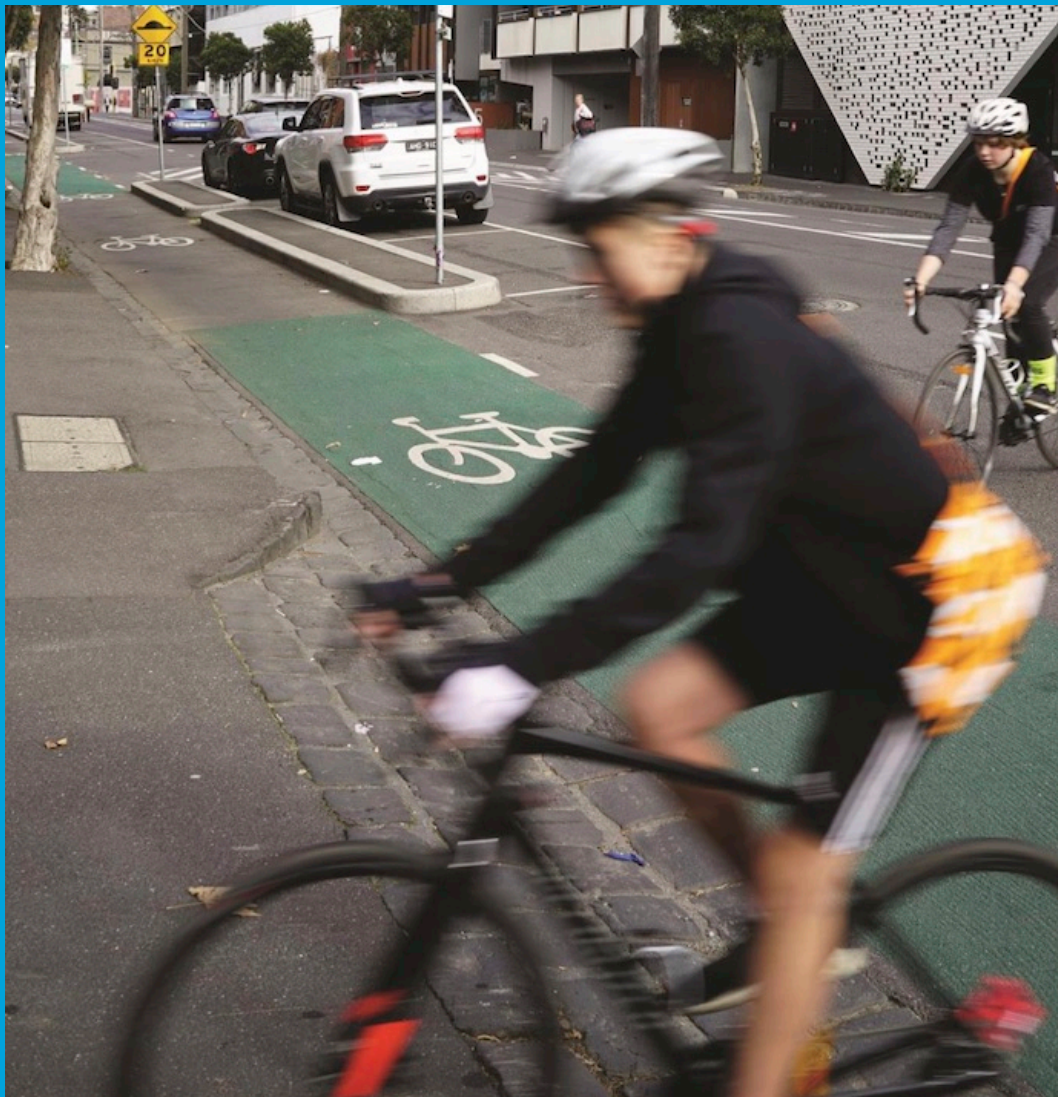


Draft Budget 2019-20



Prepared by: Streets Alive Yarra

www.streets-alive-yarra.org

facebook.com/streetsaliveyarra/

Foreward

Streets Alive Yarra is a non-profit, volunteer, community group who advocate for:

- shopping streets that build wealth for traders by attracting regular business from local residents;
- a network of safe streets that enable those who wish to use active transport to do so, thus freeing up space on the streets for those who prefer to drive;
- economically rational and evidence-based re-allocation of street space toward transport modes that can carry more people per unit area of street space; and
- evidence-based re-allocation of street space toward safe travel infrastructure that provides equity of access for people who are young, old or with disabilities.

