

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Lorraine Siska

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 13 June 2023

Agenda item title: *

6.1 Planning Scheme Amendment C435

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Does the City of Melbourne still endorse the height limits espoused by the West Melbourne Structure plan in this area?

Submissions will not be accepted after 10am.

Maximum height for new buildings in this area is 14metres – why should this building be allowed to exceed that?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jennifer Cook

Email address: *



Phone number *



Date of meeting: *

Tuesday 13 June 2023

Agenda item title: *

6.1 Mimi

Alternatively you may attach your written submission by uploading your file here:



[miami_hotel_objection_2023.docx](#) 35.30 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Re: Planning Application TP 2022-462. Miami Hotel 13-27 Hawke Street, 599-609 King Street

Planning Amendment sought: C435

Dear Councillors,

We find it unbelievable and extremely disappointing that after 50 years of residing in West Melbourne, we still have to continually battle inappropriate development in our historic precinct despite hours of community input into the West Melbourne Structure Plan which we hoped, too optimistically it would seem, to have included safeguards against the kind of high rise development currently being proposed for the Miami Hotel site in Hawke Street and environs -a development that in bulk, mass and height will tower over the neighbouring Victorian cottages and 2 storey terrace houses that surround it.

We thought the adoption of West Melbourne Structure Plan would give certainty to planning for our "distinct "area with its "valued heritage character" and prevent inappropriate development and yet here we have the Miami Hotel wanting a Planning Amendment already to challenge the maximum height outlined in that relatively-recent document -a height that will impede views to the iconic and historic Town Hall and undermine the "low scale nature of the area".

No wonder local residents are extremely cynical about consultative processes that are high on rhetoric and little on substance. The fact that the Future Melbourne Committee is prepared on June 13th, 2023 to seek the authorization from the Planning Minister to "progress" Amendment C435 undermines all our hard community input and time devoted to the West Melbourne Structure Plan over many years.

Moreover, the citing of the height of the Baptist development across the road which is on a triangular site as precedent is hardly analogous. Local opposition to that 6 storey development was very strong and the community consultations a farce. Crown land supposed to be used for "religious purposes only" was used initially for a petrol station and then for an ugly, high rise six storey building with little social housing and little to commend it architecturally. The small congregation of this Baptist sect was allowed to dictate its parameters. Ironically enough, the Miami Hotel proprietor, in fact, supported our campaign against its construction.

Our privacy as well as our solar panels are under threat from overlooking and over shadowing and the amenity and safety of Jones Place, our quiet back lane, will be destroyed forever if the Miami's outrageous and completely unacceptable idea of using it for hotel deliveries is permitted. There is no adequate turning circle at its end. While this dead end lane is the front door for some residents, the majority of residents have garages which back onto Jones Place. Thirty-five residents in this lane alone are affected by this proposal. The current brick wall sealing off the Miami Hotel must be maintained. We do not want deliveries shattering our peace day and night. We will be sandwiched between the inappropriate 8 storey office building currently being constructed on the Corner of Roden and Spencer streets, West Melbourne which towers over adjoining Victorian terrace housing and is a complete eyesore. How that building was ever permitted by the Council still rankles with local objectors. The

“distinct” character of West Melbourne is under siege. While we are not opposed to development, we strongly feel that height considerations should be seriously considered in relation to the current context and be fitting.

Waiving of parking restrictions should also not be allowed and is anathema to local residents who will face fewer parking spots once the City of Melbourne’s Linear Park is created. The creation of two restaurants and a wellness centre in the adjoining building will create even further pressure on limited parking in our street. The traffic congestion will be incredible once there are only 2 lanes of traffic with the entrance and exit to the new Miami on Hawke Street.

The compromising of the King Street terrace houses as part of this development are also of concern. The integrity of those historic houses should be maintained and not incorporated into the proposed new structures.

On another note relating to access, this proposal will change the current clientele who use the Miami. School groups and work groups from other countries have used its reasonable rates to further their knowledge of the city and what it has to offer during the week as well as their education prospects. It is extremely unlikely that this cohort will be able to utilize the more upmarket premises proposed.

