
Name: * Claudia Marck

Email address: * claudia_marck@yahoo.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 11 December 2018

Agenda item title: * 6.8 Transport Strategy Refresh Discussion Papers – Stakeholder Report

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

There is a real opportunity to make substantial changes based on the draft Transport Strategy that will not only improve transport, but will substantially improve health and wellbeing, air quality, community cohesion and improve viability of shops and restaurants in and around the CBD.

Making the entire CBD a 30km zone and removing car lanes and parking, and replacing them by wider footpaths, separated and safe bike lines, and better public transport options will increase healthy transport and accessibility to the city.

Melbourne is decades behind some other world cities where this is already a reality with benefits for everyone. This needs to be prioritised and become a reality in 2019, as is supported by the many submissions to the draft Transport Strategy.

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

Name: * Jenny Blake

Email address: * jennyblake1@bigpond.com

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Agenda item title: * 6.8 Transport Strategy Refresh Discussion Papers – Stakeholder Report

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Re City of Melbourne Transport Strategy

I would humbly like to submit in regard to the City of Melbourne Transport Strategy

1. I am a former rural councillor and Mayor of Golden Plains Shire
2. I am currently a member of a National Bard that meets most months in Melbourne
3. I live with a chronic lung disease that makes travelling on public transport a health hazard as people simply do not seem care about being out and about with an infection and my immunity can be very low.
4. Walking long distances is a huge physical challenge for me but I do not require a wheel chair at this stage.

I understand the congestion issues facing the city but please understand that not all people can use public transport or cycle or walk.

I suggest that provision for people with a genuine disability need to be undertaken so that people like myself are not prevented from taking on roles that allow us to represent our communities, access one of the most beautiful cities in the world and live life well.

I need to be able to drive myself and park within 200–300 metres of my destination. I have a disability sticker. I appreciate the number of handicapped parks in the city but a few more with 4 hour parks would be useful [most meetings are of at least 2 –4 hours duration minimum].

I understand the difficult decisions facing you as councillors and wish you well

Some years ago in Munich I was very impressed with the manner they handled pedestrians and bikes.

They were regulated on a wide divided pathway – you had to be very careful not to stray onto the wrong side as Bikes were flying along. Also the pathway ensured that users were protected from traffic by either a bollard construction where cars were not parked or by parked cars between the traffic and the bikes. There was also a kind of traffic management system that took into account peak travel and usage times.

Kindest Regards

Jen Blake

265 Eastern Access,

Barunah Park 3329

Privacy

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

acknowledgement:

*

From: Rodney Brown [<mailto:rod.brown72@gmail.com>]

Sent: Sunday, 9 December 2018 9:48 AM

To: Sally Capp - Lord Mayor of Melbourne; Arron Wood; Nicolas Frances Gilley; Philip Liu; Rohan Leppert; Kevin Louey; Cathy Oke; Beverley Pinder; Nicholas Reece; Susan Riley; Jackie Watts; Transport

Subject: Refresh of the City of Melbourne Transport Strategy.

Cr Sally Capp
The Lord Mayor
The City of Melbourne

Dear Lord Mayor, Deputy Lord Mayor, and Councillors

Re Motorcycle Footpath and Kerbside Parking

I would like to make the following submission in response to the refresh of the City of Melbourne Transport Strategy.

With the large increase of motorbikes and scooters on our roads, I find the draft Transport Strategy Refresh paper falls far short of the likely increase in demand for this mode of transport. The Transport strategy paper does very little to encourage motorbike and scooter transport.

The Strategy mainly promotes three modes of transport - pushbikes, pedestrians, and public transport. Prohibiting parking of motorbikes on the footpath and kerbside to build more pushbike lanes, definitely does not make motorcyclists feel welcome and safe in the city.

Motorbikes and scooters have a legal right to park on footpaths and kerbsides in Victoria.

Footpath and kerbside parking for motorcycles has been drastically reduced in many city locations, for example:

- No parking zones for motorcycles
- Shared pedestrian footpaths with pushbike riders
- Permanent cycle stations in Melbourne; one cycle station is equivalent to parking a bus permanently on the footpath.

- **Thousands of permanent pushbike hoops dumped all over the footpaths and more to be erected cluttering the footpath. Pushbikes need to be provided with allocated parking, freeing up footpath space for pedestrians and street improvements**
- Kerbside parking areas taken away and replaced by pushbike lanes.