Our vision is for **vibrant and profitable local businesses**, owing to increased patronage, and **traffic that still flows freely**. Residents and shoppers are able to move safely, comfortably, and conveniently around Yarra. We see our streets being used by people from **8 to 80** years old, irrespective if they choose to walk, cycle, use public transport or drive.



Image credit: OCULUS Landscape Architecture and Urban Design

Streets Alive Yarra was founded in 2017 and now has over 1,800 likes on Facebook, increasing by 10-20 per week. A network of local champions develop concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also Yarra's Walkability Action Group (WAG) representative for Victoria Walks.

Streets Alive Yarra has made multiple submissions to the City of Yarra:

- www.streets-alive-yarra.org/submissions

Further information is available at:

- www.streets-alive-yarra.org
- facebook.com/streetsalveyarra/

Overview

As Melbourne's population grows to 8 million and Yarra's populations grows by 60% to 2040, our streets won't fit 60% more cars. This is a problem of geometry, not ideology. Geometry doesn't care about anyone's political preference or preferred mode of transport. Even now, Cremorne St and Balmain St are backed up 200 metres in the afternoon peak, and the footpath at the intersection of Cremorne and Swan is overflowing. Gridlock is coming.

Of course, the state government needs to step up and invest a lot more in public transport such as Melbourne Metro 2 and 3, track duplications, 10 minute services and circumferential bus routes.

However, Yarra also needs to begin investing now, in infrastructure for walking and cycling. Many people are willing to consider walking or cycling for short trips, such as to school, sport, shops, or friends houses. Infrastructure Victoria has identified that there is high latent demand. If people didn't drive for these trips, there will be more space on the road for those who need to drive.

More people would walk or cycle if these modes were safer, more convenient and more enjoyable. People are asking for wider footpaths, raised threshold treatments, wombat crossings and protected bicycle lanes.

The City of Moreland has recently adopted a much more progressive transport strategy than Yarra's. The City of Melbourne has recently released an even more forward looking Transport Strategy for public consultation. Yarra used to be a leader, but no longer.

To deliver congestion busting transport infrastructure for waking and cycling, Yarra needs to allocate both budget and street space. The budget allocation for active transport needs to be increased by an order of magnitude, from \$1 million to \$10 million. Street space allocation needs the foresight of good governance to plan and deliver for the long term, with regard to clearly identifiable trends, not just the transport preferences of the past.

All the above is in addition to completely separate justifications for investing \$10m per year, such as enabling children and youth to get around independently, enabling our seniors to get around if they no longer feel comfortable driving, the value of thwarting two traffic deaths per year (at a value of \$4.5m each), the savings to ratepayers if they can integrate active transport into their daily lives and thus save on gym fees, or the savings to taxpayers resulting from improved population health.

Proposed Integrated Transport Strategy

Streets Alive Yarra supports the budget allocation of \$200k for the development of an Integrated Transport Strategy and associated Parking Management Plan. However, the budget allocation should be increased to \$400k. Experience from Moreland and Darebin shows that \$400k is necessary to deliver a best practice Integrated Transport Strategy, including the costs of a full time Officer for two years, community engagement consultants.