So on the grounds outlined above, this proposal in its current form should not be allowed to proceed and an amendment to the Planning Scheme should not be granted by the Planning Minister. The West Melbourne Structure Plan should be honoured, the height should not be more than three storeys and one institution should not be permitted to destroy the amenity of 35 residents with its lane access proposal. It is an inappropriate development in a historic heritage area and no titivating decorative lattice flourishes will make it fit in with nineteenth century one storey and two storey terrace houses as well as retrofitted warehouses in this historic hilltop area.

We feel the Council has abrogated its responsibility to ratepayers and residents despite numerous statements by the Lord Mayor and Councillors as to the importance of community. Democracy is a hollow word.

Jennifer Cook

June 11th, 2023

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

William Cook

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 13 June 2023

Agenda item title: *

Miami Hotel Proposal TP-2022-462

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Sarah McQuillen

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 13 June 2023

Agenda item title: * ID-2023-1 – 599, 601 and 605-609 King Street and 13-25 and 27 Hawke Street (Miami Hotel)

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. * I wish to make my submission in person

Miami Hotel PSA – FMC Meeting Hotel Redevelopment SCO & ID Planning Scheme Amendment

June 2023

- **The existing Miami Hotel has been in continuous operation since August 1970 and has been under the ownership and management of a single family during this entire period.**
- **The size and configuration of the Miami Hotel facility has not fundamentally changed since it was first built in 1970.**
- **In this market context, particularly in the post-COVID19 economy, it is critical that the Hotel expand and modernise its accommodation offering to remain competitive and viable.**
- **There is therefore a strong case to redevelop the site with a building which is better designed and strikes a more sympathetic balance between the adjoining heritage streetscapes and complements the broader planning direction for West Melbourne.**

- **This potential of the site was recognised by Panels Victoria and Melbourne City Council’s (MCC) Urban Design expert at the West Melbourne SP panel hearing.**
- **Following the Panel process, MCC provided without prejudice support for the preparation of a site-specific amendment for this site to enable its redevelopment as a hotel.**
- **The proponent has subsequently met with MCC on several occasions and has had ongoing contact with officers who have provided feedback to plans and direction to assist in the preparation of the new controls and the design of the new hotel.**

- **Redevelopment of the hotel supports State and Council planning policy for economic development, the tourism industry, housing, and local character.**
- **The proposal aligns with the broader vision of the West Melbourne Structure Plan (WMSP) (2018) to continue to accommodate a diverse range of business and employment uses and allow the suburb to evolve as a counterpoint to the central city.**

- **The site is in amongst a mixture of land uses and building types including commercial businesses, open space, residential properties and new development.**
- **There is also a significant mix of building forms ranging from the older historic dwellings constructed at 1 and 2 storeys, large format commercial sites including the Miami Hotel well as the more recent contemporary buildings ranging from 3-8 storeys.**

Form of PSA and Benefits

- The PSA seeks to amend the planning framework applying to the subject site via the introduction of the Incorporated Document (ID) titled “Miami Hotel Site, West Melbourne”.
- The ID can control the use and development by introducing use and development conditions that can protect neighbourhood character, heritage and local amenity in continuum.
- The PSA will facilitate the demolition of the existing buildings and the development of a five storey residential hotel comprising of accommodation (dwellings and hotel rooms), food and drink premises, a day spa, to alter access to a road in a Road Zone Category 1 and the removal of easements in accordance with the requirements of the Incorporated Document.
- The benefit of applying an SCO with ID to the land, rather than rezoning, is that the original planning controls will remain and if the use and development allowed by the ID is not pursued before its expiry, the site will revert to the original controls.
- No change is proposed to the Heritage Overlay Schedule 3 (HO3) that applies to the site.

