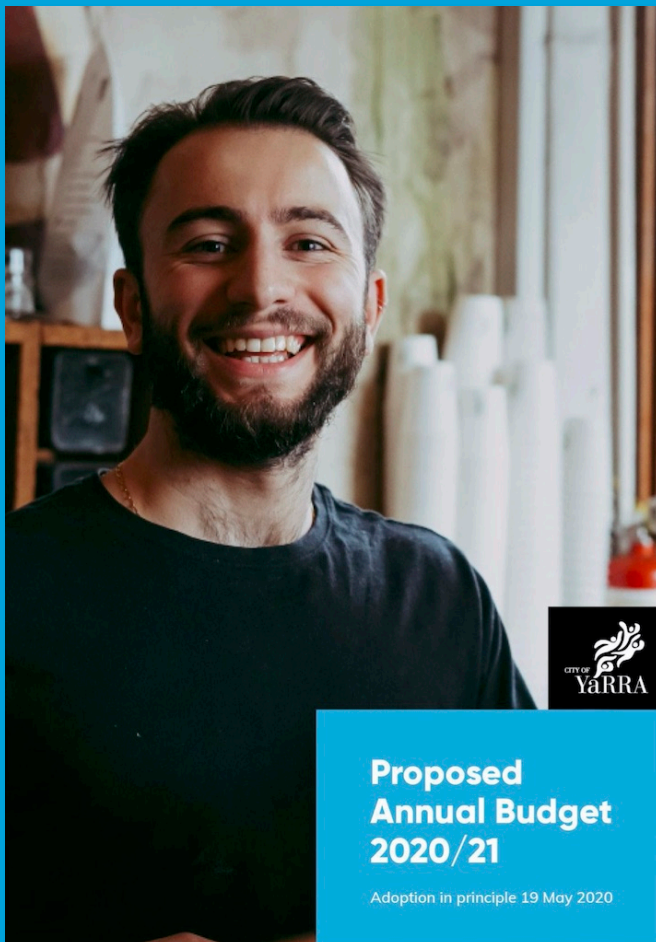


# Proposed Budget 2020/21



*Image credit: City of Yarra*



Prepared by: Streets Alive Yarra  
[streets-alive-yarra.org](https://streets-alive-yarra.org)

## Foreward

Streets Alive Yarra is a non-profit, volunteer, resident and ratepayer action group with a [vision](#) for more trees, wider footpaths and vibrant businesses in thriving [neighbourhoods](#). We see our streets being used by people from [all ages](#), irrespective of whether they choose to walk, cycle, use public transport or drive. Residents and shoppers are able to move safely, comfortably, and conveniently around Yarra; and can easily find a park near shops.



*Image credit: OCULUS Landscape Architecture and Urban Design*

Streets Alive Yarra was founded in 2017 and now has over 2,500 likes on Facebook, increasing by 10-20 per week. A network of local champions develops 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.

Further information is available at: [streets-alive-yarra.org](https://streets-alive-yarra.org).

## Summary

Streets Alive Yarra welcomes the opportunity to offer feedback on the proposed 2020/21 Budget, Strategic Resource Plan, and Long Term Financial Strategy.