Proposed capital works

Streets Alive Yarra supports the proposed capital works projects for walking, cycling, schools, road safety and LAPMs:

Transport									
Various bicycle strategy work, lanes in Elizabeth street, plus bike signage	530	-	-	530	-	-	-	530	-
Delivery of LAPM treatments	358	-	-	358	-	134	-	224	-

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City of Yarra Draft 2019/20 Budget – Adoption in Principle

Capital Works Area	Project Cost \$'000	Asset expenditure types				Summary of Funding Sources			
		New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contrib. \$'000	Council cash \$'000	Borrowings \$'000
Delivery of LAPM treatments	358	-	-	358	-	133	-	225	-
Delivery of LAPM treatments	358	-	-	358	-	133	-	225	-
Improve pedestrian amenity	210	-	-	210	-	-	-	210	-
Targeted projects at/or near schools	65	-	-	65	-	-	-	65	-
Annual rolling program on road safety issues	180	-	-	180	-	-	-	180	-

However, as stated in our overview, the allocation is far too low to execute the Council Plan 2017-21, Strategic Objective 6, 'A Connected Yarra', where *Council is committed to creating a city that is accessible to all irrespective of levels of personal mobility, to support a fulfilling life without the need for a car*. To resolve this, the budget should be modified allocate an extra \$10m per year for active transport, including wider footpaths, raised threshold treatments, protected bicycle lanes, 30 km/h zones and LAPMs.

Raise \$10m per year for active transport

Yarra can raise an extra \$10m per year for active transport in several ways. For example, the City of Yarra sells approximately 30,000 parking permits, generating \$1.9m per year.

4.1.2 Statutory fees and fines

	Forecast Actual	Budget	Change	
	2018/19	2019/20		
	\$'000	\$'000	\$'000	%
Infringements and costs	26,693	27,039	346	1.30%
Court recoveries	3,900	3,996	96	2.47%
Permits	1,928	1,900	(28)	(1.45%)
Total statutory fees and fines	32,521	32,935	414	1.27%

If Yarra increases the price of parking permits from 11 cents per day (\$38 per year) to \$1 per day (\$365 per year) then Council can raise an extra \$10m per year.

Alternatively, Yarra can raise an extra \$10m per year by following the lead of the City of Moreland and creating a new class of permit, the 'Yarra Online Visitor Permit', then selling 3,000 permits for \$3,500 each. If the new permits are targeted at non-residents, and priced at \$3,500 each, then they should have broad community support, considering that the price is higher than our average rates of \$1,990.

4.1.1(I) Fair Go Rates System Compliance

Yarra City Council is required to comply with the State Government's Fair Go Rates System (FGRS). The table below details the budget assumptions consistent with the requirements of the Fair Go Rates System.

	2018/19	2019/20*
Total Rates	\$ 107,422	\$ 111,235
Number of rateable properties	53,575	54,522
Base Average Rate	\$ 1,961	\$ 1,990

If necessary, extra space can be created for the new permits by changing some parking bays from free, time-limited parking (e.g. 4-hour or 2-hour) to permit zone parking.

Further information on how to raise \$10m per year for active transport is available at:

- <https://www.streets-alive-yarra.org/revenue/>

Allocate \$10m per year for active transport

With \$10m per year, Yarra can deliver on Council Plan 2017-21, Strategic Objective 6, 'A Connected Yarra', where *Council is committed to creating a city that is accessible to all irrespective of levels of personal mobility, to support a fulfilling life without the need for a car.*

Actions can include the following:

- Safe routes to schools, <https://www.streets-alive-yarra.org/schools/>
- Yarra Principal Footpath Network, <https://www.streets-alive-yarra.org/footpath-network>
- Yarra Principal Bicycle Network, <https://www.streets-alive-yarra.org/bicycle-network>
- 30 km/h zones, <https://www.streets-alive-yarra.org/love-30-yarra/>
- Complete all 21 LAPMs within each 4-year term of Council
- Pedestrian and cyclist mobility counters
- Street greening
- Place making, on both residential streets and shopping streets
- Trial parklets on a shopping street, <https://www.streets-alive-yarra.org/swan-street/>
- Remove the cap on car sharing vehicles, <https://www.streets-alive-yarra.org/better-for-car-sharing/>



Image credit: Streets Alive Yarra, background from Google Maps

An allocation of \$10m per year for active transport would also help Yarra's commitment to address our climate emergency:

- <https://www.streets-alive-yarra.org/climate-emergency/>

Finally, an allocation of \$10m per year for active transport has a clear positive business case:

- <https://www.streets-alive-yarra.org/business-case/>