With increased numbers of local, interstate and international motorcycle riders traveling in and out of the city, additional safe, secure and convenient permanent parking space is needed. Parking areas need to be safe to enter and exit from and in close proximity to motorcycle precincts and cafes/stores/shops frequently visited by riders. Motorcyclists find footpath and dedicated motorcycle kerbside parking to be safe and convenient. It adds to the vibrant atmosphere of our city, especially for tourists.

I would like to conclude by stating that motorcycles are an important sustainable mode of transport. They alleviate ever-increasing traffic congestion and parking pressures. Concern about noise and air pollution mentioned in the report does not take into account that electric motorcycles are already here, and more are likely on the way in the future.

I sincerely hope the City of Melbourne fully supports motorbike parking on footpaths and kerbside in accordance to the Road Safety Rules, when finalising the Transport Strategy.

Yours sincerely

Rodney Brown Motorcycle Advocate

Name: * John Nelson

Email address: * jctnelson@hotmail.com

Contact phone number (optional): 0409424644

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 11 December 2018

Agenda item title: * Motorcycle parking CoM

Please write your submission in the space provided below and submit **by no later than 10am on the day of the scheduled meeting.** We encourage you to make your submission as early as possible.

This country has no place for bigotry. There seems to be an Anti Motorcycle element and culture within the City of Melbourne regarding this issue. Motorcycles are not the causes of the problems at hand. Motorcycles are a part of the solution and should be treated as such and considered separately from cars. Submissions and correspondence from Mr Damien Codogntto OAM seem to have been ignored.

LET THOSE WHO RIDE DECIDE

John Nelson
74 Albert Rd Hallam 3803

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

Name: * Shane Wescott

Email address: * shane_wescott@hotmail.com

Contact phone number (optional): +61404362251

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 11 December 2018

Agenda item title: 6.8 Transport Strategy Refresh Discussion Papers – Stakeholder Report

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Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Hi Lord Mayor

Thanks for the opportunity to feedback on Council initiatives and for being open about plans and changes around our great city.

I read with distress that there are plans to change the Culture of our great city.

I travel significantly for work, both around australia, and overseas.

I am a proud advocate of our city, I was born here 58 years ago, and have lived most of my life here.

I love Melbourne, and quite often, when talking about Motor Cycles, riders will comment on how great it is that we can easily commute in and out of the city, and park on the streets in the CBD.

It's something our city is known for, it's something that is admired, and envied around the world. It's been that way for 3 decades I believe and I don't see a logical or sensible reason to change.

It's part of Melbourne culture which adds to the European feel of our city and differentiates us from every other major city in Australia.

A move to ban the ability of Motor cycles to park in the CBD easily and freely will firmly put us back in the pack with sterile back waters like Sydney and Brisbane.

I'm not sure who has suggested these changes, or what their motivations are, but it seems the Council bends over backwards for the Push bike community, with zero revenue coming back produced by these people.

I for one, given the choice between losing my rights to park in the CBD, and having our Motor Cycle friendly Culture remain, would happily pay an annual "CBD Fee" to allow me to park according to the current rules.

Other riders may argue with that but I understand business and I know if the Council can see extra revenue, that would help support.

I would suggest setting a reasonable fee and running the numbers, and then comparing it to the revenue the Push bike fraternity is offering.

So please consider the Culture of our great city, the financial contributions of the Motor Cycle community, and vote to keep our great city the envy of Motor Cycle riders around Australia and around the World.

Thanks you for your time and for listening.

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

*

Name: * Paul Davis

Email address: * paul.davis1611@bigpond.com

Contact phone number (optional): +61417593000

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 11 December 2018

Agenda item title: 6.8 Transport Strategy Refresh Discussion Papers – Stakeholder Report

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Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear Lord Mayor,

As a country motorcycle rider who occasionally travels to Melbourne I strongly urge you to maintain motorcycle friendly footpath parking in the CBD. Because of the current parking arrangements I always ride my motorcycle to Melbourne. If these are changed, then the incentive for me to ride will not be there and I will become just another car driver in the city adding to congestion etc. The current process that I understand you have initiated about this matter appears to be quite flawed in that motorcycle interests have had very limited opportunity for input. Further, the suggestion that motorcycle parking on footpaths creates a safety risk for pedestrians is quite ill-informed and is just looking for excuses.

Motorcycles and scooters are a solution to traffic and parking problems in the City – not a cause.

I strongly urge that the current arrangements be maintained as they are.

