residential streets. In the case of parking at train stations, some respondents fear that that added costs will deter people from using a particular station or from catching a train all together. Furthermore, there were strong objections to residents being required to pay for their own parking and that such actions were motivated by Council attempting to increase revenues rather than improving liveability.

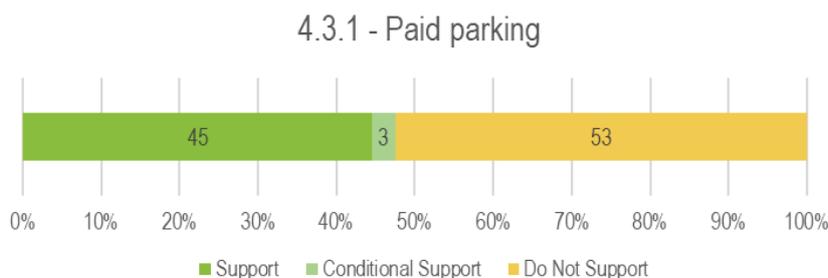
Comments which oppose this paid car parking (53 online respondents for paid parking and 30 online respondents for pricing outside of Council’s jurisdiction, such as railway stations) and parking restrictions near activity centres (100 online respondents) include:

- *“Making the whole area around Brunswick subject to more parking restrictions will reduce mobility, especially for older people, especially those who may need to park for more than 2 hours because they are attending a course, for instance”*
- *“It is simply unfair to charge rate-paying residents to park in the street where they live when so often cars without permits park in permit zones without penalty”*
- *“We live in Balloan Street, we never have people parking in the street that are not connected to residents. We are a small street with most of us knowing each other and the vehicles parked here regularly belong to residents.”*

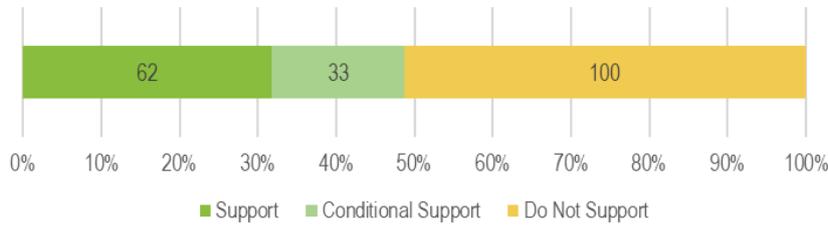
Despite criticism there were 45 online respondents who supported changes relating to paid parking, 62 online respondents that supported changes to parking restrictions near activity centres and 37 online respondents that support changes to car park pricing outside of Council jurisdiction (i.e. railway stations), with specific comments such as:

- *“Yes, we need to discourage congestion”*
- *“Encouraging people to leave the car at home by increasing the cost of parking will free up space for other road users”*
- *“[It] will be effective in directly reducing the amount of parking and changing behaviour of motorists (sic).”*
- *“Paid parking is a good way to manage access. People value what they pay for and really it’s no big deal – and a small contribution to make towards what is a big impact on local amenity.”*
- *“[Paid parking] is sorely needed particularly around train stations where individuals commute to the city or other areas for work*

The following figures provide a quick snapshot of support for and against various initiatives, with the number of respondents shown.



### 4.3.2 - Parking restrictions near activity centres



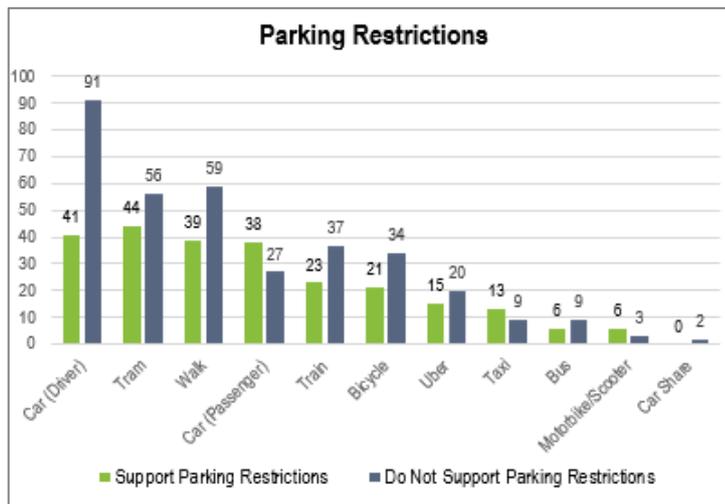
Some additional analysis is provided below.

