

Moreland
City Council

Getting Around



<https://conversations.moreland.vic.gov.au/imagine-moreland>

Topic snapshot

Getting around covers how people walk, cycle and use public transport or motor vehicles to access local spaces and amenities, businesses and services in Moreland.

Council plays a key role in supporting the community to get around by managing local roads (including footpaths and bike lanes, and bike paths), ensuring cyclist and pedestrian environments are safe and accessible and advocating on behalf of the community to the state government for better public transport and road safety outcomes. Investing in safe and convenient integrated transport enhances the liveability of local areas and promoting active transport can improve the health and wellbeing of the community and achieve sustainable outcomes for the environment.

The key issues are:

- 1. Road use:** increasing and improving options for walking, cycling and public transport.
- 2. Congestion:** identifying ways to reduce traffic congestion on limited road space.
- 3. Parking:** improving parking options for those who need it while encouraging sustainable transport modes.
- 4. Accessibility:** accommodating people of all abilities and special requirements for getting around.



Relevant Council services

Strategic Transport Planning

- Providing necessary infrastructure planning, promoting sustainable transport to the community and stakeholders.
- Advocating to State Government and others for funding and / or approvals,
- Street lighting, bicycle and pedestrian infrastructure, development of transport strategies

Transport Engineering

- Managing transport systems and infrastructure safely, equitably and sustainably. Activities include:
- Receiving and responding to customer enquiries
- Implementing strategies and policies
- Planning and developing capital works
- Undertaking traffic studies, road safety, engaging community, review Traffic Management Plans and issuing various approvals

Parking Management

- Managing public parking including restrictions, in ground sensors, permits, engaging the community, reviewing statistics to make decisions

Disability Planning

- Assessing infrastructure and supporting people of limited mobility

Data and community feedback

Road use

- Car parking has been a controversial topic among the Moreland community over the past 12 months. While large parts of the community support prioritising sustainable travel, there are significant concerns about implementing strategies that may disadvantage some people, particularly those with a disability or experiencing economic hardship. (MCC Council Report DCF38/19)
- On-road transport accounts for almost a third (29%) of Moreland's direct carbon emissions and almost a fifth (17%) of Australia's emissions (Ironbark Sustainability and Beyond Zero 2020).
- In 2020 the Moreland Community indicated roads (maintenance), community facilities, trees and open space and parking are their top service priorities over the next year (Wallis 2020)

Congestion and Road Safety

- Road safety is a significant issue in Moreland with 5,000 road crashes being reported since 2006 to 2018; almost one-in-five crashes involving a cyclist and 15 per cent involve a pedestrian (VicRoads 2019).
- After decades (1960-2000s) of traffic growth of 2-4% per annum in Metropolitan Melbourne traffic volumes (pre-Covid-19) have remained static in Moreland (VicRoads 2019)
- Traffic management and parking facilities are two of the council service areas the Moreland community is least satisfied with (Wallis 2020).

Public and active transport

- Nearly three quarters of Moreland's homes are within walking distance of public transport that has a regular weekday service (7am – 7pm) (Australian Urban Observatory 2018).
- In 2016 25% of Moreland workers took public transport to work and 8% used active transport (bicycle and walk) to get to work (ABS 2016)
- Roads and shared paths in Brunswick, Brunswick East and Fitzroy North attract the most bike riders (and are increasing) as they are closer to the CBD and there are more people living in these areas.

Safety

- Only 72% of residents agree Moreland is a safe place to live at night, but 92% agree Moreland is a safe place to live during the day (MCC 2017)
- Sydney Road and the Upfield rail corridor have been identified as locations in Moreland where women feel unsafe. Concerns raised relate to poor lighting and visibility, sexual harassment or assault, and areas that feel unsafe due to being run down. (Free 2 Be survey)

Accessibility

- In 2016 around 10,000 (6.2%) Moreland residents were living with a severe disability in Moreland and need assistance with core activities (ABS 2016b); research indicates this could be a significant underestimate (see MCC, 2020d).



