

# Ordinary Meeting of Council Agenda

**to be held on Tuesday 16 July 2019 at 7.00pm  
Richmond Town Hall**

## **Arrangements to ensure our meetings are accessible to the public**

Council meetings are held at either the Richmond Town Hall or the Fitzroy Town Hall. The following arrangements are in place to ensure they are accessible to the public:

- Entrance ramps and lifts (off Moor Street at Fitzroy, entry foyer at Richmond).
- Interpreting assistance is available by arrangement (*tel. 9205 5110*).
- Auslan interpreting is available by arrangement (*tel. 9205 5110*).
- A hearing loop is available at Richmond only and the receiver accessory is available by arrangement (*tel. 9205 5110*).
- Proposed resolutions are displayed on large screen.
- An electronic sound system amplifies Councillors' debate.
- Disability accessible toilet facilities are available at each venue.

## **Recording and Publication of Meetings**

An audio recording is made of all public Council Meetings and then published on Council's website. By participating in proceedings (including during Public Question Time or in making a submission regarding an item before Council), you agree to this publication. You should be aware that any private information volunteered by you during your participation in a meeting is subject to recording and publication.

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## **Order of business**

- 1. Statement of recognition of Wurundjeri Land**
- 2. Attendance, apologies and requests for leave of absence**
- 3. Declarations of conflict of interest (Councillors and staff)**
- 4. Confidential business reports**
- 5. Confirmation of minutes**
- 6. Petitions and joint letters**
- 7. Public question time**
- 8. Delegates' reports**
- 9. General business**
- 10. Questions without notice**
- 11. Council business reports**
- 12. Notices of motion**
- 13. Urgent business**

## 1. Statement of Recognition of Wurundjeri Land

*"Welcome to the City of Yarra."*

*"Yarra City Council acknowledges the Wurundjeri as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra and gives respect to the Elders past and present."*

## 2. Attendance, apologies and requests for leave of absence

Anticipated attendees:

### Councillors

- Cr Danae Bosler (Mayor)
- Cr Misha Coleman (Deputy Mayor)
- Cr Mi-Lin Chen Yi Mei
- Cr Jackie Fristacky
- Cr Stephen Jolly
- Cr Daniel Nguyen
- Cr Bridgid O'Brien
- Cr James Searle
- Cr Amanda Stone

### Council officers

- Vijaya Vaidyanath (Chief Executive Officer)
- Ivan Gilbert (Group Manager Chief Executive's Office)
- Lucas Gosling (Director Community Wellbeing)
- Gracie Karabinis (Group Manager People, Culture and Community)
- Chris Leivers (Director City Works and Assets)
- Diarmuid McAlary (Director Corporate, Business and Finance)
- Bruce Phillips (Director Planning and Place Making)
- Mel Nikou (Governance Officer)

## 3. Declarations of conflict of interest (Councillors and staff)

## 4. Confidential business reports

### Item

- 4.1 Matters relating to security of Council Property
- 4.2 Contractual matters

## **Confidential business reports**

The following items were deemed by the Chief Executive Officer to be suitable for consideration in closed session in accordance with section 89 (2) of the *Local Government Act* 1989. In accordance with that Act, Council may resolve to consider these issues in open or closed session.

### **RECOMMENDATION**

1. That the meeting be closed to members of the public, in accordance with section 89 (2) of the *Local Government Act* 1989, to allow consideration of:
  - (a) Matters relating to security of Council Property; and
  - (b) Contractual matters.
2. That all information contained within the Confidential Business Reports section of this agenda and reproduced as Council Minutes be treated as being and remaining strictly confidential in accordance with the provisions of sections 77 and 89 of the *Local Government Act* 1989 until Council resolves otherwise.

## **5. Confirmation of minutes**

### **RECOMMENDATION**

That the minutes of the Ordinary Council Meeting held on Tuesday 25 June and Tuesday 2 July 2019 be confirmed.

## **6. Petitions and joint letters**

## **7. Public question time**

Yarra City Council welcomes questions from members of the community.

### Public question time procedure

Ideally, questions should be submitted to Council in writing by midday on the day of the meeting via the form available on our website. Submitting your question in advance helps us to provide a more comprehensive answer. Questions that have been submitted in advance will be answered first.

Public question time is an opportunity to ask questions about issues for which you have not been able to gain a satisfactory response on a matter. As such, public question time is not:

- a time to make statements or engage in debate with Councillors;
- a forum to be used in relation to planning application matters which are required to be submitted and considered as part of the formal planning submission;
- a forum for initially raising operational matters, which should be directed to the administration in the first instance.

If you wish to raise matters in relation to an item on this meeting agenda, Council will consider submissions on these items in conjunction with and prior to debate on that agenda item.

When you are invited by the meeting chairperson to ask your question, please come forward and take a seat at the microphone and:

- state your name clearly for the record;
- direct your questions to the chairperson;
- ask a maximum of two questions;
- speak for a maximum of five minutes;
- refrain from repeating questions that have been asked previously by yourself or others; and
- remain silent following your question unless called upon by the chairperson to make further comment or to clarify any aspects.

## **8. Delegates' reports**

## **9. General business**

## **10. Questions without notice**

## 11. Council business reports

Item	Page	Rec. Page	Report Presenter
11.1 Car Share Policy	7	20	Simon Exon - Unit Manager Strategic Transport Planning
11.2 Amendment C223 - 81-95 Burnley Street, Richmond - Re-authorisation	108	117	David Walmsley – Manager City Strategy
11.3 Local Government Bill Reform Proposal	127	131	Rhys Thomas - Senior Governance Advisor
11.4 Council Committees Policy	145	148	Rhys Thomas - Senior Governance Advisor
11.5 Place Naming Policy	164	166	Rhys Thomas - Senior Governance Advisor

The public submission period is an opportunity to provide information to Council, not to ask questions or engage in debate.

### Public submissions procedure

When you are invited by the meeting chairperson to make your submission, please come forward and take a seat at the microphone and:

- state your name clearly for the record;
- direct your submission to the chairperson;
- speak for a maximum of five minutes;
- confine your remarks to the matter under consideration;
- refrain from repeating information already provided by previous submitters; and
- remain silent following your submission unless called upon by the chairperson to make further comment.

## 12. Notices of motion

Nil

## 13. Urgent business

Nil

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**11.1 Car Share Policy**

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## Executive Summary

### Purpose

For Council to adopt the new Car Share Policy (2019-2024).

### Key Issues

Car share has a number of benefits and is encouraged in the Yarra Strategic Transport Statement which includes an action requiring that Council develop a car share policy. There are currently 152 car share bays in Yarra. Although car share is supported by Council in principle, implementing policy and actively encouraging car share by providing additional on street car share bays is sensitive in the community.

The lack of a clear and consistent framework combined with sensitivities around the installation of car share bays has meant that car share expansion has been suspended until a policy is adopted.

The car share policy has now been in development for over two years and a significant amount of technical work and consultation has been done over this time. The draft car share policy was originally put before Council on 7th August 2018 and was accompanied by a detailed background report on the development of the policy. A decision on adopting the draft policy was deferred until further consultation was undertaken specifically public consultation and advisory committee consultation. This consultation has now been completed with 323 submissions and over 30,000 words of commentary provided to Council regarding the draft policy.

As the draft policy has been developed it has become apparent that there are divergent opinions and interests amongst stakeholders regarding car share and what a successful car share policy looks like. On this basis, it will not be possible to produce and implement a car share policy that the community, car share operators, advisory groups, businesses, car share members and other stakeholders all think is perfect in all aspects.

Following the consultation exercise, a number of changes to the draft car share policy have been made which include:

- The number of new car share bays provided over the next five years increased from 79 bays to 131 bays. This increase was put forward by Councillors in the August 2018 resolution and included in the consultation draft as a growth scenario. This will take the total allocation up to 283 bays;
- That every 40th additional (over and above the existing 151 bays) car share car provided in Yarra by any single operator from August 2019 be wheelchair accessible and capable of transporting a passenger in a powered wheelchair. This measure will make Yarra a leader in terms of wheelchair accessible cars noting that other car share policies namely Port Phillip and Melbourne encourage provision of wheelchair accessible cars but do not mandate it; and
- Requirements regarding washing of cars and length of time that bays can be left empty have been amended to be more practical and cater for long weekend hire of car share cars.

The officer view is that sufficient work on the draft policy has been done to produce a policy that taken on balance is fair, deliverable and aligns with Council objectives. On this basis it is recommended that the revised draft policy is now adopted without further delay.

### **Financial Implications**

The draft Policy states that car share bays will not be located in paid parking bays.

All costs associated with the installation of a new on-street car share bay will be recovered from the Car Share Providers via an installation charge, inclusive of the value of the space to the community.

An annual permit fee would be charged for all existing on-street car share bays to cover the cost of officer time dedicated to managing the implementation of the Policy and monitoring performance and reporting. This fee would be reviewed annually as part of the Fees and Charges process.

Permits for on-street bays are proposed to be renewed bi-annually and are subject to Council approval and dependent on the provider demonstrating that the space is suitably utilised.

### **PROPOSAL**

That Council adopt the draft Car Share Policy (2019 – 2024).

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## 11.1 Car Share Policy

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Trim Record Number: D18/193902

Responsible Officer: Director Planning and Place Making

### Purpose

1. For Council to consider adopting the new Car Share Policy (2018-2024).

### Background

2. The Strategic Transport Statement includes Action 5.9 which requires that Council “*Develop guidelines for car share operators that address the issues of location, number of bays and signage so that operators are clear as to the process and responsibilities*”.
3. Car share is a cost effective alternative to car ownership in urban areas. Car share schemes are operated by private car share companies, who provide access to a fleet of cars distributed across an area. Local residents and businesses can become members of a car share scheme, and use the cars as needed for a predetermined fee. Currently there are three commercial car share companies operating in Yarra (GoGet, Flexicar and GreenShareCar).
4. Car share has the following benefits:
  - (a) reduced car usage and traffic: A car owner spends a significant amount of money on buying and keeping a car roadworthy and is far more likely to use a car for a given trip due to fixed sunk costs than someone who does not own a car and utilises car share on a pay as you go basis;
  - (b) increased transport choice: Car share gives people more mode choice by providing access to a car for those who only need to use a car occasionally and normally travel on foot, by bicycle or on public transport;
  - (c) reduced parking demand and car ownership: Research outlined in the “Research for the City of Port Phillip’s Car Share Policy Review” Report (Final), prepared by Phillip Boyle and Associates, dated 17 February 2016 indicates that for every car share vehicle deployed that between seven and ten cars are avoided. 40% of these vehicles are existing vehicles that new car share users decide to sell (and not replace), and 60% of these vehicles are avoided cars that would have otherwise been purchased in the future by existing residents or businesses; and
  - (d) reduced transport costs: Using car share for occasional car users is often far cheaper than owning a car. This can free up money which can then be spent on other things including goods and services provided by businesses in Yarra.
5. Car share is particularly suited to Yarra for the following reasons:
  - (a) Yarra is well served by public transport and the potential for walking and cycling to goods and services is high. The need to own a car and use it regularly to undertake every day activities is relatively low for many people; and
  - (b) Living costs in Yarra are relatively high and household income varies considerably. A significant number of residents would be receptive to making cost savings on transport by living car free or selling the second or third household car if there are opportunities to utilise car share.
6. There are currently 152 car share bays in Yarra (including 27 off-street bays) which are provided by three commercial Car Share Providers. Initially there were just a few requests from Car Share Providers for car share bays. This was managed and the bays were provided at no cost given car share aligns with Councils strategic transport objectives.

7. Car share companies are now increasingly requesting that additional spaces are provided given the growing population, the move to the shared economy and the growing demand for car share in Yarra. This means that more formalised methods of planning for car share are required. The proposed car share policy provides clear guidance in a number of areas including:
  - (a) How many car share bays will be provided in Yarra;
  - (b) Car share provider qualification criteria;
  - (c) Where bays need to be provided at a strategic level so there is a degree of coverage throughout Yarra (note some areas currently have lots of car share cars with others having none);
  - (d) Criteria for locating individual bays so there is clear and consistent rationale for why a bay needs to go where it is proposed;
  - (e) Car share bay utilisation requirements and monitoring framework; and
  - (f) Fees, charges and administration.
8. Although car share is supported by Council in principle, implementing policy and actively encouraging car share by providing additional car share bays is a sensitive in the community as it interfaces with the broader car parking topic which itself is a very sensitive and emotive subject. Car share is a complex and its benefits are not immediately apparent at street level as providing car share bays reduces the number of general car parking spaces but also lowers parking demand thereby making it easier to park.
9. As a concept this is somewhat counterintuitive and someone unfamiliar with car share or with a very firm view on parking issues (as most residents with a car in Yarra have) may struggle to understand how removing some parking spaces and installing a car share bay will make it easier to park. This is further compounded to some degree by the fact that busy, densely developed residential streets with the highest demand for on street car parking are the same locations where there is the strongest desire amongst the car share operators to install car share bays.
10. These factors mean that Council receives a significant number of complaints about car share when installing new bays. Residents often question why car share is needed and why a bay is located near their property and not 'somewhere else'. If a car share bay is constantly occupied by a car share car then questions are asked as to why the car share bay is needed as it does not appear that the car is used. This perception is generally not correct as data shows that all car share bays in Yarra have an appropriate level of use notwithstanding the data it is a perception that will continue to exist. Conversely, if a car share bay is often empty (as the car is being used heavily) then there are complaints that the car share bay is a waste of a 'valuable' in demand parking space. These scenarios mean that car share bays are commonly a source of general frustration to community members with a car.
11. The number of Yarra residents that own a car and want to park it on street in Yarra currently greatly exceeds the number of residents that are a member of car share. This ratio may change in the future but at the present time the provision of additional car share bays on any street where parking is viewed as an issue (which is most streets in Yarra) is likely to draw complaints from local residents when they become aware of a specific proposal.
12. Complaints about the reallocation of road space from sections of the community are common in Yarra, however sensitivities around car parking are particularly strong. The outcome of this is that the actual deployment of car share bays is generally challenging and labour intensive for Council officers with a significant amount of time spent trying to resolve bay by bay disputes. The lack of a policy to provide a clear and consistent framework for officers to work in has meant that car share expansion has been suspended until a policy is adopted.
13. The policy will provide a clear framework that allows Council officers to respond to concerns, and or complaints and deliver policy in a time efficient, transparent and consistent manner.