Existing Planning Framework Problems

- **Based on the site's attributes and locational and policy context, the current GRZ1 does not align with desirable strategic policy outcomes and impedes, without reasonable justification, the redevelopment and use of the site to its recognised potential.**

- **The devised building envelope has been the product of a rigorous design process that commenced with the project architects preparing a detailed site analysis and urban context study.**
- **The detailed site analysis and urban context study, along with careful consideration of Council policy aiming to protect heritage values and neighbourhood amenity, informed the massing study and preparation of massing models.**

Heritage Response

- **The proposed building will have a high-quality contemporary design that responds to the neighbouring heritage residential forms through incorporating appropriate podium heights, side and rear setbacks, overall building heights, design detail and materials and colours.**

- **The renewal of this site with a boutique residential hotel and complementary uses will realise the potential of a unique site of scale which is opposite the Errol St Activity centre and close to the CBD.**
- **The amendment will facilitate a redevelopment which will achieve several economic and social benefits, such as ensuring the viability of the site and surrounding area, strengthening the role of the Errol Street precinct, improving street activation and introducing new facilities into the precinct including the hotel restaurant, bar and food and drink premises.**

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*

Name: * Tim Bracher

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 13 June 2023

Agenda item title: 7: E-scooters

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The Yarra River Business Association is pleased to see Cr. Capp's motion, in an effort to further enlighten policy makers on the wider ramifications of e-scooter use, particularly those available through the hire scheme.

Usage of e-scooters on Southbank, and to a lesser extent Northbank, has risen enormously, particularly as late night alternatives to taxis on weekends. However, their use by intoxicated patrons and in violation of existing regulations, is of concern to this Association and to Victoria Police, as expressed through the 7 June meeting of the Southbank Safety and Security Committee. The key issues of intoxication, double-occupancy and non use of the provided helmet, is of key concern, in addition to the more general issue of the safety of pedestrians at all times, day and night, especially along Southbank Promenade.

It is of our view that many of the issues could be addressed through technology. In talks with representatives from the two companies, it has revealed that technological solutions are in place in other cities of the world, but that they have not been included in Melbourne's trial scheme because it is just that, a 'trial', and that the companies are waiting to see the results of the trial and the State Government's response to them.

We request that Council emphasises to Government and to the successful company/ies that the fullest extent of

technology – as available around the world – be included in the contract for the permanent service, and that overcoming the key safety and behavioural issues be included as a K.P.I. of that contract.

While we are acknowledged as the highest users of e-scooters in Australia and possibly the world, it would seem that we are also the most delinquent city in the world regarding e-scooter use. Previous examples of Melburnian's disregard for hire bicycle and e-scooters does not augur well for the future, unless we tackle the safety and behavioural issues head-on, at the start, rather than in response to injuries and fatalities.

Thankyou to listening to our concerns.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Thomas McNair

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Friday 16 June 2023

Agenda item title: *

Agenda item 7.1 Notice of Motion, Lord Mayor Sally Capp: E-Scooters

Alternatively you may attach your written submission by uploading your file here:



[10062023_future_melbourne_escooter_submission.docx](#)

18.40 KB • DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Future Melbourne Committee

I wish to make the following submission to the Future Melbourne Committee to be held on 16/06/2023

Future Melbourne Committee

City of Melbourne

GPO Box 1603

Melbourne 3001

Re Agenda Item 7.1

Notice of Motion, Lord Mayor Sally Capp: E-scooters

13/06/2023

Items for discussion include:

- 2.1 The regulatory and enforcement agreements that would be necessary to secure from the State Governments in order for the future of commercial e-scooter operations to be considered safe, viable and a net public benefit.
- 2.2 The role of the Cities of Melbourne, Yarra and Port Phillip and Commercial s-scooter operators in facilitating education campaigns to drive public safety and, especially, rules as they relate to footpaths.
- 2.4 The adequacy and efficiency of powers available to Local Laws Officers to keep footpaths safe.
- 2.5 New opportunities available to Council to better identify, manage and regulate e-scooter parking locations.
- 2.6 What technology is required to better manage compliance with the rules governing the use of commercial e-scooters and the ability of Council to deny commercial operators that cannot deliver that technology.

2.7 The Potential, through Council of Capital City Lord Mayors, National Cabinet or otherwise, to pursue harmonised approaches to laws governing e-scooters to reduce confusion and improve public safety.

