

DCF64/19 DEPARTMENT OF TRANSPORT'S SYDNEY ROAD IMPROVEMENT PROJECT (D19/287652)

Director City Futures

City Change

Executive Summary

Following the death of a cyclist on Sydney Road in 2015, a 'codesign' working group was convened by the Department of Transport (DoT), then VicRoads to investigate opportunities for changes to the street. This working group included Council officers as well as representatives from State Government agencies, transport operators, traders' associations and transport advocacy groups.

During June and July 2019, DoT conducted consultation on potential options for change to Sydney Road between Brunswick Road, Brunswick and Bell Street, Coburg (the 'Sydney Road Improvement Project'). These options were informed by feedback provided by the codesign group.

While all 5 options include installation of accessible tram stops, they vary greatly in the extent of change to different transport modes and users of Sydney Road. The option known as 'option 3', which represents the most significant change from current conditions, would entail extended footpaths with opportunities for street tree planting, physically separated bicycle lanes and removal of all on-street parking along the full extent of Sydney Road between Brunswick Road, Brunswick and Bell Street, Coburg if fully implemented.

This option represents the closest alignment with the Moreland Integrated Transport Strategy (MITS) 2019, as the option which most improves the amenity of Sydney Road for pedestrians, removes conflicts between transport modes, and improves the safety of Sydney Road for cyclists. It also aligns with the State Government's Movement and Place network classification for Sydney Road which prioritises cycling and tram movements, as well as place value (particularly in the Brunswick section).

The Moreland Economic Development Strategy 2016-2021 seeks to ensure that activity centres are economically viable and attractive, and to improve and advocate for improvements to transport connections to activity centres. Council has also committed to supporting the viability and growth of local businesses, including through the Brunswick and Coburg Special Rate and Charge Schemes.

While reduction in car parking has the potential to negatively impact businesses particularly those whose customers primarily arrive by car, improvements to place quality and improved access for visitors via sustainable transport modes may positively impact businesses. The extent of these positive and negative impacts is not yet fully known however is likely to have different effects on different types of businesses in different sections of the road.

Recent surveys of Sydney Road users commissioned by Council found that only 13% drove and parked on Sydney Road itself. A significant number of trips by car were made over short distances, including within the same postcode. On average, traders estimated that 61% of customers came by car (compared to the actual figure of 39%), and that 14% came by foot (compared to the actual figure of 31%). The proportion of respondents expecting to spend more than \$50 during their visit didn't differ greatly by transport mode, although motorists (10%) and cyclists (9%) were more likely than the average visitor (7%) to spend more than \$100.

A trial of removal of on-street parking to facilitate physically separated bicycle lanes and provide for enhanced placemaking (for example, greening, parklets) would enable better understanding of the impacts of such change in the longer term. It is recommended that Council make a submission to the DoT to provide in-principle support for Option 3, reserving its decision on a preferred long-term outcome for Sydney Road until the outcomes a trial are known. The recommended location for a trial is between Brunswick Road and Glenlyon Road, Brunswick and would involve a reduction of approximately 100 parking spaces during the trial period.

If a trial was supported and implemented by DoT, Council officers would support local businesses through relocation of loading and passenger drop-off zones, increase in nearby disabled parking, opportunities for footpath dining and trading, placemaking elements to improve the place quality of the street, and promotional campaigns to encourage people to visit and shop in the area.

It is also recommended to advocate to the DoT for the use of physically separated bicycle lanes (including removal of parking) at some sections of Sydney Road to provide a safe and accessible detour route during the closure of the Upfield Shared Path as a result of Level Crossing Removal Project (LXRP) works.

It is not recommended that the trial of the Option 3 treatment and detour route for cyclists during LXRP disruptions to the Upfield Shared Path commence at the same time, recognising that allowing a trial of Option 3 in Brunswick in isolation, would allow a much better understanding of the implications of this change to Sydney Road and the implications of the LXRP detour can also be separately understood.

