

Feedback on National Urban Policy Consultation Draft

We support

We support the following actions proposed within the draft:

- reform urban planning and zoning rules to support emissions reduction outcomes, including prioritising mixed-use neighbourhoods that are close to amenities and employment and encouraging lower emissions active travel, such as walking and cycling
- increase greening of public open spaces, streets and suburbs to act as natural cooling systems against heat-island effects
- support the development of urban areas with networks of green and blue spaces to enhance liveability, support biodiversity, and provide places for recreation and connection to nature
- promoting greater use of active and public transport by improving the safety, connectivity and convenience of walking and cycling infrastructure and of electrified public transport options
- support strategic development and transport plans supported by land use planning systems that encourage walkability and rideability through the creation of networks of local destinations with good connections and amenity
- delivering safe, accessible active transport infrastructure to encourage walking and cycling, improving health outcomes and reducing emissions
- delivering inclusive social infrastructure such as community centres, parks and public spaces within easy reach of residents to promote social interaction and wellbeing

Recommendations

We recommend that the federal government:

- Encourage cities to stop growing outwards.
- Support 6-storey mixed-use buildings within walking distance of train and tram stops, 30 km/h High Access Neighbourhoods, a cohesive network of protected bike lanes, and significantly improved public transport.

- Link federal city and transport funding to state, territory and local governments with requirements to adopt best-practice guidelines for a compact urban form, public transport, and the design and construction of walking and biking networks.
- Fund walking and biking on council controlled streets via recurring grants of \$100 per person per year to each council in Australia, i.e. \$10 million per year for the City of Yarra from a total of \$2.5 billion per year.
- Use demand responsive driving charges to manage congestion on federal highways.
- Redirect funding from commuter car parks at train stations (i.e. don't build any more) toward walking, e-biking, bike parking, and buses.
- Ban the import of high-bonnet private vehicles (which cause much greater trauma to people outside of the vehicle if involved in a collision).

Closing remarks

Streets Alive Yarra also supports the submissions made by Better Streets Australia and National Housing Network Australia.

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

About us

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 3,000 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, and Better Streets Australia. Further information is available at: streets-alive-yarra.org/about.