I submit the following representations in relation to the above items concerning e-scooters and e-bikes:

- 2.1 That the City of Melbourne (CoM) must only contract with providers of e-scooters and e-bikes who are able to supply and maintain vehicles that ensure:
- The e-scooter or bike cannot be operated until the hirer has electronically agreed to use the e-vehicle in accordance with the rules governing its use.
 - Employs technology that prevents the vehicle being used on footpaths.
 - Supplies safety helmets with technology that prevents the e-vehicle being used without the helmet firstly being disengaged from an electronic clip and which can detect when that helmet is no longer in close proximity to the vehicle- ie, the rider must have the helmet belonging to the bike on his or her head and not discard it before the ride starts. The ride must only end when the vehicle is parked correctly in a designated parking zone with the helmet belonging to the vehicle being reattached to the vehicle.
 - Detects when more than one person is using the vehicle and disables the vehicle until a single rider is operating the machine.
 - Restricts the speed of the vehicle to 20kmph on permitted city streets and designated bike paths.
 - Restricts the speed of the vehicle to 10kph on designated shared paths.
 - Are fitted with lights and horns (not bells which hearing impaired cannot hear).
 - Are disabled when the vehicle enters parkland or other designated places (such as Federation and other public places).
- 2.2 The Operators of the e-vehicles must provide e-training in the safe use of the vehicle and the rules governing the use of the vehicle before a new user can enable the machine. Technology must be provided which limits the speed of vehicles to 10kmph until every hirer has completed 10 hours of safe and rule-compliant use. Technology must require that the hirer electronically agrees to abide by the terms and conditions of use before a ride can commence. The commercial operators of e-vehicles must be required to provide e-vehicle parking stations around the city in which they are allowed to operate, and a hire must start and end at a designated e-vehicle park. Each park must have signage explaining the rules for use and safe use of e-scooters and bikes.
- 2.4 The City and the Commercial e-vehicle operators must provide financial resources to fund employment and equipment of Traffic Officers or Protective Officers for the enforcement of rules for e-vehicle use and enforce consequences for non-compliance with meaningful penalties and fines. It is evident that the Victorian Police presently lack the resources for this important task.

- 2.5 Commercial e-scooter and e-bike operators must be required to provide parking of their e-vehicle fleets off footpaths and public places, perhaps in commercial spaces outside train stations or in private and public car parks. Perhaps Melbourne's "Little" streets and perhaps Elizabeth Street and Swanston Street should be closed to cars and trucks (except during "service hours"), and given over to cyclists and e-vehicle users- and trams in Elizabeth and Swanston Streets.
- 2.6 The parameters of the required technology are set out in 2.1 and 2.2 above. Commercial operators that are unable to comply must be excluded from CoM and other participating cities.
- 2.7 All cities and towns that allow commercial e-scooters and e-bike providers must set and maintain the same operating requirements.

My observation on the streets of Melbourne since the e-scooter trial began are that e-scooter riders can be seen breaking all of the rules for use of these vehicles:

- riding on footpaths throughout the CoM
- Riding without a helmet is almost the norm.
- Riding two and sometimes three up is common, often a parent with one and two children
- Riding at high speed in often very close proximity to pedestrians
- Failing to give any notice of passing,
- Not giving way to pedestrians
- Leaving e-scooters obstructing footpaths is usual

The consequence of this behaviour is that it has become dangerous to be a pedestrian on Melbourne's footpaths and shared paths to the point that one is fearful to be a pedestrian on Melbourne's streets. Serious consideration should be given to the registration of e-scooters and e-bikes and licencing of riders.



Thomas McNair





Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Arthur Shulkes

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 13 June 2023

Agenda item title: 7.1 Notice of Motion, Lord Mayor Sally Capp E-scooters

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Neuron has recently stated that Ballarat is an example of best practice with no footpath use or random abandoning of scooters. This is fiction, to be polite. I am a resident in central Ballarat (formerly lived in Melbourne and still a regular visitor) and scooters continue to be abandoned in Ballarat on footpaths and nature strips as well as blocking shop fronts and driveways. The scooters are also being used on footpaths with no restrictions. Even more concerning, it is common to see underage, helmetless users riding on the footpaths. I recently reported one such rider to Neon with the scooter number, the time and location and received the classic PR response that 'safety is their priority and they are looking into it'. If Neon were serious they could suspend the account holder as all the information was available. It would be interesting to know how many accounts have been suspended by the operators. Indeed they could also suspend the account of anyone who illegally parks a scooter.