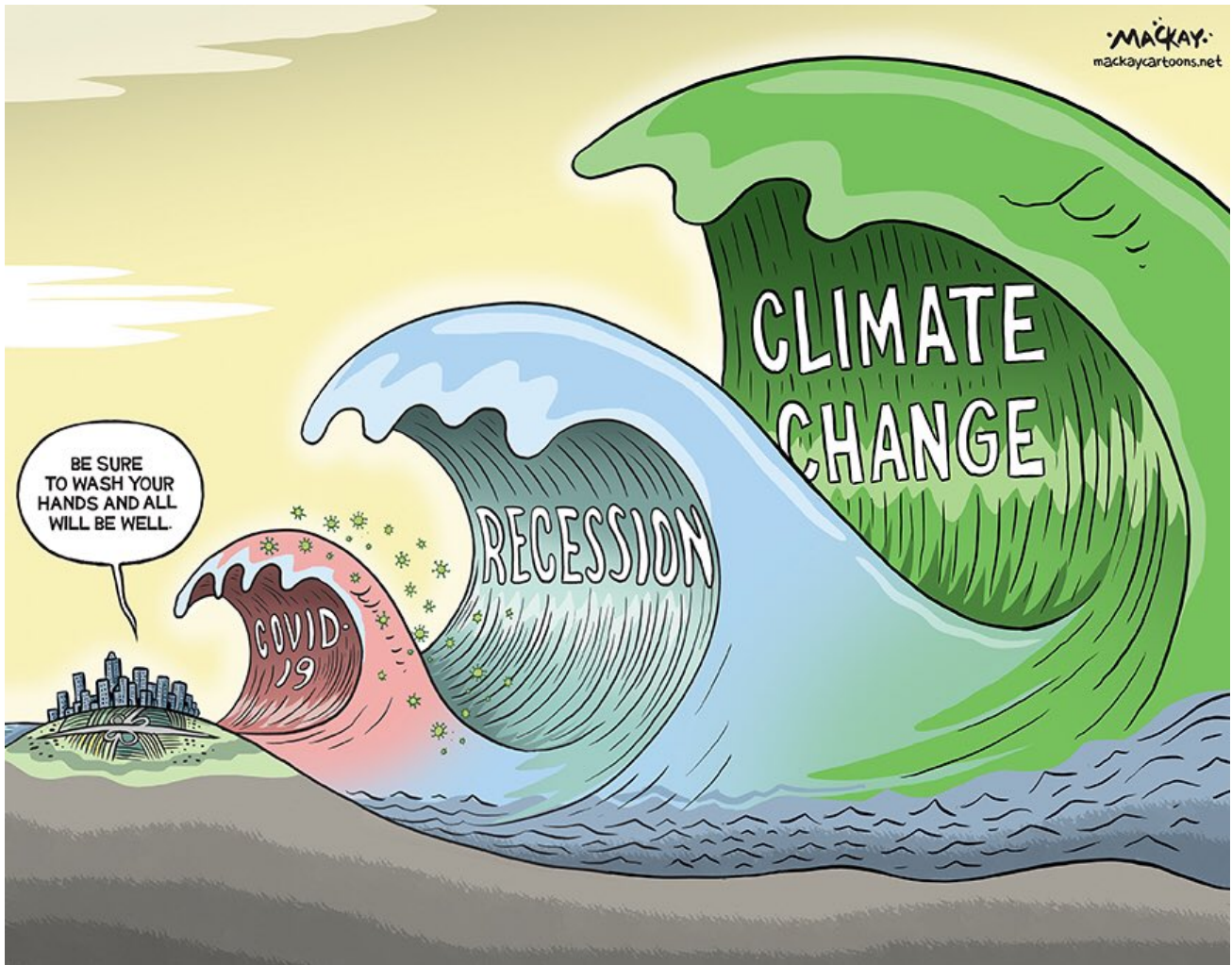
Our feedback consists of the following topics, detailed in further pages:

- Acknowledge that residents & ratepayers face severe traffic congestion and parking congestion over the timeframe of the long term financial strategy, unless we change our planning scheme, and invest in capital works to support active transport
- Adopt an Integrated Transport Plan and Parking Management Plan by the end of the 2020/21 financial year, as part of the adopted Climate Emergency Plan
- Increase revenue by at least \$10m per year by applying the adopted Pricing Policy to the provision of on-street parking services
- Increase the budget for the Capital Works Program by at least \$10m per year, with this increase being allocated to walking, cycling, place making, and trees, within the LAPM process
- Update the LAPM policy to require all 21 LAPMs to be reviewed within each 4-year term of Council, leading to the adoption of 30 km/h superblocks (with traffic calming and filtering) for all LAPM areas by 2030



## Upcoming severe traffic & parking congestion

Council has an obligation to manage the public realm with consideration of clearly identifiable trends over the timeframe of the Long Term Financial Strategy, i.e. out to 2030. One clear trend is upcoming severe traffic congestion and parking congestion, which will directly impact upon residents, ratepayers, businesses and visitors, before climate change will. In graphical terms, in the cartoon below, replace “recession” with “congestion”.



Source: <https://twitter.com/mackaycartoons/status/1264535174680903680/photo/1>

To mitigate this trend, we need to change our planning scheme to slow the growth in off-street parking (which induces traffic congestion), and reallocate street space toward active transport. This requires updates to our Long Term Financial Strategy, Strategic Resource Plan and Budget.

Further information on this trend is available at:

- <https://streets-alive-yarra.org/population/>

# Integrated Transport Plan

The Long Term Financial Strategy, Strategic Resource Plan and Budget need to be updated to provide secure recurring funding for the development, adoption and implementation of an Integrated Transport Plan and associated Parking Management Plan.

