

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

\*

**Name: \*** Chris Thrum

**Email address: \*** [mineralsands@hotmail.com](mailto:mineralsands@hotmail.com)

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

**Date of meeting: \*** Tuesday 24 November 2020

**Agenda item title: \*** 6.1 Endorsement of Reconciliation Action Plan 2020–23

\*

**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

This is a written submission in regards to Agenda Item 6.1 Endorsement of Reconciliation Action Plan 2020–23.

Thanks to Management a Council officers for all the hard work they have put into this plan.

Thanks to Nicolas Frances Gilley for his dedicated efforts in furthering the reconciliation process.

Thanks to University of Melbournes Cathy Oke for her great support in this area.

This is an ongoing journey, for many a discovery of the Kulin Nation and in particular for the City of Melbourne , the realisation that the Wurundjeri tribe and the Boon Wurrung tribe have been here for thousands and thousands of years.

The Wurundjeri tribe and the Boon Wurrung tribe have been managing the land and the water of this area for

thousands of years.

I support the recommendation from management to endorse the City of Melbourne Reconciliation Action Plan 2020–23.

Aspiring to have public truth telling talks/ discussions is a commendable goal.

Working out how best to acknowledge and commemorate the stolen generations is another worthy objective.

Aiming to give further opportunities for First Nation people to work at the City of Melbourne is also commendable.

I would encourage all Councillors to further their knowledge of the Kulin Nation and to visit often the Koorie Heritage Trust.

Best regards

Chris Thrum

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

**Name: \*** stephen mayne

**Email address: \*** [stephen@maynereport.com](mailto:stephen@maynereport.com)

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

**Date of meeting: \*** Tuesday 24 November 2020

**Agenda item title: \*** 6.4 – quarterly financials

**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.**

It could have been worse and good to see there is still a healthy cash balance and that revenue for the quarter was \$10 million more than expected. When speaking to this issue tonight, could councillors or officers provide a bit more detail on staff wage savings due to the lockdown (ie what happened in libraries and aquatic centres) and where things are at with the Enterprise Agreement, which has expired and represents the biggest contract council enters into. Also, what is the latest with blowouts on the Southbank Boulevard project. Is it true that the final cost could reach \$50 million?

**Privacy acknowledgement: \***

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

**Name: \***

stephen mayne

**Email address: \***

[stephen@maynereport.com](mailto:stephen@maynereport.com)

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

Council meeting

**Date of meeting: \***

Tuesday 24 November 2020

**Agenda item title: \***

6.5 Citywide annual 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.**

Why is City of Melbourne taking on interstate business risks, which has this year resulted in a \$4.5 million write-down on Citywide's underperforming NSW business, leading to an overall loss of \$1.2 million for the year. Given that council is headed into debt courtesy of COVID-19, isn't it time to consider partially or fully privatising Citywide to free up capital to invest in core council operations, such as revitalising Queens Victoria Market.

**Privacy acknowledgement: \***

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

**Name: \***

Mary-Lou Howie

**Email address: \***

[howie.marylou@gmail.com](mailto:howie.marylou@gmail.com)

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

Council meeting

**Date of meeting: \***

Tuesday 24 November 2020

**Agenda item title: \***

Agenda item 6.7: Queen Victoria Market Precinct Renewal Program

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

I would like the attachment to replace my earlier submission on the same agenda item.

Thank you.

**We encourage you to make your submission as early as possible.**

Mary-Lou

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



[council\\_submission\\_24\\_nov\\_3.docx](#) 76.92 KB · DOCX



### Agenda item 6.7: Queen Victoria Market Precinct Renewal Program

Friends of QVM seek clarification on questions which arise from this Motion as follows:

3.3 There appears to be a disconnect labelling it as “*market customer parking*’ when in reality it is public parking. The current wording is inaccurate.

- Have QVM P/L devised a system for prioritising space at the Munro site for QVM traders and customers during market days - the promise includes 500 car spaces.

Given the loss of public parking space at Market Square and surrounding streets this space will experience high demand from the tenants of the building and , visitors and the wider public.

- Noting that carpark this will generate income for QVM P/L, how will the tension between QVM P/L profit and providing carparks as a necessary service to the QVM and customer community, be managed? ,

3.5 It is our understanding that the EOI process has already commenced. Yet the Motion states “ *An EOI to be issued early 2021*” .

- Could this be clarified please and may we know the end date of the EOI process ?

