

FEEDBACK ON DRAFT YARRA MOVES ACTION PLAN



Image credit: City of Yarra.



Prepared by: Streets Alive Yarra Inc.

streets-alive-yarra.org

Foreword

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 walk, roll on a wheelchair, cycle, use public transport or drive. Residents and shoppers should be able to move safely, comfortably, and conveniently around Yarra; and park near shops.



Image credit: OCULUS Landscape Architecture and Urban Design

Streets Alive Yarra was founded in 2017 and now has over 2,800 followers on Facebook. A network of local champions develops concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also a member of the Victoria Walks Walkability Action Group network.

Further information is available at: streets-alive-yarra.org/about.

Feedback

Overall, Streets Alive Yarra is supportive of the draft Yarra Moves Action Plan. The draft would be improved if it:

- Clearly identified that the best way to increase physical activity is to enable people of all ages to integrate it into their daily lives, i.e. by choosing walking or biking for short trips, by making such journeys more convenient, more comfortable, and more enjoyable than driving.
- Committed to collecting and publishing data that enabled residents and ratepayers to compare the person-hours of activity delivered per dollar invested by council in a range of physical activities, such as golf, tennis, football, cricket, bowls, swimming, walking or biking.
- Stated that some types of activities, i.e. walking and biking, are fundamentally better, i.e. more accessible and more scalable, than others, because they are available right from the front door of every property in Yarra, and don't require payment of fees.
- Stated that the resources required for investment in infrastructure for walking and biking can be derived by reforming how on-street parking is priced, i.e. by reducing council's existing subsidies for on-street parking.

Theme 3: Active Neighbourhoods

The development of safe, accessible and well-connected neighbourhoods that optimise and encourage active transport and active living.

Objective	Action	Responsible business units	Timeframe	Measurable outcomes	Resources
3.1 Encourage and support greater walkability and cycling throughout Yarra.	3.1.1 Develop and deliver the Yarra Transport Strategy (YTS) with a focus on safe and connected cycling and walking infrastructure networks.	Strategic Transport Open Space Planning & Design Traffic Engineering Parking Management	Ongoing	Progress towards the targets as outlined in the Yarra Transport Strategy: 15km more compliant routes by 2027 25 cycling projects delivered by 2027 20% more cycling or scooter trips by 2027 30 hoops each year and 1 bike corral per year	Resources required.

The plan should state that resources can be derived from reforms to the pricing of on-street parking.

Further information is available at:

- <https://streets-alive-yarra.org/revenue/>
- <https://streets-alive-yarra.org/better-for-parking/>
- <https://streets-alive-yarra.org/journal/yarras-parking-subsidy/>
- <https://streets-alive-yarra.org/journal/aucklands-parking-subsidy/>

Concluding remarks

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

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