Officer Recommendation

That Council:

1. Provides in-principle support for Option 3 in June/July 2019 Department of Transport consultation on the Sydney Road Improvement Project, noting this is the option which best aligns with the Moreland Integrated Transport Strategy 2019 and the Movement and Place network classification for Sydney Road.
2. Notes the commitment, enshrined in the Brunswick and Coburg Special Rate and Charge Schemes, to supporting the viability and growth of local businesses and shopping strips, and that the potential impacts of removing car parking to provide additional space for pedestrians and cyclists can be better understood through a trial of the Option 3 treatment.
3. Supports the temporary removal of car parking on Sydney Road, Coburg for the extent of the disruption to the Upfield Shared Path due to the Level Crossing Removal Project, to provide physically separated bicycle lanes as a safe and accessible detour route for cyclists.
4. Supports a 6-month trial to be conducted of the option 3 treatment on Sydney Road between Brunswick Road and Glenlyon Road, Brunswick to better understand the impacts of such changes, including:
 - a) Physically separated bicycle lanes;
 - b) Enhanced placemaking which may include parklets and additional opportunities for footpath dining and trading;
 - c) Removal of on-street car parking;
 - d) Relocation of loading and drop-off/pick-up opportunities to adjacent side streets;
 - e) Additional disabled parking in adjacent side streets;
 - f) Measures to support local businesses during this period;
 - g) That the trial and the Level Crossing Removal Project detour route not commence at the same time.

5. Reserves its position on the preferred ultimate outcome of the Sydney Road Improvement Project until the impacts of change are better understood following the conclusion of a trial.
6. Endorses the submission to the Department of Transport, at Attachment 1 to this report, on the Sydney Road Improvement Project reflecting Council's position, including advocating for a trial of the option 3 treatment and the use of physically separated bicycle lanes on Sydney Road during Level Crossing Removal Project disruptions to the Upfield Shared Path to provide a safe detour route.
7. Receives a further report on a trial of the Option 3 treatment on Sydney Road between Brunswick Road and Glenlyon Road, Brunswick if this trial is supported by the Department of Transport and when more detail is available.

1. Policy Context

The Council Plan 2017-2021 states that key priorities for Council include to:

- Facilitate a demonstrable shift to more sustainable modes of transport that also targets a long-term reduction in car use;
- Support the local economy and trading environments to enhance economic activity and promote local jobs;
- Develop a clear and funded approach to achieve zero carbon emissions by 2040;
- Invest in the revitalisation of shopping and trading precincts.

The Moreland Integrated Transport Strategy (MITS) 2019 states that Council will:

- Prioritise access by walking, cycling and public transport over car-based travel;
- Reallocate road space and car parking according to the road user hierarchy which prioritises (in descending order):
 - Pedestrians (including people using mobility devices)
 - Cyclists
 - Public transport users
 - Motorists.

MITS 2019 does not state a preferred outcome for Sydney Road.

Council's Urban Heat Island Effect Action Plan 2016-2026 identifies that the Upfield corridor, which includes the area around Sydney Road and the Upfield rail line, has some of the hottest surface temperatures in Moreland. The Cooling the Upfield Corridor Action Plan recognises there is currently limited opportunity to mitigate the urban heat island effect on Sydney Road however reconfiguration of the street through the Sydney Road Improvement Project could provide options to do so.

The Department of Transport (DoT) has adopted the Movement and Place Framework (Framework) which recognises streets are both movement corridors and places in their own right. This Framework is used to define the priority to be given to different forms of transport as well as the quality of place. DoT defines Sydney Road as a state-significant transport corridor (M1) for trams and bicycles, and of municipal or neighbourhood (P3 or P4) significance in terms of place depending on location.

The Moreland Economic Development Strategy 2016-2021 seeks to ensure that activity centres are economically attractive and to improve and advocate for improvements to transport connections to activity centres and industrial precincts including bike lanes, pedestrian routes and freeway access. Council has committed to supporting the viability and growth of retail and commercial businesses, shopping strips and business associations. This commitment has been written into the Funding Agreements governing the Brunswick and Coburg Special Rate and Charge Schemes, which Council has supported for a number of decades.