Yours sincerely,

Paul Davis

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

*

Name: * Ben Rossiter

Email address: * brossiter@victoriawalks.org.au

Contact phone number (optional): 96623975

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Monday 10 December 2018

Agenda item title: * 6.8 Transport Strategy Refresh Discussion Papers – Stakeholder Report

Alternatively you may attach your written



submission by uploading your file here: [com_council_meeting_11_dec_2018_regarding_transport_strategy_refresh_community_engagement_report.](#)
169.96 KB · DOCX

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Victoria Walks Inc.
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Melbourne VIC 3000
P: 03 9662 3975
E: info@victoriawalks.org.au
www.victoriawalks.org.au
Registration No. A0052693U

10 December 2017

Submission to Council meeting 11 December 2018 regarding Agenda Item 6.8 Transport Strategy Refresh Discussion Papers – Stakeholder Report

Victoria Walks applauds the City of Melbourne for developing a long-term vision for transport in which people are given a higher priority than vehicles. This works towards addressing the inconsistency where roads and car parks account for 61% of street space in the municipality yet only 36% of all trips are made by private vehicle¹.

The Community Engagement report shows strong support for a transition from a vehicle focus to a people focus and an associated reallocation of street space. Improving pedestrian infrastructure was identified by many respondents as an important topic.

Given the high rates of walking in the city (89% of all trips in the Hoddle Grid and 66% of trips across the municipality²), particularly important elements to address include:

- **Crowding**, raised by 54% of respondents (Walking Discussion Paper). As outlined in the report, this can be addressed by removing on-street car parking and using the extra space to widen footpaths. More space for people to walk and places to be could be created by removing traffic lanes in key locations, as would removing clutter from footpaths.
- **Congestion of intersections**, raised by 39% of respondents (Walking Discussion Paper). This covers signal operations (e.g. a green phase which too short in which to cross the road; long wait times) as well as drivers who block intersections or ignore signals.
- **Providing more shared and priority space for pedestrians**, for by example, applying the Barcelona 'Superblocks' model to sections of the Hoddle Grid, supported by 31% of respondents (City Space Discussion Paper). Victoria Walks would like this to include the area bordered by Queen St, Lonsdale St, Flinders St and Exhibition St.
- Reducing the number of cars and car parking in the CBD, as suggested by 53% of respondents (Car Parking Discussion Paper).

Additional changes Victoria Walks would like to see in improving pedestrian infrastructure in the city include:

- Improving pedestrian spaces and connectivity around CBD train stations, including at Southern Cross, Flinders St and Flagstaff.
- Installation of raised thresholds on all 'little' street intersections with main streets (e.g. Little Bourke and Little Lonsdale Streets at Swanston St) and raised pedestrian crossings on 40km/h roads.
- Installation of pedestrian facilities on all legs of signalised intersections (e.g. Russell and Flinders Sts; Rathdowne and Queensberry Sts).

¹ City of Melbourne, Discussion Paper – City Space, Street Space Allocation Diagram.

² City of Melbourne, *Discussion Paper on Walking*, VISTA 2016, p.1

- An assessment to understand locations where improvements should be made to improve access for older pedestrians. The Victorian population is rapidly ageing and older pedestrians, particularly women, are over-represented in falls in public spaces.
- Ensure that the design of driveways and accessways maintains and enhances the integrity of the footpath and does not delay pedestrian movement, including avoiding use of new traffic signals.
- Consider issues of personal safety in streetscape design, especially streetlighting to address locations where women feel unsafe in the City.
- Dedicate footpaths to walkers, provide separate cycling facilities and advocate for enforcement action in response to illegal cycling on the footpath.
- Prohibit motorbike parking in congested locations and next to the building line.
- Ensure that new tram stops are designed to facilitate pedestrian movement across the street and access to trams. They should not create barriers and cause delays to pedestrians.

Further details are available in our earlier submission (July 2018) to the City of Melbourne regarding the Transport Strategy.

Victoria Walks notes that many of the issues raised in the discussion papers were also contemplated in the City of Melbourne Walking Plan from 2014-2017 – an excellent, forward-thinking document. However, action to implement the Walking Plan has been very limited. Therefore, any future Transport Strategy needs to contain a well-resourced action plan to provide for the transformation of at least three street blocks each year. The City of Melbourne also need to work closely with the state government to be able to implement the bold changes required.

If you have any queries regarding this submission please contact Duane Burtt, Principal Policy Advisor on dburtt@victoriawalks.org.au or 9662 3975.

