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Targeted Conversation #5: Getting around

Moreland City Council: Community Panel

6:30pm - 9pm Tuesday 8th June, Online via Zoom

Overview of the day

This session was the fifth of six targeted conversations with the Community Panel. Focussing on the topic of “**Getting around**”, the Panel was presented with a relevant problem and remit, posed as two questions, that had been developed by Council. These are shown below:

Problem: Changes are required to the way we move around Moreland to respond to increased population and sustainability goals, while also maintaining accessibility for all.

Remit: How can Moreland support more people to use sustainable modes of transport (walk, cycle and public transport) while also ensuring adequate access, including parking, for people with limited mobility?

The session included:

- An introduction to the session and topic
- Presentations from Amy Child and Lee Dowler
- An opportunity to make sense of the information provided
- An activity involving a hypothetical transport problem



Presentations

Amy Child, Design and Planning Practice Lead Victoria, AECOM

Amy's presentation looked at the idea of moving people. She started off her presentation by listing the different considerations that people take into account when choosing transport options, which lead into a discussion of the inefficiency of private transport, as well as a summary of the reprioritisation in transport that is currently happening.

Amy then explored how our built environment influences our travel patterns through: our access to services; the safety of our environment; and the methods of travel available to us. This led into a discussion of *Plan Melbourne*, a state government initiative aiming to create 20-minute neighbourhoods.

Amy's presentation then moved into a discussion of movement and place, where she explained that different streets carry out different functions. Amy compared the Eastern freeway, which scores low on its *place* value but high on its *movement* value, to Swanston street, which scores highly for both *place* and *movement*.

Amy again elaborated on the different factors that compete for the finite space of urban environments. She presented the NACTO Urban Street Design Guide, which looks to reallocate space to maximise accessibility for all. Amy argued that while space is finite, more needs can be met by reorganising our streets.

Amy then presented some transport-related statistics, including a study that showed high-street retailers overestimate the proportion of shoppers arriving by car by almost double, and a study that found a 10% increase in walking connectivity translated to a 6.6% uplift in the local economy.

Amy then concluded the presentation with a quote from Jeff Speck: "the pedestrian is an extremely fragile species - the canary in the coal mine of liveability."

Lee Dowler, Transport Coordinator, Moreland City Council

Lee's presentation focussed on transport in Moreland. He started the presentation by explaining the areas of transport that Council can control, such as footpaths and local roads, contrasting them with areas controlled by the State government, such as arterial roads and public transport. He then highlighted Council's ability to influence these state-controlled areas through advocacy.

Lee outlined Council's climate commitments, and explained that transport required a lot of rethinking due to the transport sector making up a significant proportion of Moreland Council's carbon emissions.

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Lee then discussed the breakdown in travel for Moreland, and focussed on a category of commuters that label themselves as *interested but concerned* - people that are interested in cycling as a method of transport but are hesitant due to concerns such as the safety of busy roads.

Lee then delved into the challenges of achieving a sustainable transport mode shift. He reiterated the limitations of space, explaining that the introduction of bike lanes and footpaths comes at the expense of parking space and vehicular flow.

Lee finished the presentation by introducing the case study for the session - the Glenroy to Coburg Link. He explained the balancing act that had to be performed in negotiating roads with Council. He then looked specifically at the trials being done on Northumberland Road and Kent Road, and the very quick online petition that was created in response to the trial despite the general public support.

Sensemaking: Understanding the problem

This week, the sensemaking activity was conducted as one group. It started with a lengthy Q&A with the two presenters.

Following the questions, the Panel members were asked to consider the question: *Why do you think residents respond the way that they do? What are the core motivations/concerns?*

Finding a solution

The Panel was then introduced to the activity for the day:

Hypothetical: You live on a street where a bike plan is to be trialled.

Along with fellow residents on this street you have been asked to develop ideas, or a plan, as to how this trial could be successfully implemented, taking into account that:

- Many support active transport in principle.
- Some residents cannot ride bikes or would never choose to ride a bike.
- Some residents are very concerned about losing parking spaces.
- Introducing the cycling lane on your particular street would provide a link between main cycling routes, increasing travel by bike and taking pressure off of car-travel.

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Your resident group has been invited to develop an implementation plan for the trial, which will focus on helping everyone to modify their behaviours in line with sustainability goals. The plan should also consider ways to support everyone being able to safely travel to wherever they need to go.

This activity was completed by the Panel in smaller groups.

Following the presentations by each group, the Panel voted on their top two proposed solutions.

Questions and comments

At the end of the session, the Panel members were invited to provide any last comments about the topic of “**Getting around**” through Menti.

What’s coming up next?

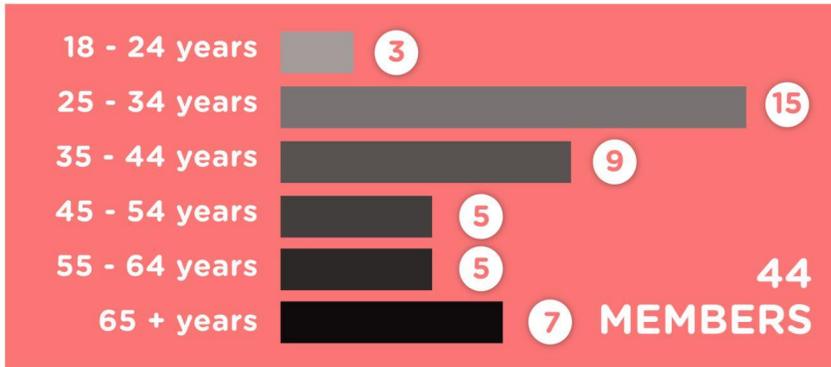
The next session, which will be the last of the Targeted Conversations will take place at the same time on Tuesday 15th of June. It will focus on the topic of “**Climate and nature**”.

Demographics of the Community Panel



IMAGINE MORELAND COMMUNITY PANEL

The Imagine Moreland Community Panel was randomly selected to form a representative sample of the community



- 8 Brunswick
- 4 Brunswick East
- 6 Brunswick West
- 7 Coburg
- 1 Coburg North
- 2 Fawkner
- 7 Glenroy
- 4 Pascoe Vale/Oak Park
- 5 Pascoe Vale South



Recruitment and stratification undertaken by Deliberately Engaging