My take home message is that these companies are not to be trusted and they will say anything to obtain the contract. I hope e-scooters do not become a permanent fixture. You need only go to Brisbane which I visited recently to see how e-scooters impact pedestrians: in Brisbane a pedestrian must now be in a state of hyperawareness from dodging speeding or abandoned scooters and I do not have mobility issues.

If, regrettably, Neon/Lime are given long term approval, watertight legislation that is actively enforced is essential to ensure that pedestrians of all ages retain the right to use the footpaths safely.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Elaine Collins
Email address: *	[REDACTED]
Phone number *	[REDACTED]
Date of meeting: *	Tuesday 13 June 2023
Agenda item title: *	7.1 Lord Mayor Motion
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Currently pedestrians are unsafe and regularly in danger of severe injury from e-scooter riders utilising footpaths – particularly in Southbank around major roads without bike paths. Personally I have had several near misses with riders passing me from behind only cms from my arm. Unless restrictions of riding on footpaths are enforced all e-scooters must be banned.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Bridie Cochrane-Holley

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 13 June 2023

Agenda item title: Item 7.1: Note of Motion: E-Scooters

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Lord Mayor,

Congratulations on your King's Birthday honours.

I write to support your Notice of Motion regarding Council establishing a position on the future of commercial e-scooter operations in the city. As the 2022/23 Disability and Equity officer for the Graduate Student Association at the University of Melbourne and as a person with a vision impairment, I can attest to the challenges that e-scooters in particular present for disabled people/people with a disability, along with bicycles, skateboards and delivery riders who use footpaths inappropriately.

I also support a review of the enforcement powers of Local Laws Officers in regards to e-scooters and other vehicles using footpaths, and support council seeking input from the Disability Advisory Committee on this matter to ensure that discussions and decision-making are necessarily intersection and diverse.

Thank you for bringing this notice of motion.

Bridie Cochrane-Holley

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * William Thompson


Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 13 June 2023

Agenda item title: * 7.1: E-scooters

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. See attached Word doc

Alternatively you may attach your written submission by uploading your file here:  [20230612_future_melbourne_escooter_submission.docx](#)
18.52 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

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Future Melbourne Committee
City of Melbourne
GPO Box 1603
Melbourne 3001

Re Agenda Item 7.1

Notice of Motion, Lord Mayor Sally Capp: E-scooters

13/06/2023

Items for discussion include:

- 2.1 The regulatory and enforcement agreements that would be necessary to secure from the State Governments in order for the future of commercial e-scooter operations to be considered safe, viable and a net public benefit.
- 2.2 The role of the Cities of Melbourne, Yarra and Port Phillip and Commercial s-scooter operators in facilitating education campaigns to drive public safety and, especially, rules as they relate to footpaths.
- 2.4 The adequacy and efficiency of powers available to Local Laws Officers to keep footpaths safe.
- 2.5 New opportunities available to Council to better identify, manage and regulate e-scooter parking locations.
- 2.6 What technology is required to better manage compliance with the rules governing the use of commercial e-scooters and the ability of Council to deny commercial operators that cannot deliver that technology.
- 2.7 The Potential, through Council of Capital City Lord Mayors, National Cabinet or otherwise, to pursue harmonised approaches to laws governing e-scooters to reduce confusion and improve public safety.