Key issue 1: Road Use

Increasing and improving options for walking, cycling and public transport

Overview

The Covid-19 pandemic is having huge impacts on the ways we travel and move around. Public transport use and capacity (due to spacing requirements) is heavily reduced, people who can work from home aren't travelling to and from work, and people are increasingly walking and cycling and taking up other modes of active transport to get around local areas and for recreation and exercise.

Encouraging sustainable transport will help enhance liveability and quality of life in Moreland as population growth continues to impact traffic and congestion.

Council has a key role as manager of local roads (including footpaths and bike lanes/paths) in supporting the community to get around, ensuring cyclist and pedestrian environments are safe and accessible and advocating on behalf of the community to the state government for better public transport and road safety outcomes.

Creating walkable and bikeable neighbourhoods encourages healthy and active lifestyles, builds community connections, promotes overall community health and wellbeing and supports local businesses through improved access to local amenities.

Council has previously committed to responding to the climate emergency and to encouraging the community to reduce emissions including by changing travel habits.

Key issue 1: Road Use


Opportunities

- Capitalise on post-Covid-19 shifts in the way people move around Moreland to encourage continued travel to local destinations (including supporting local businesses) and increased walking and cycling as a practical way to meet daily needs (not only for exercise or recreation).
- Encourage research and investment into projects that prioritise walking and cycling, including new pedestrian crossings, separated bicycle lanes and shared zones (low vehicle-speed areas with priority for pedestrians).
- Accelerate some bicycle and pedestrian projects through State government funding. Most of the external funding requires a dollar-for-dollar funding commitment.
- Increase efforts into community education, engagement and behaviour change will complement these opportunities.
- Reallocate Space for Movement - removing parking where it provides an overall benefit to the sustainable movement of people through:
 - Improving pedestrian linkages, pathways and connections
 - Improving the operation and capacity of public transport routes
 - Improving cycling corridors and connectivity.
- Reallocating Space for Place - removing parking when it is demonstrated to provide an overall benefit to creating 'vibrant places' in Moreland. This could include creating:
 - New green spaces and street tree planting opportunities to improve pedestrian amenity
 - Places for sustainable transport end of trip facilities
 - Improved outdoor dining
 - Improved places for storage of vehicles for those with reduced mobility and for sustainable vehicles.

Challenges

- Moreland generally does not have responsibility for major roads (except for footpaths and nature-strips) and requires State Government approval to modify certain aspects of the operation of local streets including speed limits, zebra crossing, traffic lights and other infrastructure.
- Council also needs to get approval for bicycle and pedestrian infrastructure such as shared paths and bridges on Crown land including freeway, creek and rail corridors.
- The south of Moreland is generally better served by public transport than the north. Council does not operate any public transport service but advocates to the state government and public transport operators on the community's behalf.





Key issue 2: Congestion

Identifying ways to reduce traffic congestion on limited road space

Overview

Moreland is expected to grow by an extra 18,000 dwellings by 2036. If current rates of car ownership are maintained, the city will need to house an additional 25,000 vehicles - a land area the equivalent of 26 Melbourne Cricket Ground playing fields. This will have huge impacts on Moreland's liveability and place further strain on the road network.

Although traffic volumes are static in Moreland, transport industry discussions regarding post-Covid-19 recovery estimate a significant increase in traffic as people will be reluctant to return to using public transport. Our roads will struggle to cope with this as congestion increases.

In an inner city like Moreland, building more roads or widening existing ones to make more capacity for cars is not possible. Council's approach has been to enable more people to move around the city without their car so those who most need to drive are able to do so.

Car trips will continue to be a viable and suitable form of transport for segments of the community.

Studies have shown that freely accessible parking encourages people to drive more, contributing to congestion. When more road space (and parking) is provided in response to congestion, this can result in a 'cycle of car dependency', which can compromise liveability and pose unnecessary economic costs on the whole community.

Car travel will be an important mode of transport for many people, particularly in the post-Covid-19 environment, however enabling trips to be made by active modes (walking and cycling) as much as possible will mitigate traffic, environmental and amenity issues and allow the limited road space to be used by those who need it most.

A range of local traffic issues relate to community safety including traffic volumes in residential streets, speeding/hooning and requests for new formalised pedestrian crossings.

