

SUGGESTIONS FOR THE CLIMATE EMERGENCY 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.

Suggestions

When developing the updated Climate Emergency Plan, Streets Alive Yarra suggests that the City of Yarra focus on two major areas, both of which are within its sphere of control, namely housing and transport.

By far the most far reaching way that Council can help to reduce per-capita carbon emissions is to enable more people to live within the municipality, in energy efficient homes, where jobs and services can be accessed by walking, biking, and public transport. Put simply, Council should adopt a population target of 300,000 people, and amend its planning scheme to ‘legalise Paris’ everywhere within Yarra, allowing beautiful, high-quality 6-storey mixed-use buildings to deliver ground-floor retail, two floors of offices, and three floors of residences. This would be a “bold and unapologetic” plan, as requested by the CEO.

In addition, Council should allocate a budget of at least \$10 million per year to reduce emissions from transport, by funding the delivery of the Transport Strategy and the Transport Action Plan. Also, Council should accelerate the reallocation of space from asphalt to green open space. We’d like to see a new or expanded pocket park, such as the Cambridge Street Reserve, opened each quarter, somewhere in Yarra.

Each action within the updated Climate Emergency Plan should be accompanied by an estimate of the tonnes of CO₂ that are likely to be saved, and ranked by an estimate of the financial investment required by Council to save each tonne of CO₂. On this basis, we suggest that updating the regulatory environment for housing, and investing in transport infrastructure, are likely to deliver returns with the lowest cost per tonne of CO₂ saved.

Finally, funding to support the Climate Emergency Plan can be derived by reforms to the pricing of on-street parking, as indicated by the draft Financial Sustainability Strategy.

Learn more:

- <https://streets-alive-yarra.org/better-for-our-climate/>
- <https://streets-alive-yarra.org/open-space/>
- <https://streets-alive-yarra.org/actions/>

Concluding remarks

Streets Alive Yarra supports the development of an updated Climate Emergency Plan, because we believe it would help build a more beautiful, liveable and accessible city. We would be delighted to provide further detail or explanation of the themes raised in this document.

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