Of particular note from the Brunswick Structure Plan is the following vision for Sydney Road recognising its iconic status as a retail strip:

Sydney Road will continue to function as one of Melbourne's iconic nineteenth century retail strips, and will experience significant revitalisation through the establishment of a series of distinctive precincts. The renewal process will bring a new residential population that will provide a major boost in new investments that upgrade heritage buildings and precincts, and through urban and cultural initiatives. The presence of more people living and working in the Sydney Rd precinct (Local Area 1) will support a healthy 24-hour local economy.

The Brunswick Place Action Plan includes an action to participate in the Sydney Road Improvement Project codesign group in order to improve bicycle safety on Sydney Road, and also includes the potential for allocation of future Council budget towards trials of implementation actions in partnership with DoT.

The Coburg Place Action Plan includes an action to implement dedicated bicycle lanes on all primary streets within the Coburg Activity Centre excluding Bell Street (which includes Sydney Road).

2. Background

Sydney Road is an arterial road managed by DoT (previously VicRoads). Following the death of a cyclist on Sydney Road in 2015, VicRoads convened a 'codesign' group to discuss potential options for change, comprising Council, state government agencies, transport operators, traders associations and transport advocacy groups.

Council resolved in August 2015 (DCI31/15) to prioritise active and public transport modes on Sydney Road and request that the state government commission a study into a proposal put forward by Revitalise Sydney Road, an advocacy group calling for wider footpaths, separated cycling facilities, and increased long-stay off-street parking near Sydney Road.

Council also resolved in July 2017 (DCI37/17) to continue to attend codesign group workshops and request that the state government report to Council on the feasibility of recommendations made by the codesign group.

In June and July 2019, DoT ran public consultation on five options for changes to Sydney Road, all of which include construction of accessible tram stops:

- Option 1A: Footpath extensions at trams stops only, with cars merging into a single lane shared with trams at these locations. Parking removed at tram stops but retained elsewhere during off-peak times;
- Option 1B: Accessible tram stops only, retaining two lanes of traffic during peak periods. Parking removed at tram stops but retained elsewhere during off-peak times;
- Option 2: Dedicated tram lane during peak periods. Parking removed at tram stops but retained elsewhere during off-peak times;
- Option 3: Physically separated bicycle lane and footpath extensions along the corridor, with cars and trams sharing a single lane at all times. Parking removed along the entire corridor;
- Option 4: Footpath extensions at selected locations (not only at tram stops), with cars and trams sharing a single lane at all times. Parking removed at tram stops and other selected locations but retained elsewhere during off-peak times.

Attachment 2 shows the 5 options as they were presented to the public for consultation.

Consultation on the options was undertaken via an online survey, as well as a number of face-to-face consultation sessions run by DoT, and survey collectors endeavouring to personally visit every business along Sydney Road. Council officers supported DoT through promotion of the survey link and information on how to attend consultation sessions through Council's website and social media. Council officers also promoted the survey link to key community and advisory groups such as traders associations and Council's Transport Advisory Committee and Disability Working Group.

While DoT consultation closed on 14 July 2019, DoT has agreed to allow Council to make a submission following the August Council meeting. DoT has not yet made the results of its consultation available to Council or the public.

Council officers commissioned intercept surveys of shoppers and other visitors to Sydney Road to gain a reliable understanding of the transport modes used to access the area, and how these compare to traders' perceptions. In July 2019, Council resolved (NOM34/19) to note that this survey was underway and to receive a report at the August 2019 meeting on its results.

At the July 2019 meeting, Council also resolved (NOM35/19) to prepare an advocacy report detailing options for detours during closures of the Upfield Shared Path due to upcoming Level Crossing Removal Project (LXRP) works and current redevelopment at the Jewell Station precinct. This report is to include, among other things, data on how people travel to and from Sydney Road and surrounding locations, and options for trialling bicycle lanes on Sydney Road as detour routes around LXRP and Jewell Station precinct disruptions.

3. Issues

Sydney Road travel survey results

Intercept surveys commissioned by Council were held between Friday 12 July and Saturday 20 July at various locations along Sydney Road in Brunswick and Coburg. 854 shoppers and other visitors were surveyed on how they travelled to the area, the purpose of their trip, how long they intended to stay and how much they intended to spend. In addition, 255 traders were surveyed, primarily on their perception of how their customers arrive to their business.