## The Integrated Transport Plan will:

- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"><li>• Set ambitious targets to increase the share of trips by sustainable transport modes</li><li>• Provide a comprehensive evidence-base to support transport action in Yarra</li><li>• Identify existing and emerging issues and opportunities, including incentives or initiatives to change travel behaviours</li><li>• Update and improve Council's existing transport policy objectives and vision statements</li><li>• Identify a comprehensive list of integrated actions that align with transport objectives</li></ul> | <ul style="list-style-type: none"><li>• Use parking provisions, or other mechanisms, to encourage car-share and electric vehicles</li><li>• Promote efficient use of road space for walking and cycling, public transport, shared transport and zero emissions vehicles</li><li>• Highlight new approaches to delivering transport projects, such as pilots and trials, to enable more innovative and time and cost-effective ways of implementing projects</li><li>• Inform an update to Yarra's Bicycle Strategy and a Parking Management Plan</li></ul> | <ul style="list-style-type: none"><li>• Set out a clear advocacy agenda to facilitate the delivery of state government projects in Yarra</li><li>• Provide Councillors with a strategic community-endorsed mandate to make the project decisions required</li><li>• Provide an effective monitoring framework for informed on-going decision making</li></ul> |
|--|--|---|

*Source: Climate Emergency Plan*

Even better, the Long Term Financial Strategy, Strategic Resource Plan and Budget need to be updated to provide secure recurring funding for the whole Climate Emergency Plan. Further information on justifications for an Integrated Transport Plan is available at:

- <https://streets-alive-yarra.org/integrated-transport-plan/>

## Parking Revenue

The Long Term Financial Strategy should be updated to show the adoption of the Pricing Policy to the provision of on-street parking services. Instead of showing a conservative revenue growth to \$40m in 2029/30, Table 4 should show an additional revenue of \$10m in 2020-21, increasing to an additional \$20m for 2029-30.

**Table 4 - PARKING REVENUE ESTIMATES (\$'000)**

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
Parking Revenue	25,454	34,720	35,414	36,122	36,845	37,582	38,333	39,100	39,882	40,680

*Source: proposed Long Term Financial Strategy to 2029/31*

This increase in revenue can occur even as the number of on-street parking bays are reduced, e.g. by reallocating space to active transport and place making.

Further information on the revenue opportunity, as well as the ethics of adopting the Pricing Policy, is available at:

- <https://streets-alive-yarra.org/better-for-parking/>
- <https://streets-alive-yarra.org/revenue/>
- <https://streets-alive-yarra.org/ethics/>

## Capital Works program

The Long Term Financial Strategy, Strategic Resource Plan and Budget need to be modified to increase the budget for capital works. The increase should be at least \$10m for 2020-21, rising to an additional \$20m for 2029-30.

**Table 5 – ESTIMATED CAPITAL EXPENDITURE (\$'000)**

	Year 1 2020-21	Year 2 2021-22	Year 3 2022-23	Year 4 2023-24	Year 5 2024-25	Year 6 2025-26	Year 7 2026-27	Year 8 2027-28	Year 9 2028-29	Year 10 2029-30
Renewal & Upgrade	29,623	35,731	29,098	28,212	32,055	36,683	35,493	33,426	34,291	35,031
New	920	6,179	8,183	9,746	6,739	2,654	4,747	8,217	8,895	10,410
Total	30,543	41,910	37,281	37,958	38,794	39,337	40,240	41,643	43,186	45,441

Further information on the required expenditure is available at:

- <https://streets-alive-yarra.org/expenditure/>



## LAPM policy

Responding to upcoming severe traffic congestion and parking congestion, as well as responding to our climate emergency, means that we need to transform all our neighbourhoods by 2030. Our Local Area Place Making (LAPM) policy needs to be updated to reflect this.

The Long Term Financial Strategy, Strategic Resource Plan and Budget need to be modified to allocate at least \$10m per year for walking, cycling and place making. With a budget of \$10m per year, Yarra can hire more staff and review all 21 LAPMs within each 4-year term of Council. With that budget, and over a 10-year time frame, it will be realistic to adopt and implement 30 km/h superblocks (with traffic calming and filtering) for all LAPM areas by 2030.



*Image credit: Streets Alive Yarra, background from Google Maps*

Further information on the required LAPM policy is available at:

- <https://streets-alive-yarra.org/neighbourhoods/>



## Concluding remarks

Streets Alive Yarra would be delighted to provide further detail or explanation of the themes raised in this document.

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