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- Supplies safety helmets with technology that prevents the e-vehicle being used without the helmet firstly being disengaged from an electronic clip and which can detect when that helmet is no longer in close proximity to the vehicle- ie, the rider must have the helmet belonging to the bike on his or her head and not discard it before the ride starts. The ride must only end when the vehicle is parked correctly in a designated parking zone with the helmet belonging to the vehicle being reattached to the vehicle.
 - Detects when more than one person is using the vehicle and disables the vehicle until a single rider is operating the machine.
 - Restricts the speed of the vehicle to 20kmph on permitted city streets and designated bike paths.
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 - Are fitted with lights and horns (not bells which hearing impaired cannot hear).
 - Are disabled when the vehicle enters parkland or other designated places (such as Federation and other public places).
- 2.2 The Operators of the e-vehicles must provide e-training in the safe use of the vehicle and the rules governing the use of the vehicle before a new user can enable the machine. Technology must be provided which limits the speed of vehicles to 10kmph until every hirer has completed 10 hours of safe and rule-compliant use. Technology must require that the hirer electronically agrees to abide by the terms and conditions of use before a ride can commence. The commercial operators of e-vehicles must be required to provide e-vehicle parking stations around the city in which they are allowed to operate, and a hire must start and end at a designated e-vehicle park. Each park must have signage explaining the rules for use and safe use of e-scooters and bikes.
- 2.4 The City and the Commercial e-vehicle operators must provide financial resources to fund employment and equipment of Traffic Officers or Protective Officers for the enforcement of rules for e-vehicle use and enforce consequences for non-compliance with meaningful penalties and fines. It is evident that the Victorian Police presently lack the resources for this important task.
- 2.5 Commercial e-scooter and e-bike operators must be required to provide parking of their e-vehicle fleets off footpaths and public places, perhaps in commercial spaces outside train stations or in private and public car parks. Perhaps Melbourne's "Little" streets and perhaps Elizabeth Street and Swanston Street should be closed to cars and trucks (except during "service hours"), and given over to cyclists and e-vehicle users and trams in Elizabeth and Swanston Streets.
- 2.6 The parameters of the required technology are set out in 2.1 and 2.2 above. Commercial operators that are unable to comply must be excluded from CoM and other participating cities.
- 2.7 All cities and towns that allow commercial e-scooters and e-bike providers must set and maintain the same operating requirements.

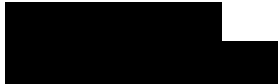
My observation on the streets of Melbourne since the e-scooter trial began are that e-scooter riders can be seen breaking all of the rules for use of these vehicles:

- **riding on footpaths throughout the CoM**
- **Riding without a helmet is almost the norm.**

- Riding two and sometimes three up is common
- **Riding at high speed in often very close proximity to pedestrians**
- **Failing to give any notice of passing,**
- **Not giving way to pedestrians**
- **Leaving e-scooters obstructing footpaths is common**

The consequence of this behaviour is that it has become dangerous to be a pedestrian on Melbourne's footpaths and shared paths to the point that one is fearful to be a pedestrian on Melbourne's streets. Serious consideration should be given to the registration of e-scooters and e-bikes and licencing of riders.

William Thompson



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*

Name: * Chris Thrum

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 13 June 2023

Agenda item title: 7.1 – Notice of Motion Lord Mayor Sally Capp: E- scooters

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear City of Melbourne,

This is a written submission in regards to the Future Melbourne Committee meeting of Tuesday 13th June 2023, and in particular Agenda Item 7.1 – Notice of Motion Lord Mayor Sally Capp: E-scooters.

The E-scooter phenomena is a global phenomena. Cities on different continents are seeking ways to optimise managing the phenomenon of rental E-scooters in a built up urban environment. Many cities are grappling with this issue.

This is a subject that needs to be researched. What are the pros and cons of E-scooters in Melbourne in 2023–24 Financial Year, and going forward?

Thanks to Lord Mayor Sally Capp for putting forward this motion. Thanks to Councillor Davydd Griffiths for seconding this motion. City of Melbourne has received advice on this matter from the disability community. The feedback from that Disability Advisory Committee should be taken on board. We cannot have E-scooters placed perpendicular to the gutter in the middle of the footpath, blocking the footpath and making it difficult for people with disabilities to travel along the footpath going about their daily affairs.

E- Scooters however do bring pizzazz, excitement and energy to the streets. In New York City, E-scooters are restricted to a speed of 15MPH , and can be ridden on the streets and bike lanes. In South Australia, E-scooters are

banned.

In Milan, Italy they have 8 different E-scooter rental companies. That makes for a very dynamic situation. In the first quarter of next year, the authorities in Milan will issue a new tender to renew the fleet, however this time only three operators will be granted a licence. Milan Mayor Giuseppe Sala says that – "the change is needed because it is more a matter of respect for the rules, we need the rules and we also need a lot of civic sense."

Milan is curbing E-scooters because they believe the situation has gone a bit Wild West.

In London, rental E-scooters are the only way to legally ride an E-scooter on public roads. No private E-scooters.

There is much research that is necessary on this subject. Should E-scooters be banned from footpaths?

New York has a speed limit of 25 kph, however in Victoria it is said that the speed limit is 60.