#### By location

Almost all responses for this action 4.3.2 were from the south of Moreland (177 of 195 responses), with 47% of those in the south 'not supportive' and 28% 'supportive\*'). The geographic distribution of respondents could be expected given the parking changes impacted predominantly the south of Moreland.

#### By mode

The charts below summarise the modes used by those who supported parking restrictions (action 4.3.2), compared to those who did not. Respondents who were supportive were most often a mix of walkers, drivers, tram passengers and cyclists. Those who were not supportive of changes to car parking were almost entirely car drivers.



\*Balance reflects 'conditional support'

#### **Draft MITS Action 3.2.11: Discourage school drop off zones and car parking near school entrances to eliminate parking movements which may conflict with pedestrians and cyclists.**

The main concerns are around the safety of children having to access the school themselves from a greater distance if drop off zones near the entrance were removed. There is also the opinion that many parents would simply disregard such rules and drop their children off near school entrances anyway, particularly in instances where the weather is poor.

Some concerns related to changes to school drop off zones (49 online respondents) included:

- "...As long as the drop off zone is safe for all road users, people should not be discouraged to drop off their children to school in whatever mode suits their needs best (for example, people who need to drive to work so drop off their children on the way)"
- "Will cause more mayhem, danger for kids, should have a 1 minute drop off/pick up like at the airport"

- “Discouraging school drop off zones could have some children travelling unsafely. The drop off area should be supported by lollipop staff”

Despite criticism there were several respondents (50 online respondents) who supported changes related to this initiative, with specific comments such as:

- “[Parking at school drop off zones] is extremely dangerous for parents and kids on their bikes and it'd be nice to see a change before an accident occurs and nor after.”
- “Absolutely agree that drop off near school zone should be discouraged.”
- “Strongly support. This practice is currently dangerous for children, as parents do not pay attention in these zones.”
- “Hallelujah! Work with schools to ensure parking during drop off and pick up times are reasonable/sustainable and do not impact traffic.”
- “We need to get parents to have children take responsibility for getting themselves to school, most of the way, if not all the way there.”

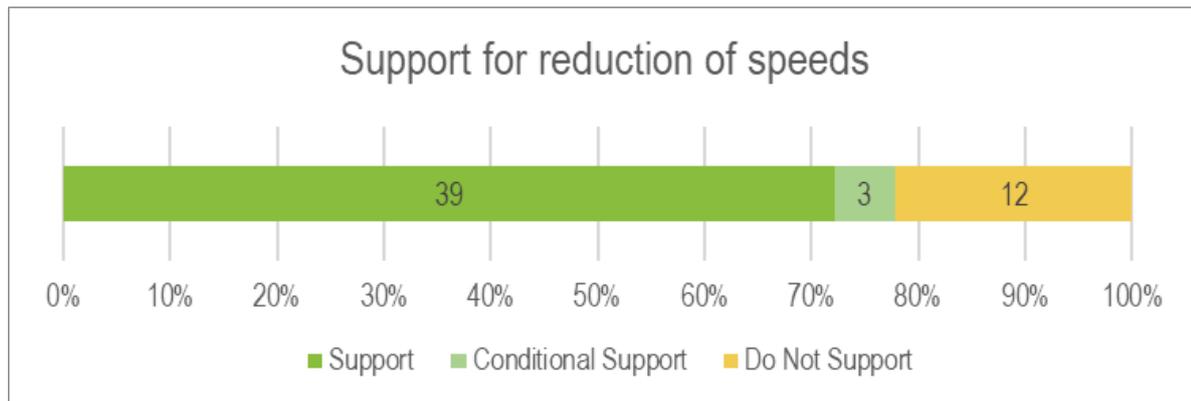
**Overall**

In the previous phase of consultation, community feedback identified sustainability, liveability and safety/health as the key principles to underpin MITS. This consultation also identified car parking as the most polarising issue – with support for both less/paid parking and more/free parking scenarios. In general, this phase of consultation reaffirmed the divisive nature of car parking. Looking forward, the current feedback identifies the need to address a range of issues faced by the community in developing the final changes to parking, and ensuring these are well communicated to the community.