14. The car share policy was originally put before Council on 7th August 2018 and was accompanied by a detailed background report on the development of the policy. This material was developed to consider inputs from various teams across Council, officers who have deployed car share policies at other Councils and car share operators. A decision on adopting the draft policy was deferred until further consultation was undertaken specifically public consultation and advisory committee consultation. This consultation has now been completed. In total 323 responses to a survey posted on the Yarra Your Say webpage were submitted which provided over 30,000 words of commentary. 93 per cent of respondents stated that car share should be supported with 74 per cent of these respondents being members of car share.
15. Following the consultation exercise, a number of changes to the draft car share policy have been made which include:
  - (a) The number of new car share bays provided over the next five years increased from 79 bays to 131 bays. This would take the total allocation up to 283 bays;
  - (b) That every 40th additional (over and above the existing 151 bays) car share car provided in Yarra by any single operator from August 2019 be wheelchair accessible and capable of transporting a passenger in a powered wheelchair. This measure will make Yarra a leader in terms of wheelchair accessible cars noting that other car share policies namely Port Phillip and Melbourne encourage provision of wheelchair accessible cars but do not mandate it; and
  - (c) Requirements regarding washing of cars and length of time that bays can be left empty have been amended to be more practical and cater for long weekend hire of car share cars.
16. The consultation exercise and policy formation process have confirmed that there are a wide range of opinions regarding car share and what a successful car share policy looks like. These have all been duly considered as part of this process, however, it is important that the car share policy is practical and deliverable so it works for Council as an organisation that is accountable to its community. For example, having no upper limit on the number of bays rolled out across Yarra maybe desirable amongst some operators but will generate significant practical and financial issues for Council and could result in community concerns that severely undermines car share going forward. Such an outcome is not in the interests of either Council or the car share operators that suggest it.
17. Given the divergent opinions and interests of stakeholders it is not be possible to produce and implement a car share policy that the community, car share operators, advisory groups, businesses, car share members and other stakeholders all think is perfect in all aspects. Work on the policy has occurred over a number of years and the amount of officer time invested up to this point has been significant and greatly exceeds that envisaged when the process for producing it commenced. The absence of a car share policy has also meant that it has not been possible to deploy additional car share bays over this time to the detriment of people who are looking to use car share. On this basis, the officer view is that sufficient work on the draft policy has been done in term of technical work and consultation to produce a policy that taken on balance is fair, deliverable and aligns with Council objectives.
18. The proposed Car Share Policy applies only to commercial Fixed Base Car Share Providers (e.g. GoGet, Flexicar, and GreenShareCar and others that may enter the market and meet the qualification criteria set out in the car share policy). Peer-to-Peer car share schemes (e.g. Car Next Door) are excluded from the Policy except for purposes of promotion. Dockless Car Share Schemes are also excluded from the Policy.
19. Peer-to-Peer car share operators allow members to rent out their personal vehicles directly to other members, typically neighbours. As the vehicles are owned by residents, they generally use resident parking permits or private parking, and Council therefore does not have an oversight role in terms of parking. In addition, Council has no regulatory role in specifying safety and environmental standards for vehicles used in Peer-to-Peer car share schemes.

20. The proposed Car Share Policy does not allow for Peer-to-Peer operators to apply for a dedicated on-street car share space given that they do not comply with all the qualifications and obligations criteria set out in the Policy, including maintaining a minimum availability of a vehicle to other users, and safety and environmental limits on type of vehicles.
21. Dockless Car Share schemes involve members registering with a commercial Car Share Provider who provide a fleet of vehicles across an area. It differs from Fixed Base Car Share Services in that vehicles can be picked up from one parking space and dropped off to a different parking space thereby facilitating one-way trips.
22. Dockless Car Share schemes are dependent on the car share vehicles being able to park in any available parking space rather than in a space designated for car share. Dockless car share services have not been introduced anywhere in Australia and there are a number of very complex regulatory and commercial matters that would need to be resolved at State level and between a number of Councils before it can be deployed. On this basis, it is not envisaged that the market will introduce dockless car share in inner Melbourne any time soon. If firm proposals for Dockless car share do emerge then it will be subject to a separate Policy in the future.
23. A copy of the draft car share policy is provided as attachment 1.

### **External Consultation**

24. A significant amount of consultation has been undertaken externally to inform the content of the policy. A Victorian Sustainable Transport Interest Group (VicSTIG) meeting was held on 8th August 2017 at the Municipal Association of Victoria offices to share information on how car share is managed by Councils in Inner Melbourne. Key points discussed at this meeting are summarised as follows:
  - (a) Melbourne City Council's (MCC) current Car Share Policy within the CBD requires Car Share Providers to provide one off-street space for every on-street space they request within the CBD; the logic behind this is that there are many more off-street car parking spaces in the CBD than there are on-street spaces. There is, however, no requirement for Car Share Providers to provide an off-street space for every on-street space requested outside of the CBD;
  - (b) City of Port Phillip (CoPP) adopted its Car Share Policy in July 2016 following the completion of a background report. The Policy includes minimum targets for the expansion of car share within the municipality. The Policy allows for the targets to be revised upwards should demand warrant the need to do so. The CoPP also actively promotes car share services through its website, YouTube and brochures; and
  - (c) City of Darebin (CoD) does not allocate specific bays to car share but rather a street section. This situation works in the CoD given there are very few parking restrictions in residential areas and the parking demand in residential areas is currently not as high as other areas in Inner Melbourne.
25. The current commercial Car Share Providers (GoGet, Flexicar and Green Share Car) were also invited to provide feedback on their current and anticipated operation within Yarra.

### **Community Consultation**

26. Community consultation on the draft Car Share Policy occurred from the 10th September to 22nd October 2018. The consultation asked people their views on car share and put forward two car share growth scenarios for consideration, these were 79 additional spaces or 131 additional spaces to be provided over the next five years in Yarra. In total 323 responses to a survey posted on the Yarra Your Say webpage were submitted with over 30,000 words of comment provided in the responses in total. Full details of the consultation responses are provided as attachment 2.
27. Ninety three per cent of respondents stated that car share should be supported. The main reasons for this support were:

- (a) Reduced need for car ownership and associated costs;
  - (b) Reduced demand for parking;
  - (c) Reduced congestion;
  - (d) It's convenient; and
  - (e) Good for people who only need occasional access to a car.
28. Those that did not support car share often believed that they took up residents parking spaces and therefore reduced parking supply for residents. These community sentiments reflect the findings of officers as they have sought to provide car share bays in the past.
29. Of all respondents, 74 per cent are members of car share with 54 per cent of all respondents living in a household with a car. Car share membership in Yarra is approximately 5,000 people with Yarra's population being approximately 90,000 people. Hence, approximately six per cent of the population are car share members. Car share member views are over represented to a significant degree in the consultation responses.
30. In total 83 per cent of respondents thought there should either be a lot more or a few more car share spaces in their local area.
31. Nearly 60 per cent of respondents believed that the number of car share spaces in Yarra should be increased to 131 spaces over the next 5 years. Nearly ten per cent voted for 79 additional spaces with the remainder unsure or putting forward an alternative number. When people were asked their thoughts on the car share number a range of responses were provided expressing a diverse set of opinions. These ranged from there shouldn't be any car share at all to Council should not set an upper limit and car bays should keep being provided so long as they met minimum utilisation rates to demonstrate need. There were also a number of other opinions expressed regarding how rates should be calculated.
32. 55% of respondents lived in a household with a car and respondents had an average ownership of 1.3 cars per household.
33. One car share operator (Go Get) has provided a separate submission which is summarised as follows:
- (a) Council should not set maximum provisions by area and should instead have minimum provisions based around the concept of demand responsive growth;
  - (b) Off Street bays should be encouraged but not mandated due to the costs and other practicality issues with off street bays;
  - (c) Requiring bays not to be empty for more than two days is not practical as people take cars for long weekends etc.;
  - (d) Prohibiting the cleaning of vehicles is impractical, car share providers have processes which allow vehicles to be cleaned on street without generating unacceptable externalities;
  - (e) Concerns over emissions targets and what net impacts these will have on actual emissions. (Note the recommended policy does not contain specific emissions targets for vehicles, only that any vans or utility vehicles are high environmental performers in their class); and
  - (f) Objections to the requirement that car share vehicles are parked legally in the event that a car share bay is occupied by a non-car share vehicle.
34. In summary, the community consultation exercise generally demonstrates that car share users want more car share bays. The vast majority of community feedback to Council officers' over the last five years is that car share cars and/or car share bays take up parking spaces on streets where they live. The outputs of the consultation exercise need to be taken in this context.

Advisory Committee Consultation

35. The following Advisory Committees were consulted as per the Council resolution in August 2018:
- (a) Youth Advisory Committee;
  - (b) Active Aging Advisory Group;
  - (c) Disability Advisory Committee; and
  - (d) Bicycle Advisory Committee.
36. All of these committees broadly support car share. It is noted that the DAC was particularly interested in car share and multiple meetings were held with the committee to understand their views, the basis for these views and how they can be practically incorporated into policy. Specifically, DAC have requested that two or three cars within the car share fleet are wheelchair accessible and can carry a passenger in an electric wheelchair. DAC have made this request to car share operators approximately ten years ago and consideration was given to it by operators and Council at the time, however, it is understood that that were concerns about maintenance and the reliability of technology. Cost and a perceived or actual lack of demand are likely to have been other considerations hence wheelchair accessible were not deployed.
37. Having wheel chair accessible cars is beneficial and desirable in principle and there is likely to be broad agreement on this. It is important to note, however, that this is a complex and difficult request to readily accommodate.
38. It is estimated that each wheel chair accessible car will cost approximately \$30k more than a conventional car – this doubles the net cost of a vehicle. Based on three wheelchair accessible cars this is approximately \$90k in conversions over the life of the policy. Modifications to cars have an associated financial cost which needs to be met be it the user, the car share provider, Council or another party.
39. The market demand for use of wheel chair accessible cars is unknown and is very difficult to measure with any accuracy. Notwithstanding this, there are a number of factors which suggest that the demand for wheelchair accessible cars is likely to be relatively small in most cases and this presents practical challenges around delivery and commercial viability. Specifically:
- (a) Community members with a disability are eligible to receive subsidised taxi fares via vouchers from State Government. Using a taxi is likely to be far more convenient than using car share in many cases as for many people a wheel chair accessible car is unlikely to be close to the place of residence. A lack of wheelchair accessible taxi's and longer wait times are separate ongoing issues although for many people using a taxi is still likely to be more convenient than accessing a car share car. UberAssist does provide some service in the disability mobility space, however people with powered wheelchairs are not able to access Uber services at the present time;
  - (b) Car hire companies such as Hertz are increasingly providing wheelchair accessible cars, for longer one off type trips car hire is more attractive than car share which is primarily used for shorter hires;
  - (c) DDA public transport stops are being rolled out across Melbourne and over time this is likely to reduce demand for use of wheelchair accessible car share vehicles as other more convenient options will be available. For example, the whole of tram Route 96 will be soon be accessible by wheelchair. NB. Increased provision of DDA compliant public transport does not mean that wheelchair accessible cars are not required, but it may reduce demand for the use of such cars;
  - (d) Other support services exist which respond to this particular travel need to some degree;

- (e) The instances where a wheelchair accessible car could be used are more limited by the nature of the provision. For example, a person who uses a wheelchair may be unable to drive the vehicle. In such cases the person using a wheelchair will require a driver, this adds further complexity to the process further limiting its practical use;
  - (f) A wheelchair accessible car is available in Yarra via Car Next Door. It is understood that this is used on average less than once per week to transport passengers who use wheelchairs. A lack of advertising and awareness of this car may explain its low utilisation, however, the extent to which this is the case is difficult to quantify; and
  - (g) The market (car share operators) has not provided wheelchair accessible cars to date in a general street environment. If this was a commercially viable way of growing car share use due to sufficient levels of demand then it is likely that the market would have responded and made advances in this space. NB. A trial of wheelchair accessible cars at hospitals with sponsorship from the hospitals to cover extra costs in Sydney has occurred and this provides an example of where wheelchair accessible cars can be deployed and have an appropriate level of usage.
40. Cost and questions over demand are significant practical obstacles. There are three potential avenues for generating the funds required to provide wheelchair accessible cars:
- (a) Option 1: The car share companies absorb these costs and provide the cars;
  - (b) Option 2: Council provides a subsidy to provide these cars; or
  - (c) Option 3: A third party provides a subsidy to provide these cars through sponsorship or a grant.
41. **Option 1:** The car share companies have stated that they are unable to fund wheelchair accessible cars as their margins are thin, or at break even, and the business model cannot sustain extra costs of this scale. The cost of hiring wheelchair accessible cars could possibly be increased to consider the extra costs, however, this will further reduce demand for these vehicles which they already believe will be very low. A levy fee could be placed on all car share cars across Yarra to raise funds to cover the costs of wheelchair accessible cars; however, this is likely to reduce demand for car share and would impact business viability. Other methods of increasing revenue on these cars such as advertising would not come close to covering the costs of installing equipment.
42. **Option 2:** There is no money allocated in the Council budget for subsidy of car share operators to provide wheelchair accessible cars. In such a scenario, public money would be used to fund a private company to provide a public benefit that cannot/would not be realised through the private sector alone. This could be complex to implement from a process/legal, asset and liability point of view. From a first principles perspective, the officer view is that a better use of available Council time and money would be to deliver improved DDA compliant road crossings, and wider pavements as well as continued advocacy for DDA public transport stops and other community services which assist people with a disability.
43. A suggestion has been that Council provide wheelchair accessible car share cars and run a car share scheme. The costs of doing this in terms of equipment and officer resources would be significant. Council does not have an allocation in its budget to do this and does not currently have the expertise to be a car share operator. Council has a large number of existing roles and responsibilities and the officer view is that adding a car share scheme to this list at this time is not a priority and generally not advisable.
44. **Option 3:** This would be a sponsorship arrangement where a facility that would benefit from wheelchair accessible cars and has demand for its use pays a contribution to the car share company to provide the service. An example of this would be a hospital or a care home where there is a critical mass of potential service users in the immediate vicinity. If wheelchair accessible cars are to be provided in Yarra these types of locations appear the most viable. Opportunities to secure a grant with an external party through an application process have been discussed; to date a grant has not been identified that could be used as a funding mechanism.

45. It is understood that the DAC do not have a preference for how the two or three wheelchair accessible cars are provided over the life of the policy.
46. Following extensive consultation on the wheelchair accessible aspect the attached policy has been amended to ultimately deliver the outcome that DAC have requested. In this regard, the draft policy places an onus on the car share operators to deliver a wheelchair accessible car solution by using advertising revenue, negotiating with their vehicle suppliers to maximise value or entering into an agreement with hospitals to generate sponsorship revenue.
47. Set up and annual fees for bays containing wheelchair accessible cars would be waived by Council under the draft policy provision to assist in solution finding. Officers believe that workable solutions that improve mobility options for people who use wheelchairs can and will be found by the operators if the Council policy encourages them to do so. Regardless of the above, the operators are likely to oppose any mandatory requirement to provide wheelchair accessible cars.
48. The policy provides the framework where wheelchair accessible cars would be provided over the life of the policy. Some consultation feedback has been that wheelchair accessible cars should be provided immediately and that the provisions mean that wheelchair accessible cars are unlikely to be provided early in the life of the policy. Providing cars immediately is obviously desirable but is not particularly practical. It is important to note that no wheelchair accessible cars have been provided to date and this has been a subject for discussion for approximately ten years. The outcome proposed in the policy is a major step forward in this area and would make Yarra a leading Council in terms of facilitating an inclusive car share network.

#### **Internal Consultation (One Yarra)**

49. The development of the proposed Car Share Policy included consultation with the following Council Units: Compliance and Parking, Traffic and Engineering, Aged & Disability Services, City Works, and Statutory Planning.