Using a random intercept method ensures a more accurate snapshot of the behaviour of the actual shopper/visitor profile of the street on the days the survey was taken, rather than using an online survey which may be prone to selection bias.

Overall:

- 39% of people surveyed on Sydney Road arrived to the area by car;
- 31% by foot;
- 18% by public transport;
- 8% by bicycle.

Traders over-estimated the number of people arriving by car (average trader estimated was 61%) and under-estimated how many walked (average trader estimate was 14%).

As the surveys were held during winter with some bad weather, the results may over-estimate the proportion of people typically accessing the area by car. 17% of respondents said their travel mode on the survey day was not how they typically travelled to the area. Of the responses given by these people (multiple travel modes could be selected by a single person), 39% indicated they typically travelled by public transport, 25% by walking, 18% by car and 15% by bicycle.

A high proportion of visitors were local, with the majority (56%) of all surveyed visitors living in Brunswick, Coburg or Brunswick West. However, many of these shorter trips were still being made by car. 22% of Brunswick residents surveyed drove to survey locations within Brunswick compared to 38% of all people surveyed at those locations. 30% of Coburg residents drove to locations at Coburg, compared to 43% of all visitors. The vast majority of these short trips were made by people who did not have mobility related disabilities.

Of Sydney Road users who drove:

- 45% parked in off-street car parks (of which 88% did not pay for parking);
- 34% parked on Sydney Road;
- 10% parked in side streets;
- 11% parked at other locations such as business owned parking.

Notably, this means that only 13% of total visitors parked on Sydney Road.

The proportion of visitors intending to spend more than \$50 during their visit did not vary significantly by transport mode. 10% of people who drove and 9% of those who cycled intended to spend more than \$100 compared to an average of 7%. Overall, the majority (58%) of all visitors intended to spend less than \$50, with a further 14% not intending to spend any money.

133 of 254 traders surveyed provided additional comments. Of these, the majority either mentioned parking was difficult or were concerned that changes to parking could negatively impact on their business. A key theme was that traders believed longer term parking was required for them and their customers. Some traders made other comments, such as supporting improved bicycle lanes or commenting that there was a lot of congestion.

However, the comments provided by shoppers and other visitors had a greater mix of views, with many people supporting improvements for sustainable transport modes even if this involved reduction in car parking.

Feedback also indicated that some respondents found the 5 options the DoT consulted on were confusing, and it was not apparent exactly what changes were proposed in each option.

Further detail on the survey results is shown in **Attachment 3**.

Transport impacts

An assessment of the impacts of each option on various transport modes and other aspects is shown in **Attachment 4**. It should be noted that the options show mid-block locations only and do not provide any detail on how signalised intersections would function.

Option 3 is the only option which officers consider provides an improvement for cyclists, through providing a physically separated bicycle lane. This would most likely reduce road crashes (including car dooring incidents) involving cyclists and attract more people to use bicycles to access Sydney Road, including less experienced or confident cyclists. While option 4 provides more space for cyclists during weekday peak times (as there is no parking allowed similar to current clearways but without a second traffic lane), there is minimal opportunity for physical separation, meaning potentially increased risk from motorists attempting to illegally overtake trams.

The impact of the options on tram speeds and reliability is not fully known. Options which remove the clearway lane (options 1A, 3 and 4) may negatively impact on tram running to varying extents as trams and general traffic share a lane at all times (or merge at tram stops, as in option 1A). However, this may be moderated by reduced traffic if the road becomes less attractive to through traffic.

In addition, option 3 is likely to improve tram running outside of weekday peak times, compared to current conditions, as trams would no longer be delayed by vehicles pulling into or out of on-street parking, or by traffic searching for a parking space on Sydney Road. While option 2 may provide greater priority for trams in weekday peak times through a dedicated lane, the lack of physical separation means that its effectiveness would likely be reduced by driver non-compliance. The DoT has indicated there may be opportunity to use interventions such as modifications to traffic signals and turn bans to improve tram priority, however these are not indicated in any of the 5 options.