1.6.1. Speed Limit Changes

**General**

The following figure provides a snapshot of feedback regarding general reductions in speed limit. For the most part, reductions in speed limit were supported.



Some additional analysis is provided below.

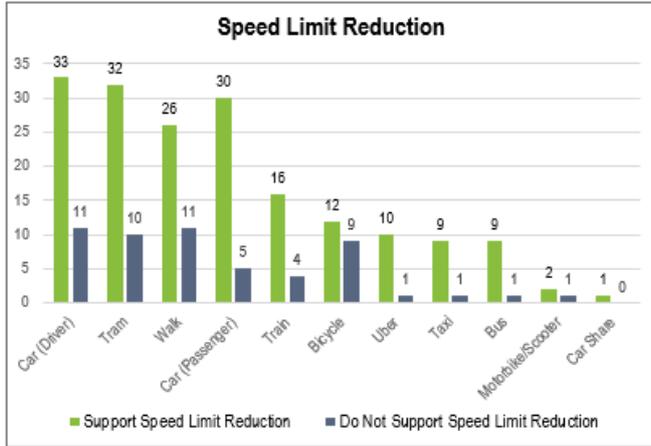
By location

Of the 39 respondents who supported slowing, 36 respondents (92%) were from the south of Moreland and 3 respondents (8%) were from the north of Moreland.

All 12 respondents who did not support slowing were from the south of Moreland.

By mode

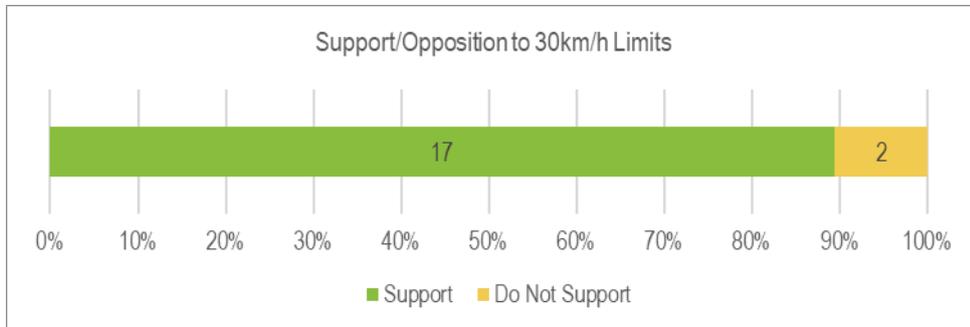
The charts below summarise the modes used by those who supported reductions in speed (in general), compared to those who did not. Respondents who were supportive were most often a mix of walkers, tram passengers and cyclists, and to a lesser extent, car drivers. Those who were not supportive of changes to car parking were most often car drivers, walkers and tram passengers and to a lesser extent, car passengers.



**Specific References to 30km/h (or lower)**

There were 19 specific references to lowering speeds to 30km/h (or lower) on some roads – 17 in support and 2 against. Two respondents indicated support for a 20-30km/h limit on some streets whilst one respondent supported 25km/h speed limits on residential streets. Some respondents also noted that 30km/h was ‘too slow’.

It is noted that consultation did not ask people to specifically contemplate/comment on a 30km/h limit.



**1.7. Next Steps**

This phase of consultation concludes the community engagement prior to the adoption of the MITS. Council will consider the feedback summarised in this report, combined with previous consultation submissions and develop the final strategies.

Recommendations will be based on analysis of issues raised by respondents and not just the degree of support.

The final strategies are expected to be adopted in March 2019, after which implementation will commence.