3.6 Re Market buildings restoration and enhancement.

*“Schematic design workshops were held in September with QVM management P/L and the consultant team. Once the design is finalised, applications will be submitted for the required approvals.”*

There is no reference to consultation with traders in this process as described. Given the impact on trading operations, this seems unwise when trader in-put would be essential.

- Have these designs been presented to traders in the designated areas or the TRC for in-put or feedback before the design is finalised?
- At what point will traders and stakeholders be shown these designs be submitted for approval?

3.7 Weather Protection is a key problem for traders for many, many years and has become more urgent with the extreme changes in weather patterns which effect traders & their customers in the open sheds. The Council and QVM P/L management are to be commended

for their work with Heritage Victoria re the glazed canopy and the roof insulation in the restoration work. However, the latter may not be enough. Traders have been requesting heat extractors in the roof to mitigate the severe heat and there is no mention of addressing the severe westerly winds.

- What has been done to mitigate damaging winds?

At present mainly the food areas have blinds. Other areas are in desperate need of such protection.

- What time frame is there for blinds to be installed in all the open Sheds.

Mary-Lou Howie  
President  
Friends of Queen Victoria Market Inc

<https://www.friendsofqvm.org/>  
[www.facebook.com/FriendsofQueenVictoriaMarket](http://www.facebook.com/FriendsofQueenVictoriaMarket)

<b>Privacy acknowledgement: *</b>	I have read and acknowledge how Council will use and disclose my personal information.
<b>Name: *</b>	Alexander Lugg
<b>Email address: *</b>	<a href="mailto:alexander.lugg@gmail.com">alexander.lugg@gmail.com</a>
<b>Please indicate which meeting you would like to make a submission to by selecting the appropriate button: *</b>	Council meeting
<b>Date of meeting: *</b>	Tuesday 24 November 2020
<b>Agenda item title: *</b>	6.8 COVID-19 recovery- improving transport options
<b>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> We encourage you to make your submission as early as possible.</b>	<p>Free parking is bad policy. Commuters are already returning to cars. There will be more cars than spaces. Drivers will circle until they find a park. Outdoor diners will breathe in the fumes while they eat. This is unpleasant for both diner and driver. Neither will return. Therefore your plan is highly flawed and policy is bad.</p> <p>Please release a report in time for a proper response next time. This is really appalling.</p>



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

\*

**Name: \*** William Watt

**Email address: \*** [wfwatt@gmail.com](mailto:wfwatt@gmail.com)

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

**Date of meeting: \*** Tuesday 24 November 2020

**Agenda item title:** 6.8 COVID-19 Recovery – Improving Transport Opportunities

\*

**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.**

The proposal to allow free or reduced parking rates in the CBD goes directly against smart, progressive transport policy. The small amount of on street parking available in the city will fill up regardless of cost, – all this policy will achieve is to create excess demand that will cause motorists to circle the city looking for parking places. Along with general congestion, this will increase road traffic noise, increase air pollution, be of a detriment to pedestrian safety, be of a detriment to cyclist safety, and discourage non-motorists from visiting and enjoying the city.

Motorists who do visit will only come once, such will be the frustration from the lack of available parking, on top of the reasons listed above. This is knee-jerk, panic reaction to the quiet winter months that we have had. The city will bounce back strongly as restrictions continue to ease and more venues open up. Show some confidence in what we have, instead of this desperation. We are missing an amazing opportunity to transform the city to a pedestrian and

bicycle friendly environment with space being allocated to living, not to cars. Please do not go back on your Transport 2030 strategy, and some recent good work with shared spaces, with this poor policy initiative. Those shared spaces you worked so hard to create in the laneways? They'll be chock full of cars if you implement this policy. How utterly ridiculous!

Will.

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

\*

**Name: \*** heath miller

**Email address: \*** [heath83@gmail.com](mailto:heath83@gmail.com)

**Please indicate which meeting you would like to make a submission to by selecting the appropriate button: \*** Future Melbourne Committee meeting

**Date of meeting: \*** Tuesday 24 November 2020

**Agenda item title: \*** 6.8 COVID-19 Recovery – Improving Transport Opportunities

\*

**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.**

The proposals to encourage people to drive into the city by subsidising parking are in conflict with Council's environmental aims of reducing greenhouse gas emissions.

