

Presenter template

About the presenter (short biography)

Name: Olivia Wright

Organisation: Moreland City Council

Olivia is the Manager City Change at Moreland, which includes transport and sustainability.

Olivia is a civic minded leader with private and public-sector experience in leading multi-disciplinary teams that bring together sustainable transportation, traffic engineering, environmental sustainable design, urban design and placemaking disciplines to achieve coordinated outcomes.

She has been at Moreland for 10 years, and prior to that has notable international transport experience during her time with leading international consultancy firm Arup, including as Project Manager for a Transit-Oriented Development in Seoul, and projects in Toronto, Washington, New York and San Francisco. Olivia holds a Bachelor Civil Engineering, Bachelor Commerce and Masters of Traffic Engineering.

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Please clearly convey up to 3 key messages and your evidence or rationale in support of those messages/why they are important for this process. Ensure that you do not go over one page.

Your messages must relate directly to the question that the Deliberative Panel will be asked to address.

<p>Message 1</p> <p>COVID-19 has significantly changed how we travel, with reduced use of public transport but also more people working from home. As restrictions have eased there is a need to ensure safe use of public transport and an increase in walking and cycling to avoid an unmanageable increase in traffic congestion and related issues such as pollution, noise and safety impacts.</p>	<p>Evidence/rationale/facts & figures (Transporting Melbourne's Recovery)</p> <ul style="list-style-type: none">• Likely 15% more cars on inner Melbourne roads (100,000 per day) than pre-COVID unless walking/cycling increases• If no action is taken average car speed in inner Melbourne is likely to reduce from 27km/h to 21km/h• If 50% of short car trips were made by walking instead it would save the economy \$165 million a year
<p>Message 2</p> <p>Walking and cycling for local trips as much as possible can reduce congestion and other issues associated with motor vehicle traffic. While not all people will be able to use these modes, supporting those who can means there is more road space and parking spaces for those who need to drive. Providing safe routes for people to walk and cycle will play a key role in supporting these modes.</p>	<p>Evidence/rationale/facts & figures</p> <ul style="list-style-type: none">• 83% of people in Moreland are "interested but concerned" about cycling – this is the group that would cycle if safe infrastructure was provided (VicHealth 2021 – attached)• Separated cycling infrastructure is key to increasing cycling among under-represented groups such as women, children and the elderly (Victorian Cycling Strategy)• 75% of drivers would feel safer on roads with temporary separated bike lanes and 89% of Australians support these lanes in their local area (YouGov polling for Amy Gillett Foundation)
<p>Message 3</p> <p>Personal safety is a key issue that impacts on travel options and behaviour, particularly at night time and particularly for women and gender diverse people. While responses such as improved public lighting and CCTV cameras may help address this issue, it is a complex issue that is likely to involve activation of public spaces at night and effectively reducing sexual harassment and assault. This issue limits mobility and transport choices particularly for women and gender diverse people.</p>	<p>Evidence/rationale/facts & figures</p> <ul style="list-style-type: none">• Only 26.4% of women feel safe walking alone at night in Moreland compared to 67.9% of men (Women's Health Atlas)• 45.1% of female students report feeling 'rarely' or 'never' safe on public transport after dark. 59% of students say they avoid certain lines and stops, ensure they are met at a stop, or remain constantly alert in order to avoid bad experiences on public transport. (Tertiary Students' Public Transport Safety in Melbourne, Australia)