A number of options provide varying levels of opportunity for kerb extensions, from tram stop locations only (option 1A) to also including other selected locations (option 4) to the entire corridor (option 3). Widened footpaths may attract more pedestrian activity through increasing capacity and accessibility, as well as providing space for greening that could provide a pleasant pedestrian environment through mitigating the Urban Heat Island Effect. Pedestrian activity may also be attracted through increased opportunity for placemaking, street furniture and footpath dining/trading. Further detail on this issue is provided in the following section of this report.

All options involve a reduction in on-street car parking to allow the construction of accessible tram stops (to meet legislated accessibility requirements). However, options vary from retaining most of existing on-street parking (options 1A and 1B) to removing all on-street parking on Sydney Road (option 3). While option 3 would reduce the supply of parking in the area, significant off-street parking exists near Sydney Road, particularly concentrated in the areas of greatest retail activity. An assessment conducted by the Revitalise Sydney Road advocacy group estimates there are over 900 off-street spaces in Council car parks near Sydney Road between Brunswick Road and Moreland Road, as well as over 1,350 spaces in privately owned car parks for customers (for example, Woolworths, Barkly Square). This compares to approximately 450 on-street spaces on Sydney Road for the same length.

As part of implementing the Moreland Integrated Transport Strategy (MITS) 2019, Council will apply timed parking restrictions to all currently unrestricted parking within approximately 200 metres of the Brunswick Activity Centre (in 2019/2020) and expand the use of some paid parking (from 2020/2021). Council has also approved (DCF38/19) a trial of a new permit type that permits all-day parking in time restricted areas for \$10 per day. Expansion of parking restrictions is likely to increase the availability of short-term parking for customers and other visitors by reducing long-term unrestricted parking spaces. Expanded opportunities for paid parking can cater for some cases of longer-term and all-day parking while still managing demand.

All options except option 1B will reduce the capacity of the road during weekday peak periods compared to current conditions. Sydney Road currently operates with a single lane shared between general traffic and trams at other times (excluding signalised intersections), including during other busy periods such as Saturday mornings. However, MITS 2019 and the Movement and Place Framework network classification for Sydney Road place a low priority on vehicle movements.

Place and economic impacts

Any change to the layout and function of Sydney Road has potential for both positive and negative impacts to its place quality and local economy.

Reduction in car parking is opposed by many businesses along Sydney Road and may adversely affect businesses highly reliant on customers arriving by car, such as those whose customers travel long distances or those selling goods difficult to transport by modes other than car.

Conversely, businesses may also benefit from increased ease and attractiveness of access by walking, cycling and public transport, or by increased trade as a result of place improvements (for example greening, more opportunities for footpath dining) made possible by wider footpaths.

The extent of positive or negative impacts to the local economy cannot be fully predicted yet, however may be better understood through trialling changes.

In the event of any change to Sydney Road, even as a trial, it would be necessary to provide support to local businesses such as through relocation of loading zones and pick-up/drop-off areas to appropriate locations in side streets, increase in disabled parking in side streets, use of parklets and other placemaking elements to encourage activity, and use of communications channels to promote Sydney Road as a great place to visit and shop.

Increased opportunity for very short-term parking (for example, 15 minutes) could be made on side streets to cater for both goods loading and passenger pick-up/drop-off, as loading zones can only be used by certain vehicles (for example, not taxis, Ubers or other private vehicles dropping off passengers).

Options in the DoT consultation which provide for kerb extensions (options 1A, 3 and 4) present opportunities for improved place quality, varying from minimal (option 1A) to significant (option 3). In particular, these kerb extensions would allow greening to address the Urban Heat Island Effect which is currently limited due to footpath width and building awnings. However, in the event changes reduced the overall number of visitors to the street, place quality would be diminished through reduced activation.

Implementation and staging

Implementation of any significant change would be costly and is currently unfunded. In particular, option 3, if fully implemented, would include kerb extensions, street tree planting and separated bicycle lanes for a 4 kilometre distance and require significant investment.

Short-term trials along a more limited extent of Sydney Road could provide a better understanding of the impacts of changes such as reallocation of road space to support sustainable transport modes. This would inform future Council decisions on preferred outcomes on Sydney Road in the longer term and, if successful, could increase support for changes. Trials could also be relatively inexpensive and may be feasible to achieve in the shorter term.