Melbourne has an opportunity to reinvigorate the city post covid by making active transport (walking, cycling and public transport) a priority which will make the city a nicer place to be (less traffic, air pollution and noise). The data at key issue point 3 indicates that more Melbournians have been choosing to cycle for recreation in 2020 and there is an amazing opportunity to leverage this into more people choosing to cycle for transport.

Option 1, maintaining the current restrictions and fees should be pursued and further measures to promote active transport should be investigated.

---

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) Committee in support of your submission: No

*(No opportunity is provided for submitters to be heard at Council meetings.) \**

---

<b>Privacy acknowledgement: *</b>	I have read and acknowledge how Council will use and disclose my personal information.
<b>Name: *</b>	Rebecca Skinner
<b>Email address: *</b>	<a href="mailto:becskinner@gmail.com">becskinner@gmail.com</a>
<b>Please indicate which meeting you would like to make a submission to by selecting the appropriate button: *</b>	Council meeting
<b>Date of meeting: *</b>	Tuesday 24 November 2020
<b>Agenda item title: *</b>	COVID-19 Recovery – Improving Transport Opportunities
<b>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> We encourage you to make your submission as early as possible.</b>	<p>Council should not implement any policies that encourage more vehicles in the city. This will result in lost amenity and discourage other visitors. The only acceptable option is is:</p> <p>6.1. Option 1 – Maintain the current on-street parking restrictions and parking fees. Motorists will be required to pay for parking and park in accordance with the time period indicated on the signs.</p>

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

\*

**Name: \*** Rebecca Roy

**Email address: \*** [becks.roy@gmail.com](mailto:becks.roy@gmail.com)

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

**Date of meeting: \*** Tuesday 24 November 2020

**Agenda item title: \*** 6.8 COVID-19 Recovery – Improving Transport Opportunities

\*

**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.**

A potential loss of parking revenue of \$1.6M is extremely poor value for money in an attempt to attract people to the city (which isn't even taking into account the marketing money that would be spent to promote this).

People visit the city because of the vibrancy, and encouraging more cars to be in the CBD is a threat to that vibrancy and livability that the city prides itself on. As a resident and worker in the municipality I'm so disappointed that CoM is pursuing offering free parking, which is in direct opposition to the endorsed Transport Strategy. Not only this, but there has been no genuine community consultation on the matter, and it is being rushed through Council. I'm sure someone will reject that consultation didn't occur as traders' may have been consulted, but studies (local and international) have established that traders' have a very poor understanding of how their customers arrive. Traders' overestimate how many customers drive, and underestimate how many walk and take public transport. The increase of street dining and parklets on the street has been so fantastic to see, but offering free parking will

not attract people back to the city – it will just increase congestion, pollution, noise, and have an impact on the enjoyment of outdoor dining.

In addition, the safety of people walking and cycling will be put at risk due to drivers searching for parking spots. It's incredibly disappointing that management have recommended Option 2. Any policy that encourages more cars in the CBD is archaic.

Option 1 is the only acceptable option if the city is to recover after lockdown.

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

**Name: \*** Claudia Marck

**Email address: \*** [claudia\\_marck@yahoo.com](mailto:claudia_marck@yahoo.com)

**Please indicate which meeting you would like to make a submission to by selecting the appropriate button: \*** Future Melbourne Committee meeting

**Date of meeting: \*** Tuesday 24 November 2020

**Agenda item title: \*** 6.8 COVID-19 Recovery – Improving Transport Opportunities

**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 vote for option 1 and keep the parking fees and limits. We should build back better, not go back in time. We should aim all efforts and resources on getting people walking and biking and using parking spots for parklets and restaurant seating.

**Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) Committee in support of your submission:** No

*(No opportunity is provided for submitters to be heard at Council meetings.) \**



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

\*

**Name: \*** Sam Janda

**Email address: \*** [sam.janda@gmail.com](mailto:sam.janda@gmail.com)

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

**Date of meeting: \*** Tuesday 24 November 2020

**Agenda item title: \*** 6.8 COVID-19 Recovery – Improving Transport Opportunities

\*

**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.**

My submission queries the validity of the proposal outlined in Agenda Item 6.8.

Firstly, the consultation works completed in preparation of the Transport Strategy (point #4 of supporting attachment) and their relation to the proposals recommended in this report is not obvious. As I recall, there were no incentives to increase parking occupancy proposed as part of the released strategy. There does not appear to be any overlap between the narrative of the Transport Strategy and this proposal. For this reason, I do not think it is appropriate to consider community consultation has been completed (or even commenced) for the recommended options in this proposal.