Name: * Rob Salvatore

Email address: * victorianmotorcyclecouncil@gmail.com

Contact phone number (optional): 0409416230

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 11 December 2018

Agenda item title: * 6.8 Transport Strategy Refresh Discussion Papers – Stakeholder Report

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible. Please refer to attached file for the Victorian Motorcycle Council's response to the agenda item.

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



[2018_12_com_draft_strategy_refresh_submission_final.pdf](#)

244.66 KB · PDF

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Victorian Motorcycle Council
PO Box 400
Baxter, Vic. 3911
victorianmotorcyclecouncil@gmail.com
ACN 148567015

Online submission via: <https://comdigital.wufoo.com/forms/rly4bj60tdagsg/>

Response to “Transport Strategy Refresh” Report by
EY Sweeney for Dec 11th City Of Melbourne Council
Meeting.

Victorian Motorcycle Council Submission
December 2018

About this submission:

The Victorian Motorcycle Council welcomes the opportunity to present a short response for consideration of the City of Melbourne Council.

The submission is in regards to the Motor vehicles section of the “Transport Strategy Refresh – Participate Melbourne Community Engagement Analysis” report by EY Sweeney December 2018, with specific reference to motorcycles / powered two wheelers (PTW’s).

The Victorian Motorcycle Council was created to represent the interests of all motorcyclists, motorcycling organisations and relevant stakeholders in Victoria. The Victorian Motorcycle Council is represented on the Australian Motorcycle Council, the peak motorcycle representative body in Australia.

The information included in this submission is for all intents and purposes, factual, correct, accurate and relevant. The VMC and/or its associates are available to expand on any of the points contained within this submission.

This submission will be shared to the motorcycling community and to the Victorian Road Transport Ministry.

Contacts

Peter Baulch	VMC Chair	0428 246175
Rob Salvatore	VMC Vice Chair	0409 416230
John Eacott	VMC Media Spokesperson	0428 383826

OPENING STATEMENT/SUMMARY

The Victorian Motorcycle Council (VMC) understands that the City of Melbourne (CoM) is looking to respond to the significant issues inherent in future population and visitation growth. A uniquely suited congestion beating, space efficient, fuel economic, practical mode of transport such as motorcycles / powered two wheelers (PTW), would have been thought to have been a favoured and positively promoted response to such considerations. That is certainly not the sense one obtains from the “participate” documents and analysis.

This submission highlights some surprising outcomes and flaws in relation to the PTW aspects of the analysis performed by EY Sweeney and some concerns about the “Participate Melbourne” process. As a result of which, we ask that City of Melbourne consults directly with motorcycle and riding subject matter experts in regards to strategic PTW traffic considerations.

DISCUSSION

Participation/Engagement:

The EY Sweeney document indicates that the participate process had on average 14 engagements per day, over three submission options, over three months. Given that these are matters with far reaching consequences to the fabric of the City of Melbourne, an obvious question arises as to whether this is a sufficient level of engagement and sufficient response from which to draw strategic traffic policy.

Bias:

In relation to PTW’s, there was a detectable bias evident in the wording used in the discussion documents. Not surprisingly, the “participate” engagement process may have produced results that are negative towards PTW’s, despite PTW’s uniquely suited advantages. By way of some examples - PTW’s were described as “cluttering” the pavement, an increase in ridership had an interpretably negative overtone, and a focus was made on the minority of surveyed PTW’s having parked inappropriately. In these and other cases, readers were pushed towards a particular conclusion despite it being evident to riders that other conclusions could easily have been drawn. This was further amplified by the majority of participants not themselves being riders and therefore not understanding the riding task.

Motorcycle Plan 2015-2018 Missing in Action

It is disappointing to say the least, that the Transport Strategy Refresh report does not reference the excellent document that the City of Melbourne prepared in conjunction with its Motorcycles in City of Melbourne Committee (MiCOM)– known as the *City of Melbourne Motorcycle Plan 2015 -2018*¹ and that EY Sweeney did not reference that same committee on matters of PTW’s at any point in its analysis report.

¹ <https://www.melbourne.vic.gov.au/parking-and-transport/transport-planning-projects/Pages/motorcycle-plan.aspx>

Motorcycle Foot Path Parking

Motorcycle pavement, aka footpath parking, is allowed for in the Victorian Road Safety Road Rules, and has worked well for decades without significant complaint. It has been well supported by successive CoM councils and departments and naturally by riders. It promotes access to the CBD via a highly efficient transport mode which is one of the key objectives of the transport strategy.