#### **Financial Implications**

50. The draft Policy states that car share bays will not be located in paid parking bays.
51. All costs associated with the installation of a new on-street car share bay would be recovered from the Car Share Providers via an installation charge.
52. An annual permit fee would be charged for all existing on-street car share bays to cover the cost of officer time dedicated to managing the implementation of the Policy and monitoring performance and reporting. This fee would be reviewed annually as part of the Fees and Charges process. Under the proposed policy the provision of car share spaces and associated charges is not a revenue raising aspect. Rather, car share in Yarra, at this point in time, is recommended to be revenue neutral as a means of promotion. Charges levied at car share operators would be to cover the costs of setting up and then administering car share bays.
53. Permits for on-street bays are proposed to be renewed bi-annually and are subject to Council approval and dependent on the provider demonstrating that the space is suitably utilised.

#### **Economic Implications**

54. The proposed Car Share Policy would make it possible for businesses to use a car share vehicle without the expense of owning a vehicle.
55. Car sharing can also support the local economy by reducing household expenditure on transport and increasing a household's disposable income. People with low motor vehicle use are less likely to drive to where they spend their money and are more likely to shop locally.

### **Sustainability Implications**

56. Research outlined in the “Research for the City of Port Phillip’s Car Share Policy Review” Report (Final), prepared by Phillip Boyle and Associates, dated 17 February 2016 indicates that car share users are likely to increase their use of other sustainable transport modes (walking / cycling / public transport) after they join a car sharing service, this shift towards more sustainable travel patterns also leads to less vehicle emissions and pollution.
57. Furthermore, car share is viewed as an efficient use of parking space, allowing a single vehicle to be used by a large number of people. This reduces congestion and the competition for parking spaces, which ultimately benefits all road users.

### **Social Implications**

58. A well distributed car share network increases social inclusion by enabling households that cannot afford to own a car access to a motor vehicle when needed.
59. Furthermore, the draft Policy notes that Council is supportive of Car Share Providers who can demonstrate the provision of accessible and affordable access to car share to people on low incomes.
60. Council Officers will work with Car Share Providers to facilitate the provision of car share vehicles near public housing estates and support the promotion of car share services to people on low incomes.

### **Human Rights Implications**

61. There are a number of implications relating specifically to wheelchair accessible cars in the context of car share.
62. The UN Conventions on the rights of persons with disabilities (ratified by Australia in 2008) explicitly requires that State Parties shall take appropriate measures to ensure to persons with disabilities access, on equal basis with others, to the physical environment, to transportation, to information and communications ...; and To ensure that private entities that offer facilities and services which are open or provided to the public take into account all aspects of accessibility for persons with disabilities (Article 9 Accessibility), items 1 and 2 (b), p.9.
63. The Disability Discrimination Act 1992 (Cth) (DDA) makes it against the law to discriminate against a person because of disability when providing goods, services or facilities, or access to public premises.
64. Provisions in the Section 24 of this Act make it against the law to discriminate against a persons because of their disability either: by refusing to provide them with goods or services or make facilities available; or because of the terms or conditions on which, or the manner in which, the goods, services or facilities are provided.
65. The Victorian Disability Act 2006 aims to provide a stronger whole-of government, whole of community response to the rights and needs of people with a disability (based on premise that people with disability have the same rights as other members of the community). Among other provisions, it requires to reduce the barriers to goods, services and facilities for people with disability. Council is committed to the provisions of the Disability Act 2006 through its Access and Inclusion Strategy 2018 – 2014.
66. The Charter of Human Rights and Responsibilities 2006 protects the freedoms and rights of everyone in Victoria. It outlines 20 rights including the right to enjoy their human rights without discrimination in the political, economic, social, cultural, civil or any other field.

### **Communications with CALD Communities Implications**

67. The consultation process followed Yarra’s standard practices relating to CALD elements.

## **Council Plan, Strategy and Policy Implications**

### Council Plan 2017-2021

68. Objective 7, City of Yarra, a place where connectivity and travel options are environmentally sustainable, integrated and well-designed, of the Council Plan 2017-2021 notes that “*Council is committed to creating a city that is accessible to all irrespective of levels of personal mobility, to support a fulfilling life without the need for a car*”.
69. Car sharing aligns directly with Objective 7 of the Plan as it enables people who need a car from time to time to rent a car rather than own a vehicle. A growing number of people are finding that using a car share service is cheaper and more convenient than car ownership; particularly in inner urban area where parking options are limited and travel by sustainable transport modes is more convenient and less costly than that of private vehicle travel.
70. A number of objectives relate to wheelchair accessible car aspects. Objective Two - An Inclusive Yarra Strategy 2.2 Remain a highly inclusive municipality, proactive in advancing and advocating for the rights and interests of specific groups in the community and community issues.
71. Initiative 2.2.1 under this Strategy focuses on ‘...challenging discrimination and address disadvantage ...’, p. 36. Transport is one of the most prohibiting barriers for people with disability as many cannot afford or are unable to drive their own vehicle. Often their only option is to rely on community or public transport or their family, friends or carers to access community. Too few low-floor buses, not enough accessible tram stops, and frequently delayed wheelchair accessible taxis, contribute to isolation of some people with disability from their community.
72. Provision of accessible vehicles by car share fleets would contribute to reducing barriers to point to point transportation for people with disability; and simultaneously eliminate possibility of unintentional discrimination in the context of provision of accessible services.

### Strategic Transport Statement 2012

73. The Strategic Transport Statement 2012 notes Council is supportive of car share schemes as they can reduce the need for numerous car parking spaces and unnecessary car ownership.
74. The Statement includes Action 5.9 which notes that Council is to “*Develop guidelines for car share operators that address the issues of location, number of bays and signage so that operators are clear as to the process and responsibilities*”.

### Parking Management Strategy (2013-2017)

75. The Parking Management Strategy (2013-2017) directly supports car share and includes Principle 14: Support and encourage households to use ‘share car schemes’ relates directly to car sharing and is aimed at reducing parking demand within the municipality.

### Yarra Environment Strategy 2013-2017

76. Pathway 3 of the Yarra Environment Strategy 2013-2017 relates to sustainable city infrastructure, and Objective 3.1: Sustainable Transport is aimed at supporting community infrastructure and programs to increase safe, efficient, affordable and low-carbon mobility in Yarra.
77. Car share schemes provide a low-cost alternative to private vehicle ownership. In addition car share fleets generally comprise of fuel efficient cars.

## **Access and Inclusion Strategy 2018 - 2024**

78. Through the Access and Inclusion Strategy 2018 - 2024 Council affirmed commitment to the rights of all people with disability to equality, dignity, and full and equal access to participating in public, economic and cultural life. These are to be considered in all Council’s decision when making laws, developing policy and providing services. Under the Access and Inclusion Strategy (and consistent with the Disability Act 2006 (Vic)), Council aims at:

- (a) Reducing barriers for persons with disabilities accessing information, goods, services and facilities;
- (b) Reducing barriers to persons with disabilities obtaining or maintaining employment;
- (c) Promoting inclusion and participation in the community; and
- (d) Achieving tangible changes in attitudes and practices that discriminate against persons with disabilities, p.6.

79. Of note is Goal 1: *Improve accessibility to infrastructure, facilities and amenities*, p.17, and its Strategy 1.2 *Advocate to create an accessible, well-networked public transport system in the City of Yarra*, p. 18, supports the need for Council policy to require provision of accessible vehicles by car share operators.

### **Legal Implications**

80. The DDA Act sets out legal responsibilities for providing equal access for people with disability.

### **Other Issues**

81. No known other issues.

### **Options**

82. As with most documents such as policies or submissions there are three options available to Councillors. These are:

- (a) Adopt the draft policy as it is; or
- (b) Adopt the draft policy subject to changes; or
- (c) Defer adoption of the draft policy.

83. A significant amount of work has been undertaken to produce the draft policy over a number of years. Extensive consultation has been undertaken and the views of stakeholders have been duly considered and taken on balance noting that the fundamental divergence of views make it very difficult to achieve consensus on all aspects of the policy.

84. The officer recommendation is for Council to adopt the draft policy as it is (or subject to minor changes). Another deferment of the policy pending further technical work and, or consultation is not advised as this is unlikely to add significant value to the process given the large amount of work that has already been undertaken. It will also further delay adoption of the policy and divert more finite officer resources away from other transport projects which require officer attention.

### **Conclusion**

85. Car share is supported by Council's *Strategic Transport Statement 2012* and the *Parking Management Strategy (2013-2017)*.

86. The community benefits of car sharing include the potential for households to reduce expenditure as a result of vehicle ownership no longer being a necessity. It also encourages residents to "live locally" and support local businesses for their everyday needs.

87. Car share is a complex subject which interfaces with the very sensitive community topic of car parking. The consultation exercise and policy formation process has confirmed that there are a wide range of opinions regarding car share and what a successful car share policy looks like. These have all been considered as part of this process, however it is important that the car share policy is practical and deliverable.

88. Work on the policy has occurred over a number of years and the amount of officer resource invested up to this point has been significant and greatly exceeds that envisaged when the process for producing it commenced.

89. The absence of a car share policy has also meant that it has not been possible to deploy additional car share bays over this time.

90. The officer view is that sufficient work has been done and that the draft policy is now ready for adoption.
91. Given the range of views and differences of view it will not be possible to produce a policy that all stakeholders think is perfect in all aspects. The draft policy on balance is considered fair, deliverable and aligns with Council objectives. On this basis, the officer recommendation is that the policy is adopted without further delay.

## **RECOMMENDATION**

1. That:
  - (a) Council note the report of officers on a proposed Car Share Policy;
  - (b) Council note the responses to the exhibition of a draft policy as outlined in Attachment 2;
  - (c) Council note the revised draft Car Share Policy as shown in Attachment 1;
  - (d) Council, having noted the submissions and the officer report, adopt the Car Share Policy (2019 – 2024) as outlined in Attachment 1;
  - (e) officers commence implementation of the Car Share Policy; and
  - (f) submitters be informed of the Council decision.

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**TITLE:** Unit Manager Strategic Transport Planning  
**TEL:** 9205 5781

## **Attachments**

- 1 [↓](#) Draft Car Share Policy 2019-24
- 2 [↓](#) Survey Responses Summary

## City of Yarra Car Share Policy 2019-2024

### Objectives

The objectives of the Car Share Policy are to increase the use of car sharing in the City of Yarra, and ensure that the expansion of the car share network within the City is well-governed and transparent.

Specific objectives include:

- **Reducing the need for car ownership.** The cost of using car share services is more competitive than owning a car when the car is only used occasionally. This is particularly relevant for households with two or more cars where car sharing services could negate the need for ownership of more than one vehicle.
- **Increasing sustainable transport (walking/cycling/public transport) trips.** For many trips the cost of sustainable transport becomes more competitive than car share trips, with car share trips only being used for occasional travel.
- **Using on-street parking spaces more efficiently.** By reducing parking demand created by underutilised private vehicles.
- **Reducing vehicle traffic, noise and greenhouse emissions.** By reducing vehicle kilometres travelled and shifting travel to more fuel efficient vehicles.
- **Increasing social inclusion.** By enabling households that cannot afford to own a car convenient access to a motor vehicle when needed.
- **Supporting the local economy.** By reducing household expenditure on transport and increasing a household's disposable income. People with low motor vehicle use are less likely to drive to where they spend their money and more likely to shop locally.
- **Increasing travel choice.** A convenient easily accessible car share network fills the mobility gap for journeys that cannot otherwise be made by walking, cycling or public transport.
- **Provision of accessible services.** Increasing travel options for those members of the community that have a disability.

### Background

#### Purpose

The purpose of this Policy is to:

- 1.1 Define the anticipated benefits of car share to the local community and Council;
- 1.2 Facilitate the gradual and incremental expansion of car share across the municipality between 2019 and 2024;
- 1.3 Provide clear targets for expanding the number of car share vehicles (on and off-street) in the City of Yarra by 2024 to encourage reduced levels of car ownership;
- 1.4 Outline the rationale for applicable fees and charges;
- 1.5 Outline the criteria for the preferred location of on and off-street car share bays; and
- 1.6 Provide a clear basis for Council procedures on how Council Officers increase the number of car share vehicles and coverage across the municipality.

#### 2 Scope

- 2.1 The operation of car share on the road network within the municipality, including expanding the network of vehicles and any on-street parking controls; and
- 2.2 Increasing the provision of off-street car share vehicles, including appropriately located and designed vehicle bays within new developments through the planning application process.

#### 3 References

- 3.1 Car Share is supported by the Municipal Strategic Statement as outlined in Clause 21.06 of the Planning Scheme by the following objectives:
  - Objective 32: to reduce reliance on the private motor vehicle.
  - Objective 33: to reduce the impact of traffic.

## Attachment 1 - Draft Car Share Policy 2019-24

- 3.2 The 2018 Planning Scheme Rewrite will also give consideration to encouraging the inclusion of car share provisions in new major developments.
- 3.3 Car share delivers on Objective 7 of the Council Plan 2017-2021 *"City of Yarra, a place where connectivity and travel options are environmentally sustainable, integrated and well-designed"*. Car sharing directly aligns with this Objective as it enables people who only need a car on an occasional basis to rent one rather than own one.
- 3.4 Car share is supported by Action 7.11 of the Strategic Transport Statement 2012 which notes that Council will *"Continue to support car sharing schemes in Yarra"*; and the Principle 14 of the Parking Management Strategy (2013-2017) which notes that Council *"Support and encourage households to use car share schemes"* as a means of reducing parking demand within the municipality.

#### 4 Definitions

- 4.1 Fixed Base Car Share Schemes are car share schemes in which users must return a car share vehicle to the designated parking bay from which the vehicle was initially taken.
- 4.2 Car Share Providers (CSP) are businesses which apply for fixed location car share bays and provide vehicles for their members to use.
- 4.3 On-street car share bays refer to dedicated parking spaces located on local or arterial roads which are occupied by a vehicle provided and managed by the respective Car Share Provider.
- 4.4 Off-street car share bays refer to parking spaces in privately owned off-street car parks, residential or commercial buildings or properties.

#### 5 Exclusions

- 5.1 This Policy only applies to commercial Fixed Base Car Share Schemes. Peer-to-Peer Car Share Schemes are excluded from this Policy except for the purposes of promotion.
- 5.2 Dockless car share schemes are excluded from this Policy as such schemes are dependent on the car share vehicles being able to park in any available parking space rather than in a space designated for car share.
- 5.3 This Policy does not apply to any Agreement between Car Share Providers and a third party entered into for the purposes of providing a car share vehicles within privately owned property.

### Council Policy

#### 6 Benefits of Car Share to the City of Yarra

- 6.1 Independent research<sup>1</sup> indicates that one car share vehicle in urban Melbourne can replace between 7-10 privately owned vehicles thereby reducing congestion and parking demand.
- 6.2 The research further indicates that when car ownership is replaced by an immediate and convenient access car share service that the local community become users of the service and cut their total vehicle use by 15-50%, switching trips (previously made by cars) to public transport, walking and cycling.
- 6.3 Car share generates a number of secondary benefits and opportunities. These include social equity as people can access a vehicle without owning a vehicle, increased physical activity, greater local expenditure, and better environmental performance through less vehicle emissions.