Second, it is concerning that the authors of this proposal appear to conflate the environmental credentials of the

Transport Strategy with the proposed changes to CBD parking (point #6 of supporting attachment). I think it is uncontroversial that the private motor vehicle produces more greenhouse gases per passenger kilometre than any other mode of transport (excluding a jet-pack, perhaps). In this regard, any proposal that incentivises parking must acknowledge that it does not improve the environmental outcomes for the transport sector inside the City of Melbourne.

Third, there appears to be no analysis of the impacts to congestion, pedestrian amenity, or safety of encouraging additional cars into the CBD – especially in the light of changed traffic conditions on our "Little" streets. I would expect at a minimum that the relevant teams (eg: traffic engineering) would have been consulted prior to such a proposal being considered.

Finally, I do not believe the proposal will deliver the desired outcomes. Studies have shown that motorists do not open their wallets as much as travellers arriving by other modes. Additionally, impacts to safety and amenity created by circulating traffic in search of that empty parking bay may create a disincentive to those who do travel by alternative modes. That is, there is a risk that this proposal will do the opposite of its intended purpose.

I ask that councillors ensure any changes to the incentive to drive be carefully assessed ahead of implementation. Throwing mud at a wall and seeing what sticks is a valid strategy in desperate times, but if that is the approach being taken, I ask that Council utilise more novel ideas than welcoming the car back into our CBD streets.

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

\*

**Name: \*** Alexander Sheko

**Email address: \*** [apsheko@gmail.com](mailto:apsheko@gmail.com)

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

**Date of meeting: \*** Tuesday 24 November 2020

**Agenda item title:** COVID-19 Recovery - Improving Transport Opportunities

\*

**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.**

I am writing to make a submission on the report being considered by Council on 24 November 2020 regarding transport opportunities and COVID-19 recovery, particularly in relation to the proposed freeze on on-street parking fees. This submission represents my personal views only and not that of my employer or any other person.

I urge you to treat any changes to parking policy with caution, noting that it can be difficult to reverse changes intended as temporary measures. To this end, if Council supports Option 2 as recommended in the Council report, I would suggest that the temporary nature of this freeze on parking fees be clearly communicated including why this is a temporary measure only.

I would also suggest that any future decision post 3 January 2021 be informed by the outcomes of the free parking

period as well with consideration of Council's Transport Strategy 2030 and other work being undertaken by Council and the state government to encourage increased active travel and a safe return to public transport.

Particularly in a constrained and complex transport environment such as an inner city municipality, paid parking represents a valuable tool to manage demand for a scarce resource (together with parking policy that can provide additional priority or opportunities for groups such as people with disabilities, residents and people engaged in loading or unloading).

It is clear that the COVID-19 pandemic has had significant impacts on transport, particularly the reduced usage of public transport. The City of Melbourne is a unique position among municipalities in terms of high (pre-COVID) public transport mode and low proportion of its total users being residents. As such, there may be a need to use temporary measures which encourage some degree of car use such as through reducing parking fees.

However, the aim of such policies should be to optimise occupancy of parking (i.e. 85%) rather than to remove fees entirely. This could be achieved by demand responsive pricing, which is envisaged to be implemented by Council at some point by the Transport Strategy. I recognise this is a significant undertaking that cannot be implemented in the coming month.

It is quite likely that free parking in the CBD and other locations in the City of Melbourne will result in parking occupancy being higher than 85% (and thus under-priced, even in a COVID-19 context). At least in some locations at busy times of the day this is likely to result in increased congestion from cars cruising for a parking space.

The reason 85% occupancy is considered optimal is that it provides opportunities for people willing to pay for parking to easily access a parking space as on average roughly one or two spaces will be available on a given block.

This increased traffic congestion may result in issues such as delays to public transport, crashes and other safety issues and reduced amenity. This may also compromise Council's efforts to encourage as many visitors to walk and cycle as possible as these modes are significantly more space-efficient than private vehicle travel.

If Option 2 is supported by Council tonight I hope that monitoring and evaluation is undertaken to understand the impacts of this change so that any future adjustment to parking fees can be informed by aiming to achieve optimisation of parking occupancy rather than over-occupancy. I also sincerely hope this change does not compromise Council's recent excellent work to encourage uptake of active travel, and provide more space for people rather than vehicles.

Thank you for the opportunity to comment on this matter.