CoM engineers in 2017 conducted a survey as part of MiCOM activities, in response to a councillor's perception of footpath parking as an obstruction and found no genuine concerns or a need to install further "no motorcycle parking" signage. There's no reference to this in the documents.

The "Participate Melbourne" documents instead made a show of representing such parking as counter to pedestrian flow and that it would lead to cluttering paths, and proposed dedicated on road parking instead. The documents also made a show of a minority of bikes that didn't park considerately rather than recognising that the vast majority of riders did the right thing and with a little encouragement, education and enforcement, this good result could be leveraged into an outcome consistent with the strategy's goals. The bias is clear and highlights short sightedness in three key areas.

A) In the time frame being considered, the motorcycle fleet will almost certainly skew towards electrically powered PTW's, thus bringing with them even greater environmental benefits for the CBD area. Removal of footpath parking would be a disincentive to using such a transport mode.

B) Should pavement areas be expanded for greater pedestrian use, presumably at a loss of road surface area (which therefore provides a disincentive to vehicular traffic), the increased area would provide even more parking opportunity for PTW's with an even further reduced likelihood of pedestrian / PTW interaction, and

C) While the provision of on street dedicated parking appears at first as an intuitively reasonable alternative, it represents a largely backward step if made in conjunction with a ban on pavement parking. It is an approach that provides a fixed allocation of parking infrastructure that is unable to flex to meet discretionary peak demands. One need only look to Brisbane and Sydney to see the downside of such an approach with riders regularly reporting nowhere to park and being discouraged from using their efficient mode of transport. The VMC strongly supports more on street parking as an adjunct to pavement parking.

KEY POINTS AND OBSERVATIONS ABOUT THE EY SWEENEY REPORT

1. The Transport Strategy should treat Powered Two Wheelers, i.e., motorcycles, scooters and electric bikes, as a separate discussion point, not 'lumped in' with all Motor Vehicles.
2. PTWs are a solution to traffic congestion and commuting, not the problem.

3. PTWs excel for flexible personal commuting out to a 50-60km distance, unlike bicycles (10-15km max), or private vehicles (primary congestion creators), or rail/bus transport with restricted travel times and departure/destination hubs.
4. PTWs take far less pavement space than restaurant tables, bicycle parking hoops, hire bicycle bays and general street furniture.
5. PTWs have their own CoM committee - Motorcycles in the City of Melbourne committee (MICoM) which should have been better consulted during the period of the Transport Strategy development.
6. The existing Transport Strategy has a well-planned *City of Melbourne Motorcycle Plan 2015-2018* which can and should be continued in the new CoM Transport Strategy.
7. Motorcycling is the most vulnerable of the three Vulnerable Road User groups, given the now extensive protection and treatments enjoyed by the other two VRUs: pedestrians and cyclists. PTWs must be given equal protection and consideration in the CoM Transport Strategy: increasing the safety of any road user group at the increased risk to the safety of another group is not acceptable in any road planning strategy.
8. PTWs should be allowed dedicated parking areas with secure storage for rider's gear, in the same way that cyclists are allowed. This should be complementary to, not instead of, pavement parking
9. Pavement parking is a State Road Rule, not a City of Melbourne rule and must be recognised as such.
10. As (frequently) raised by the MICoM panel, education of how to pavement park responsibly by riders is imperative and long overdue. The plague of Uber delivery and similar scooter riders, often on international licences, concerns the VMC with their increasingly unsuitable pavement parking: this needs a concerted enforcement by both CoM and Victoria Police on a continuing basis.
11. The VMC stands ready as always to work with the CoM to promote and encourage PTW use to the benefit of all road users, but not at the expense of restricting footpath parking.
12. Only 5% of respondents were in favour of removing motorcycles AND pushbikes from the pavement (EY Sweeney page 34).
13. No respondents raised concerns about PTW pavement parking in EY Sweeney Walking Report.
14. No reference to PTWs was made in the EY Sweeney Emerging Technologies Report.
15. No consideration was given to Single Track Vehicle designation (cycles, scooters, electric bikes and motorcycles) as equally deserving of protection and priority in the EY Sweeney Cycling Report.
16. No reference to PTWs was made in the EY Sweeney Car Parking Report, despite a current CoM policy to convert car parking spots to free motorcycle (PTW) parking with 7 PTWs able to fit into a space taken by two adjacent car parks.
17. The EY Sweeney Motor Vehicles Report contains some positive PTW comments, which are unique in being dismissed by the author as being a small proportion of overall

comments. Nowhere else in the Report is such a dismissal encountered: 5% is the referenced response dismissed, yet 5% is also the return on the "Dangerous, Limited Alternative Routes", light signals ignore, and police enforcement reports all found on page 83, all of which are reported without disparaging comment. This indicates an underlining bias by the author(s) of the report.