Public education program involving City of Melbourne, Yarra Council, Port Phillip Council has been mentioned in the Motion. That's a great idea.

Should Bayside Council be involved in this?

I support this motion, and encourage Councillors to support this motion.

Best regards,

Chris Thrum

Please indicate Yes
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please I wish to make my submission in person
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with

City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *



Cr Jamal Hakim
City of Melbourne
GPO Box 1603
Melbourne VIC 3001

By email: jamal.hakim@melbourne.vic.gov.au

12 June 2023

Dear Cr Hakim,

I am writing to bring to your attention the notice of motion (Agenda item 7.1) put forward for the Council meeting on June 13 by Lord Mayor Sally Capp in relation to the Annual Plan 2023-24 and a proposal to establish a Council position on the future of commercial e-scooter operations. Beam is strongly in support of the equitable consideration of e-scooters and their use, with a particular focus on section 2.6 - *What technology is required to better manage compliance with the rules governing the use of commercial e-scooters and the ability of Council to deny commercial operators that cannot deliver that technology.*

Beam, as Australia and New Zealand's largest shared micromobility company has successfully collaborated with several jurisdictions to meet their unique needs and ensure the highest standards of safety and public amenity. Since we first entered the Australian and New Zealand market in 2019, we have expanded to 29 local government areas, including Brisbane and Adelaide with our e-scooters supplying more than 19 million kilometres in e-scooter trips. Through this experience, we know that it is essential that local government is in the driving seat when it comes to determining safety standards, speed limits and the technology in use by micromobility providers. Therefore, we support the position of Lord Mayor Capp and believe that Council must retain the ability to approve or deny commercial operators on their capacity to implement and deploy the best safety technology available.

Micromobility safety technology already available to the market through Beam includes developments such as,

- A proprietary pedestrian detection device 'Pedestrian Shield', that can track an e-scooter's position on a road or pathway, allows for customised warnings to users, detects foot traffic, speed and can also assist policymakers in their urban

planning. Now operational in Auckland. This technology can detect an e-scooter on the footpath and bring it to a stop.

- Australia's first cognitive-backed drink riding deterrence test launched by Beam in Western Australia, which has seen hundreds of riders directed to better forms of public transport (for example, taxis and buses) after a night out.
- Updated onboard mapping systems to reduce reliance on satellite-based GPS, allowing for centimeter-perfect positioning. This ensures better parking, rider compliance, and hyper-accurate geo-fencing.
- Helmet locks on all vehicles, meaning that all riders have access to a helmet at all times.
- Tandem riding detection which can stop dangerous riding

Unfortunately, given the rapid development of technology, not all providers can or are willing to keep in step with what is available. This can often lead to cities being provided with subpar technology that would have otherwise had the ability to improve safety outcomes and better manage compliance. Disappointingly we also understand some providers simply choose not to deploy detection tools they have available to remain competitive and less restrictive in a marketplace. For example, we are aware of situations of operators failing to deploy their advertised sidewalk detection technology in the City of Melbourne.

At Beam we believe providers have a responsibility to ensure their technology is at its highest standard and is active to meet the safety expectations of the community. We support the City of Melbourne in its efforts to set strong standards for the future of commercial e-scooter operations and believe your support for these changes will significantly improve the future of micromobility in Melbourne.

We thank you for your time and consideration. Should you have any further questions on this or want to discuss e-scooter safety technology further, please don't hesitate to reach out to Sarah Taylor, Head of Policy ANZ on [REDACTED] or [REDACTED].

Kind regards

[REDACTED]

Tom Cooper
General Manager ANZ

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tony Penna

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 13 June 2023

Agenda item title: 7.1 Notice of Motion – Lord Mayor Sally Capp : e-scooters

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.
Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[20230613_fmc_meeting_no.57_agenda_item_7.1_notice_of_motion_lord_mayor_sally_capp_escooters.p](#)

128.02 KB • PDF

Please indicate whether you Yes

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person



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ABN 58 986 783 321 Cert. of Inc. A0036364B
info@southbankresidents.org.au
www.southbankresidents.org.au

Submission to Future Melbourne Committee

City of Melbourne, Melbourne Town Hall,
13 June 2023, 5.30pm – Meeting No.57
Agenda Item FMC 7.1: Notice of Motion - Lord Mayor Sally Capp: E-Scooters

The SRA commends the City of Melbourne for establishing ‘a Council position on the future of commercial e-scooter operations ...’ and its commissioning of a report which considers the commercial operation of e-scooters, including: e-scooters on footpaths, the parking of e-scooters and the use of technology to better manage compliance.