#### 7 Targets for the Number of Car Share Spaces and Membership in 2024

- 7.1 There are 152 car share bays in Yarra (inclusive of 27 off-street bays) provided by three commercial Car Share Providers.
- 7.2 Council seeks to realise a network of 283 car share vehicles (both on and off-street) across the municipality by 2024.
- 7.3 In order to minimise the impact of car share parking bays on the limited on-street car parking supply, CSPs must provide one new off-street car share parking bay (occupied by a suitable car share vehicle), as a proportion of on street bays as shown in table 1.
- 7.4 Assuming an incremental expansion of the car share bay network to 2024, the expansion pattern is

<sup>1</sup> As outlined in the *"Research for the City of Port Phillip's Car Share Policy Review"* Report, dated February 2016, prepared by Phillip Boyle & Associates for the City of Port Phillip.

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shown in Table 1.

**Table 1: Proposed Annual Expansion for the Car Share Network**

<b>Car share provision 2 (higher):</b>	<b>Existing</b>	<b>2019-2020</b>	<b>2020-2021</b>	<b>2021-2022</b>	<b>2022-2023</b>	<b>2023-2024</b>
New On-Street created per annum		22	22	11	10	20
New Off-Street created per annum		8	8	10	10	10
Total Number of Car Share Vehicles in Service	152	182	212	233	253	283

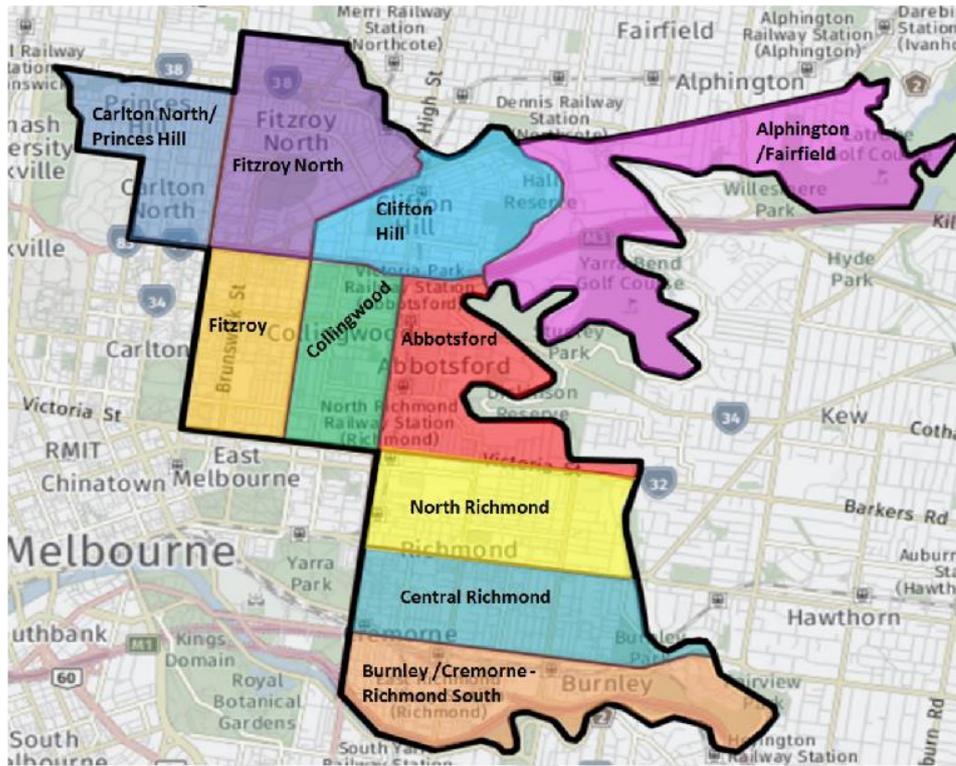
- 7.5 Council will work with car share operators to promote car share and increase memberships in car share schemes through promoting the concept of car share through its sustainable transport and parking compliance communications. This will include issuing of car share promotional material for parking permit renewal notices.
- 7.6 This is a new policy and Council will undertake a mid-policy review if necessary to consider progress, operation and alignment with policy objectives in practice.

**Car Share as a Travel Choice for Our Community**

- 7.7 Council recognises that car share is a sustainable travel choice for the local community. In order to be a viable travel choice and an alternative to private vehicle ownership, Council seeks to create a network of car share vehicles that provide municipality wide coverage.
- 7.8 Council intends for the expansion of the network of car share vehicles to grow outward from the existing vehicle locations into other parts of the municipality to achieve coverage across the City of Yarra. Future expansion of car share will be considered through an area-by-area approach.
- 7.9 An analysis of the capacity for expansion of the car share network in different areas was completed and considered the following factors:
- population forecasts;
  - car ownership levels; and
  - levels of parking demand across the municipality.
- 7.10 The proposed distribution of car share vehicles across the Small Census Areas in Yarra under each scenario are outlined in Figure 1.

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Figure 1: Distribution of Current and Proposed Car Share Vehicles by Small Census Areas



Suburb	2019 Existing car share spaces	2024 Additional car share spaces	New total
Abbotsford	15	14	29
Alphington /Fairfield	0	13	13
Burnley and Cremorne - Richmond South	8	6	14
Carlton North/ Princes Hill	10	15	25
Clifton Hill	7	11	18
Collingwood	18	7	25
Fitzroy	34	0	34
Fitzroy North	23	15	38
Central Richmond	21	21	42
North Richmond	16	29	45
<b>TOTAL</b>	<b>152</b>	<b>131</b>	<b>283</b>

Base Map sourced from GoogleMaps

**8 Siting and Location Criteria for On-Street Car Share Bays**

8.1 Council’s Parking Management Strategy (2013-2017) includes Council’s Parking Hierarchy which is used by Council Officers to help steer decisions about the allocation of on-street parking and kerbside space. The hierarchy identifies two land use categories – Shopping Strips and Other Streets. The

## Attachment 1 - Draft Car Share Policy 2019-24

hierarchy identifies which user groups the Council should cater for first or as a higher priority. In locating new on-street car share bays consideration must be given to the relevant Council Parking Hierarchy.

### 8.2 Car Share Spaces on or near Shopping Strips.

The following criteria must be used when locating and siting a new on-street car share bay on or near a Shopping Strip:

- i. Metred parking spaces are not to be converted to car share spaces as these spaces are in high demand. Suitable locations in nearby unmetred parking areas are to be instead considered.
- ii. Bays should be placed near intersections where possible to maximise the access catchment.
- iii. Spaces that are no longer required and can be repurposed should be considered (loading zones or taxi bays).
- iv. Locations where works have created new space, for example redundant vehicle cross-overs or relocated street furniture should be used.
- v. Ideally bays should be located at the beginning or end of a parking row.
- vi. Spaces should not be located outside business frontages in public spaces unless other options are not available. For example spaces could be located adjacent to public open space or a municipal building.
- vii. Co-location (multiple bays in the same location) of car share bays is not encouraged unless warranted by user demand.

### 8.3 Car Share Spaces on Other Streets.

The following criteria must be considered when locating and siting a new on-street car share bay on Other Streets not covered by the Shopping Streets category; these streets are predominantly residential streets:

- viii. Consideration will be given to existing car parking demand when siting a bay on a residential street. A bay will be located on a nearby residential street if the existing car parking demand on the street nominated by the CSP is deemed to be excessively high.
- ix. Aim to place bays within 200 to 400m of each other to provide a reasonable level of coverage.
- x. Place bays near intersections where possible to maximise the access catchment.
- xi. Ideally bays should be located at the beginning or end of a parking row.
- xii. Use spaces that are no longer required and can be repurposed, for example, redundant residential disabled parking bays.
- xiii. Make use of locations where works have created new space, for example redundant vehicle cross-overs or relocated street furniture.
- xiv. Spaces should not be located outside residential frontages unless other options are not available, for example spaces could be located adjacent to a park, reserve or other Council facility.
- xv. Co-location (multiple bays in the same location) of car share bays is not encouraged unless warranted by user demand.
- xvi. Any bays provided for use by cars with wheelchair accessibility must be able to safely accommodate this need by having clearance around the car particularly to the rear.

## 9 **Supporting the Provision of Off-Street Car Share Vehicles**

9.1 Council supports the provision of car share vehicles within new large developments to:

- Reduce the need for car parking and car ownership within a development and lessen the impact of this on the locality.
- Complement the on-street network of car share spaces in the locality of the new development.

9.2 Within new large developments the provision of a car share scheme operated by a CSP is supported by Council along with a reduction in the number of parking spaces provided on-site.

**Attachment 1 - Draft Car Share Policy 2019-24**

- 9.3 Public access is required for all car share vehicles within each development. This necessitates careful design and placement of car share bays within developments to ensure easy access to the car share vehicle to allow for convenient use.

**10 Supporting Innovation and Inclusion**

- 10.1 Council supports the inclusion of Electric Vehicles within a CSP's fleet and where possible will work with CSP to facilitate the use of such vehicles.
- 10.2 Council is supportive of CSP who can demonstrate the provision of affordable access to car share for people on low incomes.
- 10.3 It is important that people with a disability who use a wheelchair have access to car share as a mobility choice. Council requires that as a minimum every 40<sup>th</sup> car share vehicle provided in Yarra from August 2019 by any single operator is wheelchair accessible and is capable of transporting a passenger in an electric wheelchair. The method for achieving this outcome is at the discretion of the car share operator.
- 10.4 It is anticipated that this approach will enable at least two wheelchair accessible bays to be provided in Yarra by 2024.
- 10.5 Council is not able to provide funding to the car share providers to provide wheelchair accessible cars. Notwithstanding this, costs and annual fee's associated with setting up a car share bay will be waived by Council for any bays containing a wheelchair accessible car.

**11 Fees and Charges**

- 11.1 Council seeks cost neutrality in providing on-street car share bays, managing the implementation of the Policy, and monitoring performance and reporting. In determining appropriate fees and charges, Council takes into consideration the following factors:
- The infrastructure costs of installing a new car share bay;
  - Administration and management costs;
  - Officer time dedicated to the expansion of the car share network;
  - Demand for on-street car share bays.
- 11.2 Fees and charges are subject to annual review.
- 11.3 The CSP must bear all costs associated with the installation of a new dedicated on-street car share bay which must include the supply and installation of a parking sensor, two generic car share parking signs and line marking of the bay as a minimum.

**12 Renewal**

- 12.1 On-street Car Share Space Permits expire after 24 months, at which point they are to be reviewed. The permit renewal fee is \$600 per bay (\$300 per year) to cover administration costs. These fees do not apply to bays containing a electric wheelchair accessible car.
- 12.2 CSPs with bays provided prior to the adoption of the Policy may continue to use existing bays for a maximum period of three (3) months after which they must apply for a permit to continue using the bay, and applicable fees and charges will apply.
- 12.3 Council requires that car share vehicles have a minimum utilisation rate of 5% per day averaged over one (1) month. In streets with a parking occupancy greater than 80%, the minimum utilisation rate to be eligible for permit renewal is 15%. Any wheelchair accessible cars are exempt from utilisation requirements.
- 12.4 The following will be considered during a car share bay permit review:
- Eligibility requirements.
  - Records of complaints.
  - Land use and road network changes in the vicinity of the car share bay.

**13 Cancellation**

- 13.1 In the case of non-compliance with any of the requirements set out in this Policy, sanctions may be imposed to remedy the breach and deter further non-compliance. Sanctions, if applied will be

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progressively escalated and may include:

- Suspension of a CSP's right to use one or more dedicated on-street car share spaces.
- Suspension of processing of requests for new spaces and/or requests for renewal of parking permits.
- Rescission of all spaces provided to CSP's by Council.

**14 Roles and Responsibilities**

- 14.1 CSP's are responsible for providing documents to become qualified, as outlined in **Attachment 1** and providing vehicles, membership, levels of service, regular and annual reports and maintaining vehicles as outlined in **Attachment 2**.
- 14.2 Developers and Body Corporates are responsible for meeting the requirements of the Planning Scheme, Planning Permits and ensuring the development continues to comply with the Planning Permit and Conditions relating to the car share bays within their developments. **Attachment 3** outlines Council's Location and Design Criteria for Car Share Vehicles within New Developments.

Draft

**Attachment 1 - Draft Car Share Policy 2019-24****Attachment 1****1. Car Share Provider (CSP) Qualification Criteria**

Only CSPs that are considered suitable can apply for car share bays within the City Yarra. To determine whether a CSP is qualified they must demonstrate their compliance with the criteria detailed below.

**1.1. Insurance:**

- 1.1.1. The CSP must hold a current Public Liability Policy of Insurance for the sum of ten million dollars.
- 1.1.2. The CSP must provide the Council with a certificate of currency in respect of the insurance/s referred to above.

**1.2. Car Share Vehicle Requirements:**

- 1.1.3. Providers must supply a range of vehicles based on an assessment of local needs, encompassing passenger vehicles, wheelchair capable vehicles, and vans and utility vehicles.
- 1.1.4. There is to be no third party advertising placed on car share vehicles unless by prior agreement for a specific purpose such as to offset the costs of wheelchair accessible vehicles. The CSP's branding must be readily distinguishable for enforcement purposes.
- 1.1.5. All passenger vehicles must have a minimum four star ANCAP safety rating. Average emissions for passenger vehicles of 175 grams per kilometre in 2019 reducing by 15 grams per kilometre annually to 115 in 2023.
- 1.1.6. In the case of vans or utility vehicles, the operator must demonstrate that the vehicle is a high environmental performer for its class.
- 1.1.7. The vehicle must not be a caravan, box trailer and must not exceed 4.5 tonnes gross weight.

**1.3. Car Share Membership Requirements:**

- 1.1.8. There are to be no restrictions to membership based on the age of car share members.
- 1.1.9. As defined in VicRoads' Traffic Management Note No. 28<sup>2</sup>:
  - A car share vehicle is for the exclusive use of car share members.
  - A member of a car share scheme is a person who has fulfilled membership requirements with a CSP.
- 1.1.10. Vehicles are available to car share members only. There are to be no casual memberships made available as is the case with hire car companies.

**1.4. Minimum Level of Service:**

- 1.1.11. Car share vehicles will be available for a minimum booking period of one hour.
- 1.1.12. CSPs must ensure that no on-street space remains empty for a period greater than four consecutive days, unless by prior written agreement.
- 1.1.13. A CSP must ensure vehicles can be booked via both an internet and/or telephone booking service available 24 hours a day, seven days a week and must provide a customer support service during business hours seven days a week.
- 1.1.14. The CSP must be capable of demonstrating they comply with the obligations set out in Attachment 2 of this policy.

<sup>2</sup> VicRoads Traffic Management Note No. 28 – Guidelines for the Implementation of Car-Share Parking, November 2009.

## Attachment 2

### 2. Obligations of Car Share Providers (CSP)

#### 2.1. Promotion:

Each CSP is solely responsible for the promotion of their service to prospective and existing members. Council will continue to promote the concept of car sharing as a travel choice that complements walking, cycling and public transport travel and an alternative to a privately owned vehicle through its sustainable transport communications.