18. It would seem from the numerous pro-cycling responses throughout the Report that there has been a concerted campaign by the cycling lobby: good for them but a biased overall report has thus ensued.
19. Page 85 has 6% of respondents supporting pavement parking and use of PTWs in the City.
20. Page 91 has a 12% response to keeping footpath parking; which was the same proportion that responded positively to making the city more pedestrian friendly, but their relative positioning in the subsequent list portrays a bias.
21. There is no mention of PTW pavement parking as an issue in the EW Sweeney "Ideas Forum", "Walking – Other Comments", and only a minor 3% response against pavement parking in "City Space". Also no mention of a negative response to pavement parking in "Public Transport", "Cycling – Other Comments", "Car Parking – Other Comments", or "Motor Vehicles – Other Comments" - however in the latter there was a 3% response recorded against "*Do not reduce motorcycle parking!*"

RECOMMENDATION:

The Victorian Motorcycle Council strongly suggests that EY Sweeney works with subject matter experts in the area of motorcycles / PTW's for a fair and engaged analysis of motorcycling issues and topics. The Motorcycles in the City of Melbourne Committee would be an appropriate subject matter expert panel.

From: Simon Pritchard [<mailto:pritchardsimon@yahoo.com.au>]
Sent: Monday, 10 December 2018 5:28 PM
To: Sally Capp - Lord Mayor of Melbourne
Cc: Nicolas Frances Gilley
Subject: Motorcycle footpath parking

To whom it may concern,

I am writing to object to the proposed ban on parking of motorcylyces on the footpath in the City of Melbourne. I object to the lack of consultation with the City of Melbourne's Motorcycles In Melbourne Committee, the Motorcycle Expert Advisory Panel at VicRoads and other motorcycle and scooter organisations. Banning motorcycle parking on footpaths will only lead to greater parking problems. Motorcycles must park so that they are not obstructing pedestrians, if they are, then they can be fined. There are greater obstructions to pedestrians by cafes, shop signs and sales people.

Motorcycle footpath parking has worked just fine for decades and still works well, I am not sure what could possibly be gained by making it illegal.

Thanks, Simon Pritchard.

From: Ray Lindner <linray1207@gmail.com>
Sent: Tuesday, 11 December 2018 2:40 PM
To: CoM Meetings
Subject: Tonight's meeting

Traffic Strategy.

Unfortunately I cannot make tonight's meeting as last night' international flight has left me far too weary to get into the city.

In regard to motorcycle parking:

I strongly believe that commercial parking for motorcycle sales on footpaths and parking of scooters and motorcycles used for commercial operations such as food delivery should be off footpaths. These users should have off street parking and/or showrooms and on footpath parking left for private users.

Some motorcycle sales outlets simply pack the footpath with so many bikes that even the very customers they wish to attract cannot get a motorcycle parking spot anywhere near them. Maintaining on footpath parking for private users gets many cars off the roads and helps in overall traffic management.

I did submit these offerings in a recent survey and hope they get considered.

--

Regards,
Ray Lindner
PO Box 286
Williamstown, Victoria 3016
Phone: 0438 062 508
e: linray1207@gmail.com

Name: * Chris Thrum

Email address: * mineralsands@hotmail.com

Contact phone number (optional): 0422066973

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Council meeting

Date of meeting: * Tuesday 11 December 2018

Agenda item title: 7.2 Notice of Motion, Cr Leppert: Funding request

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Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear City of Melbourne Meeting Group

This is a written response in regards to the Melbourne City Council Meeting to be held on Tuesday 11th November, 2018 and in particular to Agenda Item 7.2 Notice of Motion, Cr Leppert: Funding request.

I support this motion. La Mama is an incredible Theatre group, and as it transitions to a rebuild of the Theatre it is appropriate that Melbourne City Council offers this kind of support. La Mama is a stellar creature and is most significant in the Arts sphere of Melbourne. It provides a unique and phenomenal contribution to the community around Melbourne. Thanks to City of Melbourne for recognising this, and to Councillor Rohan Leppert and the work that he does supporting the artistic community in Melbourne. La Mama Rocks!

Best regards

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

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