Any trial would be undertaken and funded by DoT, with Council playing a role in advocating for the trial (including desired outcomes), making changes to parking (e.g. relocation of loading zones, provision of drop off areas, provision of disabled parking spaces and supporting the trial through placemaking and communications campaigns).

Trial between Brunswick Road and Glenlyon Road, Brunswick

It is recommended that a trial of the option 3 treatment be undertaken for a period of 6 months on Sydney Road between Brunswick Road and Glenlyon Road, which would involve a reduction of approximately 100 parking spaces during the trial period. This location is recommended due to the higher number of cyclists who would benefit from physically separated lanes, higher availability of nearby off-street parking, and higher proportion of businesses that may benefit from footpath trading/dining. As Sydney Road is managed by the DoT, Council would need to advocate for this trial but could play a significant role in supporting it, including through placemaking interventions, relocation of loading/drop-off areas and other measures to support local businesses.

During a trial, as kerb extensions would not be implemented, the use of planter boxes and parklets could be used to demonstrate the potential future extent of the kerb and opportunities for greening and placemaking. This would assist in visually communicating potential changes to the community.

Bicycle detour route during LXRPs works

It is also recommended to advocate to the DoT and the LXRPs for the use of physically separated bicycle lanes on Sydney Road to provide a safe and convenient detour route during the time that the Upfield Shared Path is closed due to LXRPs works in Coburg. It is understood that the path will be closed approximately between Tinning Street, Brunswick and O'Hea Street, Coburg for an extended period of time. The commencement of works has not yet been confirmed but may begin as early as late 2019.

It is not recommended that the trial of the option 3 treatment in Brunswick, and detour route for cyclists during LXRPs disruptions to the Upfield Shared Path, commence at the same time. This would ensure that the trial of option 3 in Brunswick in isolation, would allow a much better understanding of the implications of this change to Sydney Road and the implications of the LXRPs detour can also be separately understood.

As such, if the Sydney Road detour for cyclists during LXR work was approved by the DoT, a decision on the commencement of the Brunswick trial should be deferred for a few months when the impacts of the detour route are better understood.

Submission to the DoT

It is recommended Council makes a submission to DoT providing in-principle support for option 3, subject to development of measures to support local traders (for example, relocation of loading/drop-off areas, increase in disabled parking in side streets) and the outcomes of a trial of this treatment.

Option 3 represents the greatest alignment with MITS 2019 and the DoT's Movement and Place network classification for Sydney Road. However, it also represents the most radical change and thus presents risks and opportunities, particularly to local businesses, that cannot be better understood until a trial is conducted.

Providing in-principle support for this option would allow Council to affirm support for improved sustainable transport and place outcomes on Sydney Road while reserving a final position until after a trial, when impacts can be better understood. As Council does not currently have a resolved position on the Sydney Road Improvement Project (other than previously resolving to participate in codesign group meetings), it is likely to miss the opportunity to influence a DoT decision on this issue unless a position is taken now.

Human Rights Consideration

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

4. Consultation

The DoT, as the State Government agency with responsibility for Sydney Road, has undertaken the consultation process on their Sydney Road Improvement Project which has now concluded.

The DoT has granted Council an extension of time to consider this matter at the August Council meeting, to resolve its submission. This report has also been informed by stakeholder views expressed during co-design group meetings, and the findings of recent intercept surveys (which included opportunity for open-ended feedback) conducted at Sydney Road, including with traders, shoppers and other users of the area.

Internal consultation was undertaken between the Transport, Economic Development, Places and Urban Design Units to better understand the impact on this issue on a number of Council portfolio areas and Council's potential role in any changes to or trials on Sydney Road in the future.

5. Officer Declaration of Conflict of Interest

Council officers involved in the preparation of this report have no conflict of interest in this matter.

6. Financial and Resources Implications

There are no direct financial implications as a result of actioning this report.

Advocacy to the DoT regarding the recommended trials and other outcomes for Sydney Road, as well as working to develop solutions such as relocation of loading/drop-off areas, can be undertaken within existing officer resources.

Implementation of change on Sydney Road is the responsibility of the DoT as the arterial road manager. However, there may be benefit to co-investment to help deliver a trial in the shorter term, as mentioned in the Brunswick Place Action Plan. Depending on the timing of a trial, this could be accommodated within existing budgets, such as for the MITS behaviour change program and the Parklet program. Alternatively, if the trial was to occur in future years, additional funding may be sought through the budget process.