#### 2.2. Reporting:

- 2.2.1. Council requires CSPs to collect usage information on their individual car share vehicles and bay locations as well as general membership characteristics for reporting purposes.
- 2.2.2. CSPs will agree to report annually (in an accessible Excel spreadsheet) on the following characteristics for each on-street and off-street vehicle by suburb:
  - i. Total number of hours booked per month.
  - ii. Total number of trips per month.
  - iii. Utilisation rate per month (number of hours the vehicle is booked per month/time vehicle is available per month).
  - iv. Total distance travelled per month.
  - v. Average trip distance per month.
  - vi. Number of trips over 50km per month.
  - vii. Number of trips undertaken on weekdays per month.
  - viii. Number of trips undertaken on weekends per month.
  - ix. Average emissions of passenger vehicle fleet.
  - x. Membership numbers per month.
  - xi. Percentage growth in membership by month.
  - xii. Breakdown of members by private or corporate membership by month.
  - xiii. Geographical location of members within the City of Yarra.
- 2.2.3. In addition to submitting annual reports, CSPs will agree Council can request a report at any time on the usage characteristics of any bay if required.
- 2.2.4. CSPs will agree to conduct an annual survey of Yarra members' travel habits and car ownership levels with the results to be provided to Council.

#### 2.3. Maintaining Car Share Location:

- 2.3.1. The CSP must supply a vehicle to the approved bay within two working days of installation.
- 2.3.2. Council's Compliance and Parking Team is responsible for maintaining signage and line marking of the car share bay, however the CSP must ensure that:
  - i. Minor maintenance and cleaning of car share vehicles is permitted to occur on-street provided no refuse disposed onto the street.
  - ii. No existing or approved structures, fixtures or fittings shall be altered or added to without written approval from Council.
  - iii. Any additional approved fixtures, such as information panels, are kept in good condition and the information they contain is kept up to date by the CSP.

#### 2.4. Parking Car Share Vehicles in Areas with no Parking Restrictions:

- 2.4.1. Demand for on-street parking in the City of Yarra is high. CSPs must not locate car share vehicles in areas with no parking restrictions, all car share vehicles must be located in a dedicated (sign-posted and marked) car share parking bay.

**Attachment 1 - Draft Car Share Policy 2019-24****2.5. Enforcement Procedure:**

- 2.5.1. Demand for on-street parking in the City of Yarra is high. Car Share Providers need to adhere to the following procedure should they find a car share bay to be illegally occupied by a non-car share vehicle:

Step 1: CSP Notification of an Illegally Parked Vehicle

- Members must immediately inform the CSP if a non-car share vehicle is parked in the car share bay and provide them with the offending vehicle's registration details.
- Members should then park the car share vehicle legally. As close as possible to its designated bay observing clearways, disability access parking bays, and permit and timed restrictions, and inform the CSP of its whereabouts.

Step 2: Council Notification of an Illegally Parked Vehicle

- The CSP is to notify Council's Parking Enforcement team, via the Customer Service Centre's general contact number within 1 hour of being notified, and provide them with the location of the offending vehicle and its registration details as well as the location of where the car share vehicle was parked. The CSP must advise the member to park the vehicle within the City of Yarra.

Step 3: Infringement of Illegally Parked Vehicle

- Parking Enforcement will respond to requests to infringe illegally parked vehicles subject to standard operating procedures.
- The CSP will be liable for payment of infringement notices associated with illegally parked car share vehicles.

Step 4: Returning the Car Share Vehicle to the Car Share Bay

The CSP must ensure that the car share vehicle is returned to the car share bay.

**2.6. Allowing Access to Car Share Bays:**

- 2.6.1. The CSP will grant Council access to the bay for necessary activities such as line marking, road works, festivals or events. Council will aim to provide advanced notice to the CSP in these situations.

**2.7. Failure to Meet Obligations:**

- 2.7.1. Council can suspend the CSP's right to use one or more of the allocated car share spaces if they fail to meet any of the obligations listed above and can choose to reallocate bays to another CSP.

## Attachment 3

### 3. Location and Design Criteria for Car Share Vehicles within New Developments

#### 3.1. Location and Design Criteria Guidelines:

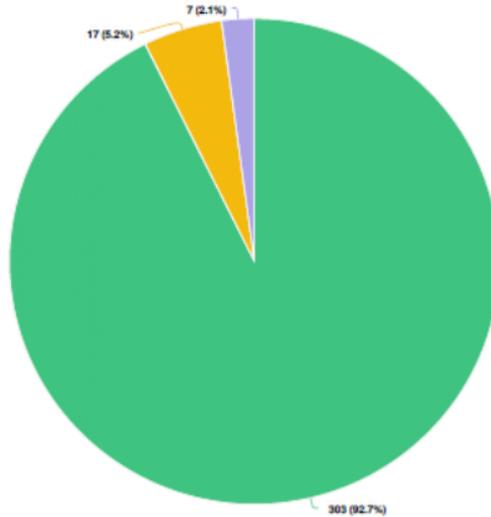
3.1.1. The below criteria provide guidance to the location and design of car share bays within new developments:

- The car share space must be accessible 24 hours a day, seven days a week by any member of the car share provider, and by employees or contractors of the car share operator in order to clean, detail or service the car.
- A highly visible location from the street:
  - for buildings with car parks in the front setback, in the front set back of the site adjacent to visitor car spaces.
  - for buildings with car parks at the rear, at the rear of the site adjacent to visitor car spaces or loading facilities.
- Ideally in front of boom gates.
- In the first level of a multi-storey car park (be it ground level, the first level up or first level down).
- In a separate location to where other, assigned / subdivided car spaces are provided.
- Where security arrangements are not required or are simple to follow (and where customers can use the same mechanism that they use to get into the vehicle).
- In a well-lit part of the site.
- A short distance from an entry point, lift or staircase.
- In a standard car space where manoeuvring in and out of the space is limited to no more than three movements.
- On common property managed by the Owners' Corporation.
- Minimum height clearance of 2.2 m to allow a cleaning van to enter, manoeuvre and exit.
- Mobile data and GPS reception.
- Markings for exclusive use of the car share vehicle.
- The establishment and operation of a car share space must occur soon after completion and before 20% occupation of the development.

## Attachment 2 - Survey Responses Summary

### Webiste Survey Responses

Q1 Do you think car sharing should be supported in Yarra?



### Q2 Tell us why (respondee details removed for confidentiality)

Response 1	<i>'Private companies running a private business should not require any "support" from local council. support should come from the shareholders. Yarra City Council should not restrict their legal operation or provide any funding to subsidise their operations'.</i>
Response 2	<i>'The primary reason is that there is too much motor vehicle traffic every day of the week, and the quick trip to the shops/footy/town/work/friends can be comfortably done either on foot or cycling. The trips out further are irregular and only require a motor vehicle all of the time'.</i>
Response 3	<i>'To encourage people not to own a car and only use one when they need it'.</i>
Response 4	<i>'I don't use car sharing, or public transport for that matter. I prefer to drive or walk. Yarra probably isn't the place for me given the council is at the extreme left in its socialist views'.</i>
Response 5	<i>'Car ownership is expensive, so opening up more opportunity for car sharing services will allow more people to utilise car transport when necessary. Additionally, individual car ownership is inefficient in terms of asset usage, so I hope that car sharing services will</i>

**Attachment 2 - Survey Responses Summary**

	<i>allow many car owners to get rid of their vehicles, thus freeing up congestion on the streets....particularly in relation to parking’.</i>
<i>Response 6</i>	<i>It will help a bit to ease the traffic congestion and environment.</i>
<i>Response 7</i>	<i>People are increasingly using the private car share companies operating in the city of Yarra ie. Car next door. These cars often use their own residential parking permits for their own monetary gain. If we increase the number of car sharing car spots there will be even less spots available for others to use.</i>
<i>Response 8</i>	<i>Our personal experience is that car share schemes have a real effect on reducing the number of cars parked on City of Yarra's streets. We have avoided the need of buying a second car by being GoGet members, and we will be shortly eligible to use GoGet cars for teaching our daughter to drive. When this happens we intend to sell our car and use GoGet exclusively (but see below).</i>
<i>Response 9</i>	<i>As I don't own a car and will not likely own one in the future, having this option is good for me while also saving options.</i>
<i>Response 10</i>	<i>Car sharing is great for people that live in the city and don't need a car. It's also better for their financial situation and better for the environment. There need to be plenty of cars available though for people to get rid of their car.</i>
<i>Response 11</i>	<i>We have excellent public transport walking and bike facilities and council should support efforts to reduce unnecessary cars in the area.</i>
<i>Response 12</i>	<i>Reduce car ownership and reduce availability of on street parking to discourage private car use.</i>
<i>Response 12</i>	<i>Cuts down on traffic congestion, is good for the environment, works for people on lower incomes</i>
<i>Response 13</i>	<i>Reduces the pressure on kerbside parking provisions. Encourages residents to use beneficial alternative modes of transport.</i>
<i>Response 14</i>	<i>ITs the future</i>
<i>Response 15</i>	<i>I've been using the system for the better part of a decade now and find it extremely effective and cost efficient. I spend far less on car expenses than I did when I owned a car and I feel no worse off for not owning one. Just takes a little more planning, but with share cars readily available where I am, its hard not to find one close by when you need it</i>
<i>Response 16</i>	<i>As the city population rises, areas near the city centre should adapt to provide better solutions for transportation that discourage car ownership so these resources are shared by a larger group of people.</i>
<i>Response 17</i>	<i>Business wants to make money and local residents car parking is on demand. They car share companies should donate money for free car parking to a City of Yarra charity.</i>

**Attachment 2 - Survey Responses Summary**

Response 18	<i>Th availability of cars and subsequent spaces needs to be demand driven and shared around different parking zones so that it does not impact on residents with cars due to limited street parking as it is these days. The alternative is to expand residential zones. For example I live on Napier Street Fitzroy between Westgarth and Leicester streets and finding parking can be quite difficult due to increase in occupants with more apartments etc (note that although the apartments have parking visitors and multiple cars per occupancy does have an impact and sections of the area are offer non residential parking which are also used by local workers).</i>
Response 19	<i>In my street (BATMAN ST) there is someone who runs a 'car next door' business with at least 3 vehicles. It is frustrating at the noise of running engines etc on a regular basis - this is a daily practice irrespective of whether a customer is involved. So I'm on the fence about the scheme and spaces. I love the idea in principle but living across the street from this is annoying re noise and car exhaust smells</i>
Response 20	<i>"Rather than eventually replace my car, I'd prefer to use the capital to hire a car for the small amount of car travel done by the household - less than 8,000 Km/year.</i>
Response 21	<i>I don't have the space to park an EV in my yard so and EV close by would be a good solution for me.</i>
Response 22	<i>We need to minimise, if not eradicate, cars in the inner city. They contribute to noise pollution, air pollution and traffic hazards for pedestrians.</i>
Response 23	<i>Reduces cars on the road, gets people use to a type of model that may be used when driverless vehicles are in operation.</i>
Response 24	<i>It's better for people to share resources and leave public spaces for other uses.</i>
Response 25	<i>Get more cars off the road. Would also be good for Yarra to raise the awareness of these services amongst residents.</i>
Response 26	<i>Reduces reliance on private cars, a cost of living and equity measure, encourages people to reconsider their need for a private car</i>
Response 27	<i>It's part of the future of transport. A greater service based model.</i>
Response 28	<i>It is too expensive</i>
Response 29	<i>Environmentaly friendly</i>
Response 30	<i>It is an additional way to encourage people to consider options other than car ownership, while still enabling occasional usage of a car when required. It complements walking, bike-riding and use of public transport.</i>
Response 31	<i>I hear and agree with all the good points BUT they are a business - that makes a profit. BUT from what I can ascertain they pay no rates or parking permits etc????? IF this is true why not??? ( please explain - especially as the rates have sky rocketed) Other businesses are good for Yarra and they pay. Also the car in our small street certainly mucks up the parking.</i>

**Attachment 2 - Survey Responses Summary**

Response 32	<i>Rate payers should have the first option for parking. Car sharing should be supported but not expanded.</i>
Response 33	<i>very limited parking, well served by public transport</i>
Response 34	<i>It supports local business, health and well-being, reduces the need for private car ownership, and is good for the environment.</i>
Response 35	<i>Much more efficient use of street space, forward thinking</i>
Response 36	<i>My issue with the car sharing scheme is the reduction in the number of parking spaces available for residents will be further decreased. The council is continually whittling away street parking spaces with dedicated bike lanes, tree planting, disabled parking and now share cars. Next few years it will be another 150 spaces required for electric car recharging.</i>
Response 37	<i>Contributes to reduction of carbon emissions and reduces road congestion.</i>
Response 38	<i>It would be great to reduce the number of cars on the road and that are owned in such a congested area. Since our suburbs are quite old and have a lot of narrow, often one-way, lane ways and streets it's counterintuitive for households to buy more cars, especially when public transport is such a readily available option, and now also car share.</i>
Response 39	<i>The ever increasing cost of living vs the reasonable public transport provided in inner city Melbourne fosters a unique opportunity for the car sharing boom. Not only is it a great opportunity for car sharing companies, it's also contributing to a sustainable future reducing traffic and congestion. I love car sharing because it means I don't need to waste money on a car for my private use. I could never quite justify the cost of owning and maintaining a car when there are so many cheaper and reasonably convenient alternatives. But sometimes I really need a car! So it allows me to do what I need to do at the fraction of the cost of owning. What's even better is Car Next Door which wont have been covered in your proposal (nor does it need to be), but should be rewarded as well! Keep it up, more flexibility and options is a great way to live!</i>
Response 40	<i>Only if it doesn't affect the resident who have to pay for permits yet can't park in our streets.</i>
Response 41	<i>Its a smart solution that suits some people (but not all). It should be supported in a balanced parking eco-system. However it should not be forced upon those who it does not suit, financially, or logistically. At the end of the day, no matter what the transport options are, there will be people that need to drive no matter what, and those people will still need parking spaces.</i>
Response 42	<i>Reduce the reliance on use of privately owned cars</i>
Response 43	<i>Easier access to car sharing I imagine would help keep more people using public transport which in turn keeps public transport running efficiently and lessens the need for car ownership. Better for congestion and the environment.</i>
Response 44	<i>"I have been using it for past 6 years as I work(ed) in the city I had no need for my own car. And used car sharing on weekends for day trips probably once every two months.</i>

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Response 45	<i>However my new job is based in derrimut and there's no way to use public transport. I used car sharing for 4 weeks at an average of 3 times per week costing roughly \$200/w. I have instead gotten a novated lease which costs less than that (all inclusive ie fuel etc) and now have my own car.</i>
Response 46	<i>My point is, after 2-3 uses per week, car sharing is unaffordable compared with owning a similar vehicle arrangement.</i>
Response 47	<i>Every time I've needed to use a car share, there's always one available, even at last minute I can find one within walking distance."</i>
Response 48	<i>Car sharing reduces the number of cars on Yarra's roads, making them safer for everyone, including cyclists and pedestrians and improving quality of life and environmental sustainability for Yarra residents.</i>
Response 49	<i>Mobility as a service will become increasingly acceptable and the reprehensible approach of revenue raising through punitive parking restrictions in our entertainment precincts will lead to more people not going out and therefore not needing the car spaces you are giving away.</i>
Response 50	<i>It's the future - less traffic, less costs for the individual (a car is a depreciating asset) and better for the environment</i>
Response 51	<i>Owning a car is expensive and just not worth it for someone who catches public transport 5-7 days a week and uses the car once a week.</i>
Response 52	<i>Many residents have one or two cats which just sit in the street most days. Having a share car available on demand reduces street parking and is cheaper and more flexible than owning your own car.</i>
Response 53	<i>It reduces our reliance on cars</i>
Response 54	<i>Environmentally friendly, affordable for those that need it.</i>
Response 55	<i>This is the future</i>
Response 56	<i>The City of Yarra is a central transport hub, a gateway to the city and anything which can be done to reduce traffic congestion is relevant and should be encouraged. The nature of the suburbs are such that housing stock was never meant to accommodate cars, which means that off street parking is a luxury.</i>
Response 57	<i>We are a family with one 3 year old son and don't have a car. We car share and think it's fantastic.</i>
Response 58	<i>Reduces the need to own a car , with environmental isdues , a reduction of increasing road usages. Give flexibility for residents if you need a fall back car or van</i>
Response 59	<i>reduce pollution and traffic congestion - cities built for cars - encourage more active transport</i>