Key issue 2: Congestion

Opportunities

- Encourage a shift away from reliance on privately-owned fossil-fuelled vehicles and support a long-term vision of greater uptake of walking and cycling, public transport and mobility services using shared vehicles powered by 100% renewable energy.
- Support the growing number of people wanting to walk and cycle for leisure and short trips that since Covid-19. In July 2020 Council allocated an additional \$1.68M towards pedestrian and cycling improvements across the municipality and this will continue to make it easier and safer for people to make walking and cycling a viable option.
- Encourage the community to use public transport for metropolitan and regional travel. Moreland is well serviced by public transport, with bus, tram and train services connecting destinations within and outside of Moreland.

- Prioritise public transport (train, bus and tram) initiatives based on passenger boarding data, from the Department of Transport.
- Prioritise expenditure on traffic management by using data on traffic volume, direction, speed and truck numbers. Council undertakes approximately 150 traffic counts each year to understand traffic patterns and help respond to customer enquiries.

Challenges

- Building trust and educating the community around motives and broader benefits of an integrated transport strategy.
- As Moreland's population grows, the city will need to facilitate a shift in the way people travel to protect liveability and ensure people can continue to move around efficiently, conveniently and safely.
- Recently released population projections indicate a sharp change in Victoria's population growth over the next 18 months to four years. Council will need to monitor this to determine the short, medium- and long-term impacts on the transport network.





Key issue 3: Parking

Improving parking options for those who need it while encouraging sustainable transport modes

Key issue 3: Parking

Overview

Car parking is a significant issue for the Moreland community particularly in areas of higher density or growth. On-street parking is often hotly contested in higher these areas. Parking is instrumental in supporting broader transport and land use strategies. Parking supply at the beginning and end of a trip is a strong driver of mode choice.

People with special needs, for example, young families or people with mobility impairment, need parking to access shops, services and community facilities, and connect with friends and family. Personal safety can also significantly influence what transport modes people use, particularly for women and at night. Therefore, parking should be prioritised for people who need it most. In doing so, it is still possible to discourage car use and contribute to a shift towards sustainable transport modes while still supporting people who most need to drive.

Council has a key role to play in allocating public parking (on-street spaces and in off-street car parks owned by Council) among different users using parking restrictions and parking permits. Council has significant influence over car parking as it is responsible for setting parking restrictions (except Clearways), issuing parking permits, and making planning decisions which can influence the amount of car parking in new developments. While increasing the amount of off-street parking in the new developments may reduce the impact on on-street parking, it also generates traffic which causes congestion. Increased vehicular traffic contributes to carbon emissions which are a key focus for Council given its declared climate emergency.

Opportunities

- Continue to use parking restrictions and permits to mitigate the impact of new developments on existing users of on-street parking.
- Continue to use the parking policy to guide parking at a local level. Getting the type, location and amount of parking right can, in combination with other planning policies, significantly contribute to better transport, land use, economic and community outcomes.

Challenges

- Change is required to the way that road space is allocated so that parking does not detract from the safety of other people, such as those on cycling routes or around schools.
- Too much parking undermines efforts to promote the uptake of healthier and more environmentally

sustainable travel choices, such as walking and cycling. The type of parking made available can also affect liveability - for example, large, open parking lots facing the street can undermine local amenity, create unsafe environments and discourage walking.

- Engage individual communities regarding the removal of parking. However, there are significant areas across the municipality where the removal of parking can be accommodated off street or in the surrounding area. The removal of parking will bring alternate benefits that are likely to outweigh the removal of parking. As such, it is important to understand the function of a street when determining if and what type of parking should be made available on it. For example, a street might support on-street parking during off-peak times but during peak time parking spaces would be better utilised as a bus lane which can improve access for a significant number of people.



Key issue 4: Accessibility

Accommodating people of all abilities and special requirements for getting around

Key issue 4: Accessibility

Overview

Almost 1 in 5 Australians report living with a disability, as well as half of Moreland residents over the age of 65. People living with disabilities can experience reduced accessibility and quality of life if their environments create barriers to them fully living their lives. Disabilities encompass sensory disabilities (for example, hearing or vision impairments), intellectual disabilities, mobility impairments and more.