A further report would be presented to Council prior to the commencement of any trial, which would provide further detail of financial and resource implications once these are better understood.

7. Implementation

If approved, the Director City Futures will forward the submission at (**Attachment 1**) to the DoT, providing in-principle support for option 3, advocating for a trial of this treatment on Sydney Road between Brunswick Road and Glenlyon Road, Brunswick to better understand the impacts of this change, and separately advocating for separated bicycle lanes to be provided on Sydney Road during closure of the Upfield Shared Path due to LXP works.

If the DoT agrees to conduct a trial of the option 3 treatment on this section of Sydney Road, Council officers will work to develop a comprehensive plan for this trial which will include investigating relocation of loading/drop-off areas, opportunities for placemaking and activation, other opportunities to support local businesses, and an evaluation framework for the trial. A further report would be presented to Council prior to the commencement of a trial for final approval once further detail is known.

Attachment/s

1 ↓	Proposed Council submission to Department of Transport regarding Sydney Road	D19/287660
2 ↓	Department of Transport Consultation Options - Sydney Road Improvement Project	D19/290567
3 ↓	Survey of Sydney Road Users - Summary Report	D19/290568
4 ↓	Officer Analysis of Department of Transport Options for Sydney Road Improvement Project	D19/290569

**Proposed Council submission to Department of Transport
Road**



Moreland City Council

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Mr Vince Punaro
Regional Director, Metro North West
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Department of Transport
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SUNSHINE VIC 3020

Dear Mr Punaro,

COUNCIL SUBMISSION – SYDNEY ROAD IMPROVEMENT PROJECT

I am writing to provide this submission on the Sydney Road Improvement Project consultation recently undertaken by the Department of Transport (DoT), which was resolved by Moreland City Council at its 14 August Council meeting. Council appreciates the additional time given by DoT for Council to make a submission following the formal close of consultation in mid July 2019.

Council has long advocated for improved cycling safety on Sydney Road, and this issue has become particularly salient in recent years following the death of Alberto Paulon in 2015 as a result of a car dooring incident. Since this time Council officers have participated in the Sydney Road Codesign Group convened by (then) VicRoads together with other key stakeholders.

In assessing the Sydney Road Improvement Project options developed by DoT, Council has had regard to a number of its strategic directions, including the Moreland Integrated Transport Strategy (MITS) 2019, the Economic Development Strategy 2016-21, and the Urban Heat Island Action Plan.

On 14 August 2019, Council resolved to provide in-principle support for Option 3 as shown in recent DoT consultation, noting that this is the option which best aligns with Council's MITS 2019 as well as DoT's Movement and Place network classification for Sydney Road. However, Council also notes that this is a significant change with potential impacts, particularly on local businesses, which are not yet fully understood.

Council therefore requests that DoT conduct a six-month trial of this treatment between Brunswick Road and Glenlyon Road, Brunswick to better understand the impacts of such a change. Council officers would be pleased to work in collaboration with DoT to determine further details of this trial including relocation of loading and drop-off/pick-up opportunities to adjacent side streets, parking provision for people with disabilities, use of parklets and other placemaking elements to create activation, other measures to support local businesses during the trial, and an evaluation framework for measuring success.

Council also requests that DoT support the use of physically separated bicycle lanes on Sydney Road, including temporary removal of on-street car parking, during the disruption to the Upfield Shared Path due to Level Crossing Removal Project (LXRP) works.

If you require further information regarding the above, please contact Council's Transport Strategy Implementation Lead, Alexander Sheko on 9240 2432.

Yours sincerely

Phillip Priest
ACTING DIRECTOR CITY FUTURES
/ 08 / 2019

Moreland Language Link

廣東話	9280 1910	हिंदी	9280 1918
Italiano	9280 1911	普通话	9280 0750
Ελληνικά	9280 1912	ਪੰਜਾਬੀ	9280 0751
عربي	9280 1913		
Türkçe	9280 1914	All other languages	
Tiếng Việt	9280 1915	9280 1919	