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Response 60	<i>"It's already ridiculous trying to find parking, especially in certain areas that have been refused permits. Having vehicles that see, at best, intermittent use, taking up desperately needed spaces without any effort to address existing parking woes is going to create an unsustainable situation.</i>
Response 61	<i>It's cute that you think this will force people to cut down on car ownership. There are multiple households in my street that have several cars each, despite the dearth of parking. "</i>
Response 62	<i>Reduces traffic and congestion and is environmentally sustainable. As more people move into Yarra, traffic will become an increasingly urgent problem.</i>
Response 63	<i>I regularly use car sharing as an alternative to car ownership. I think it is an effective way to reduce traffic and reduce individual citizens carbon emissions.</i>
Response 64	<i>Greatly reduces the need to dedicate valuable public open space to private car parking, often provided fo little or no cost to the private user. Environmentally friendly.</i>
Response 65	<i>There are hundreds of privately owned vehicles semi-permanently parked in Yarra streets. It's a waste of space and resources: many people clearly don't actually use their car often.</i>
Response 66	<i>It will mean there are less cars on the road. People will only be using the car's when needed, saving car parking spaces.</i>
Response 67	<i>"Increased population density in the city is placing more pressure on the available street parking. We use car share and have seen how effective it can be in the City of Yarra."</i>
Response 68	<i>Strong public transport links make car share an environmentally friendly and affordable viable private transport alternative for residents b</i>
Response 69	<i>""- Private car use has an enormous range of adverse impacts: health/safety, environmental, social and financial. - Most able-bodied Yarra residents use private vehicles far more than necessary because of the legacy of policies and investments that favour car use. These need to be unwound and one of the most critical starting points for local government (which is also readily tractable) is to start eliminating the excessive devotion of public space for private vehicle storage. And also shifting away from making the use of such space free or so highly subsidised."</i>
Response 70	<i>I actively use car sharing services as occasional use when I cannot use public transport or walk. Our family does not owns car and rely on being able to access car share pods - Yarra council being a leader in this area would be exciting to see an increase in pods available</i>
Response 71	<i>I actively use car sharing services as occasional use when I cannot use public transport or walk. Our family does not owns car and rely on being able to access car share pods -</i>

**Attachment 2 - Survey Responses Summary**

	<i>Yarra council being a leader in this area would be exciting to see an increase in pods available</i>
<i>Response 72</i>	<i>Because we need to find a way of easing congestion</i>
<i>Response 73</i>	<i>Anything to reduce number of cars</i>
<i>Response 74</i>	<i>I have used this service in all the other cities i have lived in, it definitely necessitated the need for even one car.</i>
<i>Response 75</i>	<i>Car sharing is a good idea, but for-profit</i>
<i>Response 76</i>	<i>Environmental benefit</i>
<i>Response 77</i>	<i>I use it aat least once a week.. far better alternative than driving and parking!</i>
<i>Response 78</i>	<i>I do not own a car as I rarely use one, however, for family events, traveling to hiking spots and showing visitors around Victoria, it is a must have. Car sharing is a wonderful way to rent a car in an easy, no hassle way that is also great for the environment.</i>
<i>Response 79</i>	<i>Car sharing represents a more efficient use of cars and reduces pollution and other associated costs (environmental and fiscal) with car ownership.</i>
<i>Response 80</i>	<i>With more apartment buildings going up and the restrictions of gaining permits for new dwellings it is more important that ever that residents are able to take up share cars.</i>
<i>Response 81</i>	<i>It's more environmentally friendly and more economical. Living in the Yarra, I don't require a car full time but I do use Flexicar regularly.</i>
<i>Response 82</i>	<i>I have used the Flexicar service for the last 10 years (originally in the City of Melbourne and now in the City of Yarra) and this has allowed our family to be car free for this time (thus taking 2 cars off the road). It has also reduced the number of short car trips we have taken as we now walk or PT most of the time and only use carshare for weekends away, visiting relatives in the suburbs or if there is something bulky to carry. The secret to its success is having cars within a 5 minute walk from home (or place of business). The more cars the better is a strong belief of mine to support all of the carsharing firms.</i>
<i>Response 83</i>	<i>Such a good service and certainly the future , especially for people like myself who live and work in the inner city and have no need to own a car.</i>
<i>Response 84</i>	<i>Most people don't need a car. There's too many. Car sharing is a wonderful idea. We don't want a car even though we have two car spaces that go with our apartment, there's no need. We get a car share when we need to go to IKEA or Bunnings etc., or a short weekend away. Otherwise we walk, cycle or get the tram. Of course this isn't for everyone - we work from home now and live in Fitzroy, so we can walk to/from the CBD and surrounding suburbs easily. Car share is now an important part of our life - sometimes you need a car, sometimes you just feel like going for a drive. But we don't need to pay thousands of dollars a year to maintain a car that sits around 95% of the time.</i>

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	<i>"There are a large percentage of people in this suburb who do not need to own a car, yet do so. The number of cars I see parked on the street that clearly haven't moved in months is testament to this fact.</i>
<i>Response 85</i>	<i>If share cars were much more available, more people would realise it's a better, cheaper, more green option and switch."</i>
<i>Response 86</i>	<i>Many residents, like us, have chosen to part with our cars and the shared car is vital for heavy shopping, visiting relatives where public transport is limited.</i>
<i>Response 87</i>	<i>Too congested and no where to park, now that the car park on cnr of Oxford and Peel has been removed and turned into a delightful dog toilet.</i>
<i>Response 88</i>	<i>Reducing environmental impact and allowing some residents to live car-free.</i>
<i>Response 89</i>	<i>great way to reduce car ownership</i>
<i>Response 90</i>	<i>Substantial reduction in wasted car-parking space (one carshare = several private cars), and when people don't own cars more likely to walk, cycle and PT</i>
<i>Response 91</i>	<i>I would not need my private vehicle if I had more access to car share options.</i>
<i>Response 92</i>	<i>I do not own a car and use Flexicar regularly and find the model very convenient. Although I would love to have more cars closer to where I live.</i>
<i>Response 93</i>	<i>Reduces the need for business and individuals to purchase cars. Business using Car share reduce traffic commute congestion.</i>
<i>Response 94</i>	<i>It's expensive to join those car sharing sites &amp; the reduction in car spaces available will be detrimental to business owners &amp; people wanting to visit the area</i>
<i>Response 95</i>	<i>I like not owning a car and only impacting the environment when I really need to. It saves traffic, pollution and space if we can share. Currently I have to walk 20min to get a larger car from Flexicar and I would love more spaces in my neighbourhood so that it is easier to use.</i>
<i>Response 96</i>	<i>It frees up car spaces.</i>
<i>Response 97</i>	<i>Makes more efficient use of resources by using a pooled system.</i>
<i>Response 98</i>	<i>Is there when I need it (trips to Ikea, weekend away), which means I don't need to own a car all the other times.</i>
<i>Response 99</i>	<i>A carshare program supplements my use of public transport, walking, and riding my bike.</i>
<i>Response 100</i>	<i>Because it is a great, cost-effective way of accessing a car when you need one, rather than everyone owning their own cars. We need to support new ways of travelling that reduce reliance on the private car and reduce congestion.</i>

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Response 101	<i>I want to be able to continue living here carfree (it's been 12 years so far) ... Popularity and use of car share will only grow and council needs to support services that can scale. Also reduces overall traffic and parking stress.</i>
Response 102	<i>Sometimes you need cars because you cannot use public transport. Rather than expecting everyone to own their car (if you have it you will use it even if public transport is available), car sharing promotes healthy usage of cars. Because you haven't paid to own it, you don't feel compelled to use it everyday - only when you need it</i>
Response 103	<i>"Owning a car is really expensive these days and not to mention the traffic.</i>
Response 104	<i>Car sharing will help reduce the traffic congestion as well as help people who do not own a car thanks to low expense and on-demand usage only."</i>
Response 105	<i>I don't own a car, and appreciate being able to use one from time to time.</i>
Response 106	<i>Most of the time people in Yarra can walk, tram or cycle where they need to go. It is an area where people care about the environment and recognise that possessing a vehicle is not a necessity. And that using a vehicle is a convenience.</i>
Response 107	<i>Less cars required per inhabitant. More space for life &amp; green.</i>
Response 108	<i>It provides options for people not to have a car, which takes away the need to cater for the level of car ownership seen in suburbia</i>
Response 109	<i>I live in Collingwood and have absolutely no reason to own a motor car. I do, however, belong to a car-sharing scheme for the times that I may have to use a car (e.g. for carrying goods). Yarra is overrun by cars, so to have the opportunity to reduce the number of cars, I think should be supported wholeheartedly.</i>
Response 110	<i>Why privately-owned vehicles are given so much room in public spaces is quite frankly beyond me. The 20th century is over.</i>
Response 111	<i>Yarra has a high population density, and the population density is increasing exponentially with the ongoing approval of multistorey apartment blocks. The side streets are narrow, bounded by major roads and roads that are not so major but which carry a high traffic load, and trams and parked cars, and bicycles. Various strategies have been implemented to "calm" traffic and to block rat runs. Most homes do not have off-street parking. Share houses are common, and there is a maximum of 3 parking permits per house - or less. It is imperative that policy enables people to give up their cars. I have given up my car. That is one car off the street. For this decision to be sustainable, I need to be able to access a car at short notice at a short distance. When I have told people I have given up my car I have been surprised by how many other people have also given up their cars. Since giving up my car, my daily steps have increased, I am fitter, slimmer, and calmer. Think about the benefits at a population level. Yarra should be supporting car sharing 100%. Yarra is a region where it is possible to live without a car. The presence of car shares is a signal to people to think about going carless. Of planting the seed of possibility. Less cars on the street, less cars being driven in Yarra will improve the quality of life for all in Yarra.</i>

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Response 112	<i>I currently use car sharing as part of the options that enable me to not own a car. That combined with bike riding safety and public transport make it very easy to get around and support a car free lifestyle.</i>
Response 113	<i>Care sharing provides a viable alternative for many people to private ownership of motor vehicles. This can include avoiding the need for families to own any cars, or provide additional mobility avoiding the need for second or more private vehicles. Car share schemes provide many amenity and environmental benefits. Reduction of on-street parking of private vehicles is one of the major advantages. I understand one well utilised car share vehicle can remove 10 private vehicles from the a nation's vehicle fleet. In municipalities like the City of Yarra, I would expect that nearly all of these would routinely be parked ("garaged") on the street, with all the administrative needs of residents' permits and timed parking restrictions and enforcement. Use of street space for parking of vehicles is generally accepted as one of the least valuable uses of public street resources. Routing overnight 'garaging' on street would have to be even lower in value than short term parking as part of a purposeful car trip such as shopping, education or visiting friends.</i>
Response 114	<i>make car sharing easier--could be the difference for many people on whether or not owning a car is worth the trouble of finding parking, outlaying money on depreciation, rego, insurance, servicing and fuel. access to share cars made a difference to me--i've now got around \$5,000 to spend on other things.</i>
Response 115	<i>I use it!</i>
Response 116	<i>The idea of car sharing has clear benefits to the local community, if managed properly. I think a number of things need to be considered, including: * is car sharing only relevant to commercial companies? What if a number of neighbors get together and buy a car, which they share (is a car sharing space open to them) * the car sharing companies should be accountable for the way they engage the community and how they treat their customers (I looked into signing up, and the amount of red tape and potential liability seemed eye-watering); if a space is being made available, that has commercial value, then the company should be expected to manage the customer with equal respect</i>
Response 117	<i>I use them frequently, they are very convenient. Having nearby car shares allowed our household to get rid of our second car. Doing so has reduced our use of on street parking for the second car and of course saved us a great deal of money. The car share vehicle, being newer and smaller than the second car we got rid of, also emits far less emissions than the former second car. Not having the second car handy also encourages us to increase the trips we do on foot.</i>
Response 118	<i>Reduce climate change and no of cars in the area!</i>
Response 119	<i>There are far too many cars in Yarra. Car sharing is a way to reduce the number, while increasing the number of people living in Yarra.</i>
Response 120	<i>Less traffic on street. Economical option for people who don't have to commute to work, save them cost of a vehicle plus gas and insurance every month.</i>

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	<i>The number of car parking spaces for residents' cars has not kept pace with the increased population density of the area. Under those circumstances, any increased parking spaces made available for shared vehicles only reduces even further the parking facilities for residents. Moreover, the council should not be subsidising private car-share companies who should be building their own infrastructure to support their business plan.</i>
<i>Response 121</i>	<i>Good for the environment. Less cars in private ownership.</i>
<i>Response 122</i>	<i>We moved into Oxford St Collingwood two years ago when we moved back to Australia. We've never bothered to buy a car. We ride our Vespas, walk &amp; use public transport and use car share when we need a car or van. It's great.</i>
<i>Response 123</i>	<i>Lots of apartments, not enough spaces. Concern for the environment</i>
<i>Response 124</i>	<i>It's too expensive. We have so many public transport options. More car sharing takes away passengers from public transport. It would take up even more parking spots. Taxis are way cheaper.</i>
<i>Response 125</i>	<i>Far more environmentally, socially and economically sustainable than private car ownership.</i>
<i>Response 126</i>	<i>Saves car spaces, saves money for users fewer cars parked on the street</i>
<i>Response 127</i>	<i>Carshare offers a viable alternative to private ownership and allows people to conveniently access hire vehicles within close proximity to their place of residence or employment/study.</i>
<i>Response 128</i>	<i>I use carsharing and I love it! It means I don't have to own a car.</i>
<i>Response 129</i>	<i>Its a good part of the strategy to reduce reliance on motor vehicles, reduce car ownership, lessen the number of on-street parked cars, allow new housing without off street parking.</i>
<i>Response 130</i>	<i>As a local resident and operator of a small business in Yarra I support car sharing in Yarra because higher car sharing rates benefits ALL Council residents and businesses.  I trialled car sharing in 2007 and within six months the success of the trial resulted in my selling my own vehicle and I no longer own a car. My work takes me around Melbourne and regional Victoria and I rely on car sharing. Personal experience shows me that using car share instead of a private vehicle lowers the number of trips that are made by car in the municipality. With pay-as-you-go, one is more aware of the cost and more likely to find alternatives to cars, such as walking, cycling and public transport. I take public transport and cycle and walk more than when I owned a car. The policy is silent on evidence for environmental, health &amp; social benefits of car-sharing</i>