SRA notes the enthusiastic uptake of e-scooters during the trial period. It is apparent that this service provides an alternative transport means to younger workers, tourists and city enthusiasts. We note the concentration of a younger clientele and the variable responses to respect for pedestrians and road rules.

We have observed significant caution and ready compliance from some users in contrast with flagrant disregard for traffic lights, pedestrians and cars by some. There is a consistent presence of scooters blocking footpaths and a hesitance from pedestrians about how to avoid scooters heading towards them.

SRA is broadly in support of the motion and sees the use of e-scooters as a positive strategy in reducing city congestion. However, the proposed motion does not give sufficient specificity to the expected outcomes, nor does it address other concerns about the use of e-scooters.

Deploying existing e-scooter technologies

The SRA believes that some small adjustments can be made to existing e-scooter technologies and operating procedures of commercial providers to increase pedestrian safety and street amenity.

e-scooters on footpaths

The City of Melbourne should be aware that the commercial operators of e-scooters have the GPS technology and software to ensure that an e-scooter is brought to rest if it transgresses the geo-fencing. The technology is sufficient to determine the location of an e-scooter, so that it differentiates between a footpath, bike path and road within the immediate vicinity. It should be a requirement of any on-going contract that such capability is installed as it is in my locations throughout the world.

e-scooters where cycling is not permitted

There are locations where signage informs cyclists of a requirement to dismount and walk their bikes. One instance is the Evan Walker Bridge, where the design of the path across the bridge means that cyclists are a potential risk to pedestrians. For the same reason, such locations should be included in the geo-fencing of e-scooters.

e-scooter parking locations

It is within the current scope of the commercial operators to issue a financial penalty if an e-scooter is not returned to a designated parking station. Repeated offenses could result a ban on the user. These procedures should be actively pursued as a condition of commercial licensing.

Items not addressed in the motion:

The SRA would like to see the Council include the following in the e-scooter motion.

Speed of e-scooters

The pedestrian traffic along Southbank Promenade and Crown Promenade is now at 150% of pre-COVID levels, this is particularly the case at weekends. The SRA recommends that:

- The commercial operators reduce the maximum speed in these locations to that of a good walking pace, that is 5 kph.
- A curfew of e-scooters be considered for specific locations and times. For example: no e-scooters on the two promenades on the weekend. Brisbane, the ACT, Cincinnati, Detroit, St Louis, Atlanta and Memphis have some form of curfew.
- Short (10m) strips of flashing LED lighting be installed in the paving grooves at four (4) locations:
 - i) on Crown Promenade at the Clarendon St and Queensbridge St ends and
 - ii) on Southbank Promenade at the Queensbridge St and the boat sheds ends. The flashing LEDs will appear as a light moving along the strip at the specified speed, giving all riders a visual cue as to the speed limit, which pedestrians can also observe.



Privately-owned e-scooters

The motion restricts itself to the commercial e-scooter operations. This ignores the recent State Government decision to allow privately owned e-scooters the same access as the commercial e-scooters.

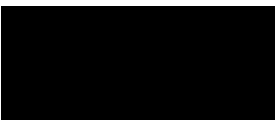
Privately owned e-scooters have no technology to restrict their speed in controlled areas. This means that such e-scooters will be able to travel at 20 kph or more along Southbank Promenade. While against the law, there is little chance of being caught.

The City of Melbourne should be lobbying the State Government to close this loophole, either by ensuring that all e-scooters, private or otherwise, are registered and preferably require geo-fencing software to be installed.

Insurance and e-scooters

There is still much uncertainty about insurance, both for the rider and for anyone hit by an e-scooter. The City of Melbourne should be seeking for this area to be clarified, potentially with the involvement of the TAC.

The Southbank Residents Association is keen to make themselves available for any future consultation or discussion on e-scooters.



Tony Penna
President
Southbank Residents Association