

Assessment Framework

TEMPLATES AND CHECKLISTS

Template for Stage 1: Problem Identification and Prioritisation

1. Overview

1.1 Document control details

PROJECT NAME	Safe & active transport in all Councils	PROPONENT	Streets Alive Yarra
VERSION	1.0	DATE COMPLETED	30/08/2019
CHANGES FROM PREVIOUS VERSION			
none			

1.2 Prepared by

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DATE	30/08/2019				

1.3 Approved by

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DATE	30/08/2019				

Template for Stage 1: Problem Identification and Prioritisation (continued)

2. Problem/opportunity description

2.1 Nationally significant problem/opportunity statement

A nationally significant problem is that local government councils do not have adequate revenue to invest in infrastructure to support safe & active transport and thus to deliver benefits to taxpayers from the positive business case of such investment. The root cause of this problem is Australia’s vertical fiscal imbalance. Infrastructure that supports safe & active transport is summarised as that which presently exists in the Netherlands.

A nationally significant opportunity is for the federal government to supply recurrent funding to each local government council in Australia, enabling them to efficiently plan and manage such investment. This submission advocates for recurrent annual funding of \$100 per resident. As an example, a local government council with 100,000 residents would receive funding of \$10 million each year.

2.2 Problem/opportunity location

The nationally significant problem/opportunity is located in each town and city in Australia. Local government councils are familiar with their transport networks, such as footpaths, bicycle paths, public transport stops and streets. Of our three levels of government, local government councils are best placed to identify the specific locations and treatments that will deliver the highest incremental benefit to residents, and thus the most value to taxpayers.

2.3 Problem/opportunity root causes and forecast time period

Root cause	Time period
1. Local government councils lack of revenue	Ongoing
2. Costs for investing in infrastructure for safe & active transport networks are borne by local government councils, while benefits (lower population health & trauma costs, lower travel times leading to increased productivity, GDP, payroll taxes, income taxes) accrue to state and federal governments	Ongoing
3. Australia’s vertical fiscal imbalance	Ongoing

Template for Stage 1: Problem Identification and Prioritisation (continued)

2.4 Information about the problem and opportunity

Qualitative description	Quantitative evidence	Monetised cost \$m, real 2XXX
Timeframe – current and ongoing		
Congestion and impending gridlock impacts upon mobility and access	Refer to recent reports on congestion from Infrastructure Australia and Infrastructure Victoria	
Lack of safe transport infrastructure means that many cohorts (women, children, elderly) are unwilling to walk or cycle	Refer to recent reports on willingness to cycle from the City of Melbourne	
Lack of movement impacts upon physical and mental health, and thus on taxpayers to provide health services	Refer to report “Walking, Riding and Access to Public Transport” published by the Australian Government Department of Infrastructure and Transport	
Lack of safe transport infrastructure (protected bicycle lanes) leads to increased trauma, and thus on taxpayers to provide immediate health services and ongoing rehabilitation	Refer to report “Walking, Riding and Access to Public Transport” published by the Australian Government Department of Infrastructure and Transport	

Template for Stage 1: Problem Identification and Prioritisation (continued)

2.5 Stakeholder impact

Stakeholder	Impact
Residents	<ul style="list-style-type: none"> More options for mobility, access and transport More activity delivering better physical and mental health More independence for children, vital for mental development Lower transport costs More household income can be reinvested in the productive economy
Business	<ul style="list-style-type: none"> Easier for customers to access their shops Less traffic on the roads for those who need to drive (deliveries, tradespeople)

2.6 Problem/opportunity alignment with relevant government policy objectives, strategies and other problems/opportunities/programs

Please provide details and evidence describing how the identified problem/opportunity is consistent with relevant government policy objectives and other projects.

The nationally significant opportunity is aligned with the following government policies:

Federal government:

- National Road Safety Strategy
- Smart Cities Plan

State government (Victoria as an example):

- Towards Zero Road Safety Strategy
- Plan Melbourne and 20-minute neighbourhoods
- Victorian Public Health and Wellbeing Plan
- Health 2040

Template for Stage 1: Problem Identification and Prioritisation (continued)

3. Confidentiality

Confidentiality

Please identify if any of the information provided to Infrastructure Australia in this template is confidential. Please provide a brief explanation of the reasons for the request of confidentiality. Information submitted confidentially will not be released or published by Infrastructure Australia without the written consent of the proponent.

None of the information provided to Infrastructure Australia is confidential.