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	<i>In addition, an area not covered in the policy is City of Yarra's role as an important gateway to the eastern suburbs. For the expansion of car share beyond Yarra, there needs to be a high profile and high usage of Share Cars to create Commercial imperatives for their expansion further east. Yarra has a role in creating demand from residents in neighbouring Councils so car sharing can spread. Further, Boroondarra and Stonnington have been slow on the uptake and Yarra has a role to play in encouraging those Councils to more strongly support car share, which in turn will have further impacts on traffic from neighbouring Councils travelling through Yarra.</i>
<i>Response 131</i>	<i>Insufficient car parking spaces for friends visiting. Encourage use of public transport.</i>
<i>Response 132</i>	<i>Less pollution, more car parks less cars,</i>
<i>Response 133</i>	<i>Yes but not take up any more space a there isn't enough for current cars</i>
<i>Response 134</i>	<i>Currently use go get for business and moving furniture.</i>
<i>Response 135</i>	<i>Fewer people are buying cars. However, from time to time we all need to access a car, for instance, to travel to a country town or area where there is no public transport.</i>
<i>Response 136</i>	<i>Because it reduces the number of cars on the road and is better for the environment . Furthermore it eliviates parking issues in the inner areas .</i>
<i>Response 137</i>	<i>There are too many cars parked for 22 hours a day. Not a rational approach to transport.</i>
<i>Response 138</i>	<i>i don't own a car</i>
<i>Response 139</i>	<i>Reduce the number of cars in the area</i>
<i>Response 140</i>	<i>I tried car sharing for 2 years, but as an over 60 single lady did not like the walks home from the pick up sites</i>
<i>Response 141</i>	<i>Environmentally friendly. Convenient for residents. Reduces congestion. Reduces impact on roads. Frees up parking space. Encourages exercise.</i>
<i>Response 142</i>	<i>But it should all be on private development land which was built with 'reduced car spaces' and no on street parking should be provided for car share, which currently has many prime spaces allotted to them.</i>
<i>Response 143</i>	<i>To reduce the number of cars on the road</i>
<i>Response 144</i>	<i>It encourages less cars to be on the road, and helps us build living spaces that don't require carparking. It's environmentally friendly and probably encourages people to use cars less.</i>
<i>Response 145</i>	<i>"We use car share on a irregular basis. We are a one car family and only on occasion need a 2nd car. The car share provides a great solution to owning a 2nd car.</i>

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	<i>It's better than all of us owning our own cars that sit unused in the streets for long periods of time.</i>
<i>Response 146</i>	<i>It is an affordable alternative to buying a second car. Provides flexibility not offered by public transport. Allows versatility when cycling is not practical.</i>
<i>Response 147</i>	<i>I think car sharing is beneficial for so many reasons: by reducing the number of private cars per person, it leaves more parking for people who need a private car; it is good for Traffic, health, and the environment by decreasing the amount people drive; and it makes cars available to people who can't afford to own privately.</i>
<i>Response 148</i>	<i>Reduce carbon emissions</i>
<i>Response 149</i>	<i>more people living in apartments and less people owning cars but still may require access to cars, as required.</i>
<i>Response 150</i>	<i>You tell me why it shouldn't be supported.</i>
<i>Response 151</i>	<i>We should be supporting the reduction of the number of cars in the inner area of Melbourne to reduce pollution and congestion</i>
<i>Response 152</i>	<i>Great environmentally, reduces traffic/parking issues</i>
<i>Response 153</i>	<i>With increasing population and urban density, car-sharing is a more space-effective and sustainable alternative to private car ownership. I'd love to support more car share spaces!</i>
<i>Response 154</i>	<i>Cars are dangerous, dirty, expensive, socially isolating and contribute to serious planetary problems like oil wars. I'd like them all to disappear, but that's clearly too utopian. We live in a culture that "needs" cars. So any way to reduce them is good I reckon.</i>
<i>Response 155</i>	<i>Not sure if you are including car next door. I think that is a really neat way to reduce cars in Yarra. Always a car available - which is not always the case with others I have been a member of.</i>
<i>Response 156</i>	<i>This provides affordable options for people who cannot afford to own a car. And while there are many options in terms of public transport in Yarra, sometimes you do need a car, e.g. transport bigger items or go for a trip outside the CBD.</i>
<i>Response 157</i>	<i>The benefits of the car share scheme are well known</i>
<i>Response 158</i>	<i>I don't own a car and I prefer public transport as a sustainable solution without the upkeep costs.</i>
<i>Response 159</i>	<i>From time to time I need to use a private vehicle, so I'll use a car sharing service and get a car for a day or just a few hours. When I do this it's always a relief when I can locate a car nearby.</i>
<i>Response 160</i>	<i>Helps reduce congestion Help reduce environmental impacts Useful for people who drive little and only need a car occasionally</i>

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	<i>We just went from being a two car household to a one car household. We think reducing cars on the road will be good for everyone in the community. We encourage the city of Yarra to stay abreast of the transition taking place in mobility and amongst other things support car sharing. Thanks</i>
<i>Response 161</i>	<i>Car sharing is wonderful for communities--reduces congestion and parking stress, increases community cohesion. It enables residents to save money and stress, and contributes to a more liveable Yarra. I sold my car and now exclusively use carsharing--it's better for my health, my budget, the environment and the community.</i>
<i>Response 162</i>	<i>ultimately reduces number of cars owned in yarra council. more efficient.</i>
<i>Response 163</i>	<i>Car sharing allows people to either not own a car or not buy a second vehicle.</i>
<i>Response 164</i>	<i>Allows for flexibility for those who can't afford or don't need a car full time. Allows people to rent their cars when they are not using it.</i>
<i>Response 165</i>	<i>I do not think that having a variety of fleet companies providing shared cars is encouraging people to not to buy a vehicle and use the shared one. The day passes and people buy more private vehicles and demand more parking spots. I'd rather have a dedicated space for a car park for those who do not have a car spot in their property.</i>
<i>Response 166</i>	<i>Its a great alternative to owning a car.</i>
<i>Response 167</i>	<i>Helps livability by providing an additional transport choice, while reducing street parking pressure by removing the need to own a car. Makes the Yarra more inclusive and appeal to a wider demographic. Those who cannot afford a car can live there while having share care options.</i>
<i>Response 168</i>	<i>It's important to reduce parking spaces occupied, reduce too much car ownership and provide options for people who can't afford to own their own.</i>
<i>Response 169</i>	<i>Reduces carbon footprint of cars, reduces car park spaces taken by permanent cars.</i>
<i>Response 170</i>	<i>It's great for the environment, reduces the amount of car parks needed overall, is good for people on low incomes who can't afford a car.</i>
<i>Response 171</i>	<i>With great public transport options in City of Yarra, the need to own a car becomes less and less, however on occasion it's unavoidable that residents will need use of a car, for transporting things or for trips where public transport and cycling aren't practical or possible.  Car sharing is a great solution to this, that decreases the number of cars owned, allowing one car to be shared by multiple people, which conveniently also frees up more parking space for people who do own cars.</i>
<i>Response 172</i>	<i>This is a great way to reduce the overall number of cars. Car share cars are used by people without cars, or families that occasionally need a second car, but really dont need to have two permanently. They are also used by businesses that would otherwise need to have permanent cars to get to meetings etc, or bring them in from home.</i>

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	<i>I, my family and my business use them alot and they are great! Having them available on demand means that I can ride my bike to work almost every day.</i>
<i>Response 173</i>	<i>Traffic congestion and parking in the Yarra is not being managed at an acceptable rate there are often delays and congestion due to the high number of cars on the roads in the Yarra. Not to mention the environmental impact of increased cars. Initiatives like Car sharing should be supported by the council as it alleviates traffic and parking issues. It supports a greener community. Less cars on the road must supported. As population grows in Melbourne so will the number of cars on the road these sort of inciatives should be encouraged not discriminated against.</i>
<i>Response 174</i>	<i>Reduces parking impacts, shared vehicles reduces impact on roads and public transport, allows users flexibility in their work and daily lives without financial commitment to owning, running and housing a vehicle of their own</i>
<i>Response 175</i>	<i>Reduces parking impacts, shared vehicles reduces impact on roads and public transport, allows users flexibility in their work and daily lives without financial commitment to owning, running and housing a vehicle of their own</i>
<i>Response 176</i>	<i>It is extremely valuable for people living in apartments who may not own a car or have a car parking space. The number of these apartments are increasing rapidly with new developments.</i>
<i>Response 177</i>	<i>Great initiative if don't own a car.</i>
<i>Response 178</i>	<i>Car sharing minimises reliance on cars or needing to open a car, which helps reduce congestion and household costs... not to mention significant environmental benefits. We are currently able to operate as a family living in Collingwood without needing to own a car (We use public transport) and then use car sharing for long weekends away or trips out of Melbourne.</i>
<i>Response 179</i>	<i>Car sharing is a highly effective way to reduce parking problems in the municipality, and to reduce overall car use, which has much broader benefits beyond the City of Yarra. Our family is a good example. Current car-sharing facilities are just adequate to discourage us from buying a second (and potentially third, with an 18- and 21-year old in our house). We have a single car, and rarely use the second parking permit that we are eligible for. If car-sharing facilities were to improve, we will certainly dispose of our current car, freeing up another parking space in our overcrowded street. If you don't get this policy right, and costs rise or competition for car bookings increases, we will not be able to sell our car, and may yet need to get a second one.</i>
<i>Response 180</i>	<i>I live in Carlton North and do not own a car (and don't plan to get one). Instead, I cycle everywhere and use a sharecar for trips to Ikea etc. I believe it is only fair that I have access to a car at a reasonable rate given that I subsidize the cars of others.</i>
<i>Response 181</i>	<i>I am a Fitzroy resident and a member of a CSP, which enabled me to dispose of my car (my wife still owns one). I use public transport for 95%+ of my local travel and the CSP membership is invaluable for, e.g., transporting artworks, furniture, and for longer trips across the metro area.</i>

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Response 182	<p><i>I use car-sharing as my primary access to a car. The more car-share locations there are around me, the easier it is to keep using this service instead of buying a car.</i></p> <p><i>If I (and others) can use car-sharing instead of owning a car, every car-share location will prevent several street parking spots from being used by private-use cars, alleviating congestion.</i></p>
Response 183	<p><i>Car sharing allows me to drive without needing a car spot on my curb. It also minimises waste both environmentally and in terms of personal finance. Every person who shares a single share car reduces parking congestion. Why occupy an entire car for myself when I can share it with many other infrequent drivers. It's very important to me that I can have access to a van for moving and a sedan for long weekend getaways.</i></p>
Response 184	<p><i>It's very expensive to live in Yarra and owning a car is very expensive, parking is always a struggle so have more car share cars available is a affordable and economical way forward, as well as solving congestion on road. I use car share instead of owning a car, the use of it for short and long trips is very covineant.</i></p>
Response 185	<p><i>I have been using GoGet Carshare for over 12 years thus saving a carparking space in my overfull street, Abbotsford and Paterson.</i></p>
Response 186	<p><i>Too many apartments with more cars moving in the area</i></p>
Response 187	<p><i>I love this service, my partner and myself don't own a car and it makes using a car hassle-free. We use it for weekend get-aways, picking up larger items, transport when weather is bad.</i></p>
Response 188	<p><i>we use it extensively for business trips around melbourne</i></p>
Response 189	<p><i>For less stress on the roads car sharing is a economical and environmental plus for Australian citizens.</i></p>
Response 190	<p><i>I use car share as an alternative to owning a car. I also use the larger vehicles available such as the Van at richmond station, when i need to move a few items or buy new furniture</i></p>
Response 191	<p><i>I use car share as an alternative to owning a car. I also use the larger vehicles available such as the Van at richmond station, when i need to move a few items or buy new furniture.</i></p>
Response 192	<p><i>I use car share as an alternative to owning a car. I also use the larger vehicles available such as the Van at richmond station, when i need to move a few items or buy new furniture.</i></p>
Response 193	<p><i>For the exact reasons outlined above. With good public transport, pedestrian and cycle infrastructure, the emphasis should be on reduction of private car ownership per household, which apart from road use affects building development and the number of carspaces required to be provided. Share car provision goes a long way towards reducing this need.</i></p>
Response 194	<p><i>I don't own a car and live in an apartment in Collingwood with no car parking. I sometimes need to use a car and car share works</i></p>

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	<i>Reduces number of cars on the road. Gives flexibility to those who don't own cars.</i>
<i>Response 195</i>	<i>Inner city suburbs traffic is very congested. Parking is at a premium, many people only allow 1 parking permit per address. we see cars sit idle and parked in side streets most days of the week, reducing visibility and also has many environmental impacts when they are in use.</i>
<i>Response 196</i>	<i>Because congestion is awful and parking is really difficult. I use a car sharing service for my work in Collingwood, before we began using this we had to use our private cars which was difficult for me.</i>
<i>Response 197</i>	<i>This is a great service for everyone and allows the opportunity for people to reduce the number of cars they have with access to share cars in close vicinity.</i>
<i>Response 198</i>	<i>Car sharing allows efficient use of cars and spaces between several people as opposed to everyone owning their own car (and everyone taking up at least 1 car space). It's also more cost effective for people who don't use cars every day.</i>
<i>Response 199</i>	<i>Reduces number of private vehicles parked on streets</i>
<i>Response 200</i>	<i>Yes but definitely needs to be limited as there are so many fantastic public transport options available plus taxi's and uber etc.</i>
<i>Response 201</i>	<i>Car sharing is very important for a lot of people that cannot afford to own a car or that want to be more environmentally friendly as sharing cars is one of the alternatives to owning a car and contributing to the pollution and traffic issues in the city.</i>
<i>Response 202</i>	<i>For the same benefits outlined here.</i>
<i>Response 203</i>	<i>It supports residents to live more environmentally friendly lifestyles and reduces car ownership in the area which eases parking issues. It's also a huge asset to have nearby vehicles of different types (eg vans) that you only need every once in a while.</i>
<i>Response 204</i>	<i>It is a handy service for locals.</i>
<i>Response 205</i>	<i>Council approves/provide permits to multiuni developments based on limited car parks. Thus, if they demand reduction in car ownership, they should allow and encourage alternatives.</i>
<i>Response 206</i>	<i>Sharing property instead of owning it is better for the future of our planet.</i>
<i>Response 207</i>	<i>It's the best way to limit cars in the city and sustainable.</i>
<i>Response 208</i>	<i>Car sharing solves so many problems and ensures people do not need to own a car. People will have options and it ensures the dependency on owning a car is so much lower AND it is affordable while there are plenty to choose from. Making them scarce will increase cost</i>
<i>Response 209</i>	<i>It helps to increase parking spots (if more families only own one car).</i>