Council's responsibility is to ensure that transport systems have capacity for people of all abilities to access a particular place or service.

Council has a key role to play in ensuring pedestrian environments are accessible (for example sufficiently wide and maintained footpaths free from obstructions) and disability parking is provided. Council also advocates to the state government on the accessibility of public transport services and facilities.

Equitable access to the environment is an important issue for people with a disability. Public transport accessibility is especially important, particularly for people with disabilities who do not drive.

Common design principles are important to ensure that Moreland's places and spaces are developed in a way where everyone has equal access to getting around.

Personal safety can significantly influence what transport modes people use, particularly for women and at night.

Opportunities

- Create a successful, equitable and thriving city by maximising access to daily destinations for everyone in our community, and minimising 'transport disadvantage' by removing barriers to accessing employment and education pathways.
- Ensure that everyone has access to a range of transport choices that empower and provide independence, including people living with a disability, people with prams and the elderly.
- Where possible, facilitate the provision of a continuous, seamless path of travel from a person's home to their desired destination, as without this, many people will choose not to visit a destination. This means many people are unable to go to places such as a retail outlet, a potential workplace, healthcare appointment, recreational space or a friend's house.
- Increase training for transport operators (such as engineers, designers and maintenance teams) to better support people with a disability and advocate for better design outcomes of our public spaces, like retail strips.
- Infrastructure planning and design needs to embed accessibility considerations to ensure the community's access needs are met. For example, having enough accessible toilets in the municipality. Ongoing consultation with the disability community, including Council's Disability Working Group, which is made up entirely of residents with a disability.
- Continue to introduce disability parking restrictions which reserve parking spaces for people with a disability parking permit.

Challenges

- Most tram stops in Moreland are not accessible. While all buses and train stations in Moreland are accessible, routes to these services may not be fully accessible. Tram services are only accessible on low floor (step-free) trams at level access stops ("super stops"). Inaccessible public transport services can limit the mobility and independence of people with disabilities.

Related projects and strategies

Project/ Strategy	Description	Links
Moreland Integrated Transport Strategy (MITS)	Council's overarching transport policy.	https://www.moreland.vic.gov.au/globalassets/key-docs/policy-strategy-plan/mits-2019.pdf
10 year Pedestrian and Bicycle CAPEX	Program of Council's intended bicycle and pedestrian capital works program for the next 10 years. This is reviewed annually.	
Parking Implementation Plan	This document identifies how parking will be managed to support MITS actions.	https://www.moreland.vic.gov.au/globalassets/key-docs/policy-strategy-plan/parking-implementation-plan-2019.pdf
Principle Pedestrian Network	Pedestrian routes linking key trip generators across the municipality such as transport nodes and routes, shopping strips and leisure centres.	
Urban Heat Island plan	Urban Heat Island Effect Action Plan will help to create a city more resilient to urban heat and climate change.	https://www.moreland.vic.gov.au/globalassets/areas/esd/esd-uhie-urban-heat-island-effect--action-plan---final-draft-for-council-june-2016.pdf
Brunswick Integrated Transport Strategy	A transport study of Brunswick undertaken in 2013.	https://www.moreland.vic.gov.au/globalassets/key-docs/policy-strategy-plan/brunswick-integrated-transport-strategy-bits---final-report---july-2013.pdf
Disability Access and Inclusion Plan	The DAIP is a State legislated requirement that describes how council will strive to eliminate disability discrimination. The first key action area of the DAIP is 'Accessible Spaces and Places'. Underneath this sits a number of objectives about improving and supporting accessibility in the community. See DAIP in link provided.	https://www.moreland.vic.gov.au/about-us/projects/shopping-area-and-streetscape-projects/parklet-program/
Disability Advocacy and Covid-19 Impacts Implementation Plan	This plan was endorsed at July 2020 Council meeting. It is noted in the advocacy area of 'Equitable access to places' that Council: Continue to engage with State government agencies (e.g. VicTrack) to ensure the disability access is properly considered in major infrastructure redevelopments (e.g. Jewel Station, Upfield Line).	