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	<i>"It reduces the consumption of finite resources, more socially and environmentally responsible and is more economically viable for me than owning a vehicle privately. It also encourages the use of multiple forms of transport instead of using a privately owned car all the time because of a need to justify owning it/because its there. It also allows for flexibility in vehicle type without having to own/borrow multiple types of vehicle."</i>
<i>Response 210</i>	<i>Saves money and Less cars on the road.</i>
<i>Response 211</i>	<i>As a long-time resident of Yarra, and a long-time car share user I like the flexibility that car share gives me, without the costly ownership of a car. I also think increased car share usage has greater benefits to the area, including reduced private traffic on the roads, and encourages more environmentally conscious behaviours. Something which I'm sure Yarra prides itself on.</i>
<i>Response 212</i>	<i>There is limited parking and many people don't need there car all the time.</i>
<i>Response 213</i>	<i>I have been a resident of the City of Yarra for the past 12 years, and a carshare user for about the last 6 years. The availability and practicalities of carsharing in the City of Yarra is a very significant issue to me, as this is my only mode of private transport. In fact, when I last moved house I chose to stay in the City of Yarra specifically because of the good carshare network within the municipality. Generally I'm supportive of the Councils decision to establish a carshare policy, and the policy approach itself, however I raise the issues below, based on my experience as a user of the carshare network in the City of Yarra. For me, the really critical items for Council to consider are providing flexibility for the network to respond to demand, ensuring bookings aren't limited to 2 days, and improving enforcement procedures for illegal parking.</i>
<i>Response 214</i>	<i>If more Yarra residents/households shared cars rather than feel the need to own their own we could reduce the number of car parking spaces needed and return these spaces to public open spaces or wider footpaths or just more pleasant streets! If there were more car sharing opportunities i'd be more likely to ditch my car and use them. I'd also like to think the more car sharing the cheaper it will become, therefore becoming the preferred option rather than private car ownership</i>
<i>Response 215</i>	<i>Car sharing is beneficial to the environment around us (less cars on the road, less traffic), financially (people are saving on-road costs and initial outlay for purchasing a vehicle) and to the health of people (only use a car when you really need it and take public transport, ride or walk for everything else).</i>
<i>Response 216</i>	<i>It's a great cheap alternative to owning a car and allows me access to one when I couldn't afford to buy.</i> <ul style="list-style-type: none"> <li><i>- Fantastic system, realistic option to owning a vehicle</i></li> <li><i>- It is a realistic strategy to helping reduce the number of cars on the road</i></li> <li><i>- Affordable, esp with the increasing cost of insurance and registration</i></li> <li><i>- Parking legally in Yarra is very difficult, despite use of permits</i></li> </ul>

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Response 217	<i>with limited available parking in the area it makes sense to provide an alternative to car ownership. Our household can do without a car for most of the week, but we need one to visit family and do grocery shopping. Lets have less cars on the street. Car share is a great option for those who would like to give up car ownership.</i>
Response 218	<i>very convenient, more independence and flexibility than Uber and taxi. Reduces needs to buy/maintain own car. As a business there is no need for us to buy, maintain and pay for carparking, when we can use car sharing. Plus if needed, more than one person in a business can access car sharing (couldn't justify buying two cars) at a time, if needed</i>
Response 219	<i>I don't own a car because I don't need to own a car. Public transport and my bike serve 99% of my transport needs. For that 1%, a car share membership is great! I save money and don't need sn on-street parking permit, which means more public space available to others whose needs for private car ownership are greater than mine.</i>
Response 220	<i>Because it relieves congestion</i>
Response 221	<i>I use giget it saves me buying a car, and it saves public space in terms of parking.</i>
Response 222	<i>If the policy is to allow developers to reduce the number of car parking places they need to provide for new residential developments, then as density increases, there will be fewer places for permanent car parks. Car sharing is a good way for people to reduce their need for permanent ownership of cars.</i>
Response 223	<i>"Due to the number of apartments being built, this would help to elevate some pressure which will definitely build in the next 2 years upon completion in Collingwood."</i>
Response 224	<i>To reduce the need to own a car privately, but still have access to that type of transport</i>
Response 225	<i>Absolutely!!! Let's get people sharing cars when they need to use them instead of buying. We have lived in Yarra for almost 3 years with no car, and a toddler and we rely on car sharing for big trips or shopping.</i>
Response 226	<i>Takes more cars off the road, flexible usage</i>
Response 227	<i>It helps reduce congestion. It helps residents save money, because they don't need to own a car. It helps residents to transition to active transport.</i>
Response 228	<i>Car sharing is a simple and easy way to drive without the burden and costs of car ownership. I sold my car 13 years ago when I realised I could manage my transport needs at lower cost to me and the environment without owning a car. Car sharing is excellent.</i>
Response 229	<i>When I moved to abbotsford car share saved my life Also means I don't need my own car because there is so much availability of car share So I don't have to take up a personal car space (with a car that I never drive)</i>
Response 230	<i>Everyone owning &amp; parking cars in the inner city is crazy &amp; unsustainable. If you want to own &amp; park a car, go live in the outer suburbs</i>

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	<i>LESS CARS ON THE ROAD IS A GOOD THING. ITS GREAT FROM AMENITY AND PROMOTES CYCLING AND WALKING TO LOCAL BUSINESS. GREAT FOR LOCAL BUSINESS AS STAFF CAN RIDE TO WORK AND US THE SHARE CAR SYSTEM FOR MEETINGS.</i>
<i>Response 231</i>	<i>As more and more apartments are built the best option is to have more spaces/cars... it's a cultural thing ... we as residents hopefully will get used to it and reduce the desire to have our own car.</i>
<i>Response 232</i>	<i>Environmentally removing a car per person off the road is beneficial</i>
<i>Response 233</i>	<i>It's good for people, the environment and our roads</i>
<i>Response 234</i>	<i>I use it all the time for my business, it's very handy and great for the environment! Parking is terrible in the City of Yarra so this is an excellent solution.</i>
<i>Response 235</i>	<i>As I am a regular user of car share vehicles I find it very convenient to book and collect a car close to my home (Richmond). Also the cost of using car share vehicles is competitive. My employer requires that if travel is required for work purposes (which I constantly do) then we are to use car share vehicles.</i>
<i>Response 236</i>	<i>Reduces the pressure on residential parking.</i>
<i>Response 237</i>	<i>Car sharing companies need to invest in their own infrastructure. I live in Yarra and recently cancelled my car sharing membership because it was a waste of money for me. I mainly use public transport, my bike and pay for my shopping for delivery, I rarely use my car and might sell it, if I need a car in the future as a one off I may borrow it from a friend. The business case for giving over public infrastructure to private car sharing companies is over. Technology in the near future will shift the model to self-driving cars and very little need to give over public car spaces to car sharing companies.</i>
<i>Response 238</i>	<i>As a young professional living inner north, car sharing schemes are an absolute godsend to me. The need for a car only arises ~1 time a month, making the cost commitment to ownership very undesirable. The reduced need for this ownership gives us much greater flexibility on renting possibilities, numbers in households etc.</i>
<i>Response 239</i>	<i>Car sharing will &amp; does reduce traffic congestion. Due to the lack of public transportation car sharing is essential.</i>
<i>Response 240</i>	<i>It is a great help for our small business.</i>
<i>Response 241</i>	<i>The density of the City is growing rapidly. The number of apartments and subdivisions are increasingly putting immense strain on parking availability in the area.</i>  <i>The only methods to improve this situation in a manner that is acceptable to the general public is to:</i> <i>1. Improve public transport options - something the City of Yarra has little control over;</i> <i>and</i> <i>2. Improve the offering of alternative transportation methods, such as car sharing.</i>

**Attachment 2 - Survey Responses Summary**

Response 242	<i>It's a great way of allowing people who don't need full-time access to cars the ability to use a car on a short term and short notice basis. It will free up parking spots for people who do need cars and if the car shares car parks are strategically placed, it will allow for greater convenience to all</i>
Response 243	<i>Ideal for high density living. Reduce costs for residents. Reduce car parking requirements. Good for the environment. Helps sustainability. Responsible policy. Makes me feel good about my community.</i>
Response 244	<i>More pods are needed for car share demand</i>
Response 245	<i>With the combination of old housing without off street parking and new apartments with more cars than spaces, making car sharing as available (eg convenient) as possible will fill a gap for casual drivers who may not require a personal car</i>
Response 246	<i>I use it regularly. It allows me to use public transport (train) for my commute and still run my business (Architect doing meetings and site visits). I drive in 2 days a week with my kids and wife and parking and traffic is always an issue. Easy access to car sharing is amazing.</i>
Response 247	<i>It is environmentally responsible. It is cost effective. It is appropriate for inner suburbs which are well served by public transport.</i>
Response 248	<i>Better for environment Practical for residents</i>
Response 249	<i>It would help me to be less dependant on my own car.</i>
Response 250	<i>Living in this area, there is not the need to own our own car if we have the option to car share more easily. Most of us don't have the need to use a car everyday, but we do need the option for it sometimes.</i>
Response 251	<i>I'm a user of the Goget scheme in Abbotsford and it means that I don't need to own a car for the times that public transport isn't sufficient to my needs. I believe that with the increasing density of our suburbs, particularly around Johnston Street and Victoria Street, and the decreased parking available per person, it is even more important to incentivise residents to use car-sharing schemes to decrease the competition for parking spots for residents' cars, so that those parking spots are available for visitors and customers of local businesses.</i>
Response 252	<i>For a whole bunch of obvious reasons - why not!</i>
Response 253	<i>In an inner suburban area where many people do not have need of a car on a regular basis "car share" is an excellent way of providing transport on a needs basis. The more car share spaces the better so residents continue to use public transport.</i>
Response 254	<i>Great environmental and economic benefits.</i>

**Attachment 2 - Survey Responses Summary**

Response 255	<i>I have lived and run a business in the City of Yarra for the past 8 years and the car sharing programs are fundamental part of our business. We aim to minimize the number of staff who drive to work and easy access to the share cars makes it possible for staff to attend meeting without having to drive to the office. I also use the car on a personal level so that we don't have to have an additional car at home.</i>
Response 256	<i>As many of the neighbourhoods in Yarra were built before mass car ownership there is no place except on the street to park cars. As such, many of our streets are more "car park" than thoroughfare. If 7-10 cars are removed for every new car share this can only improve possibilities for wider footpaths, additional bike lanes and green areas or garden beds in our streets.</i>
Response 257	<i>It reduces the requirement for additional cars on the road and the burden on providing car parks.</i>
Response 258	<i>Some people, like myself cannot afford to purchase a car. Having the option to easy access of car share allows people to do large grocery shops, furniture shop etc... As parking is also limited in Richmond, there is no need to worry about where you will park your car, as car share cars have their own dedicated parking spot</i>
Response 259	<i>My office is a supporter of car share, as our employees all use car share during the day to attend meetings and site visits. While using sustainable transport to get to works, ie bicycle and PT</i>
Response 260	<i>I am a committed car-sharer and cyclist, who has never owned a car (39 yo). I am anticipate that, because I live in a city with a great car share network, I will NEVER have to purchase a private motor vehicle. However, I am also making this assumption on the basis that the carsharing network will improve immensely over the coming years. Specific improvements would include: more cars and more pods, to meet demand and improve the service, such that being a car share member becomes more convenient than private car ownership.  Current convenience means: car numbers increasing to meet demand and reduce travel (walking/cycling/PT) times to arrive at car share carpark; increased numbers of dedicated car parks for ease of parking, and to increase visibility of car share.  Car sharing is so great, because I have access to vans, utes, sports cars, and 'economy runabouts'.</i>
Response 261	<i>Cost and convenience</i>
Response 262	<i>You approve monstrous developments with minimal car parking compared to levels needed. You create the problem. Car sharing offers a part-solution.</i>
Response 263	<i>Because parking is becoming increasingly difficult to find, due to the increase in the. Housing density in the area.</i>
Response 264	<i>Reduces the need for parking private vehicles on-site, freeing up space for better uses year by year the number of cars increases, but most of the time only one person uses that car and that creates a big issue with the environment. Car sharing allows us to share vehicles and reduce the pollution</i>

**Attachment 2 - Survey Responses Summary**

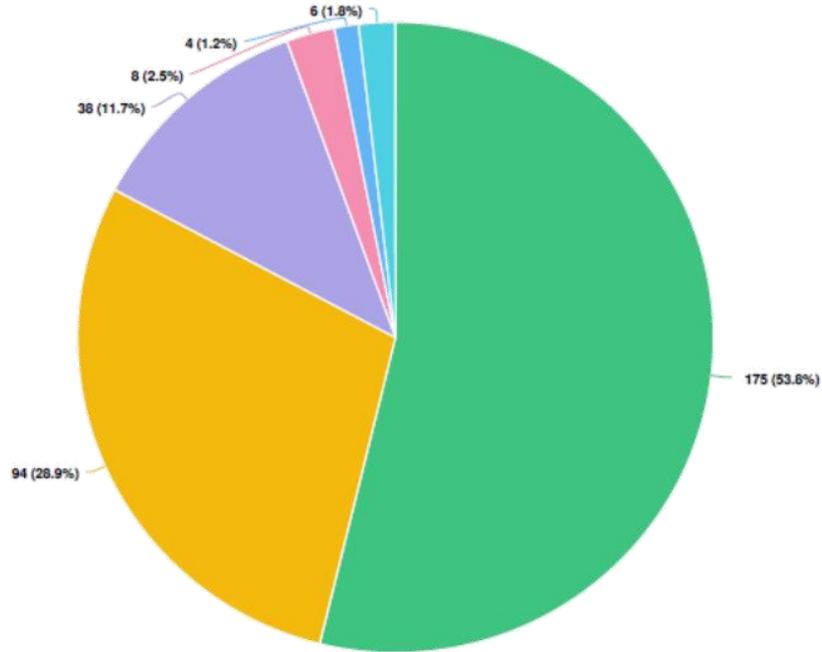
<p><i>Response 265</i></p>	<p><i>1 It is a proven and effective way to reduce the number of cars that are based in an area. This process leaves drivers with more places to park and the Council with the opportunity to do something more valuable with the kerbside space.</i></p> <p><i>2 It supports people who travel most places on foot, by bike and public transport. Without car share you are forcing these people to keep ownership of a car for only a few trips. Why should this group pay a such an expensive 'tax' - car ownership can cost \$5 - 10,000 a year!</i></p> <p><i>3 What business is it of the Council's who owns the car I use. What if my car is owned by the bank, what if I use my mother's car I can still park it on the street and get a permit. What if my partner owns the car and I use it. What if my friend is overseas and I am looking after their car for them. In every case you let me get a permit and park the car at the kerb. Why can't we have as many permits for car share vehicles as there are people who want to use them. It is not your business to interfere in who owns the car I use.</i></p>
<p><i>Response 266</i></p>	<p><i>We need to get cars off the road to reduce emissions. Car sharing is an excellent way to do this.</i></p>
<p><i>Response 267</i></p>	<p><i>Provides a cost effective alternative to owning and running a car oneself. Reduced number of cars parked in streets.</i></p>
<p><i>Response 268</i></p>	<p><i>It's great to encourage shared resources so there's less congestion on the road. Reduces the need for on-street parking and allows new residential developments to be built without as much parking. Great if you live in the inner city (e.g. all of Yarra) and have a bike but occasionally need to use a car.</i></p> <p><i>For all the reasons stated - But there is a BIG BUT!!!</i></p> <p><i>It is more sustainable (and economical) to hire a car share vehicle than own one that is seldom used.</i></p> <p><i>It reduces resident's reliance on owning a car. If fewer residents owned a car, then less private (on-street) car spaces would be required. It also reduces the availability of private on-street parking, further discouraging people from driving. In my mind private cars and associated traffic (noise, pollution, road rage, red-light running, speeding, failing to stop at intersections or indicate and breaking other road rules) would be the most detrimental amenity and health aspect of living in the inner suburbs, so the fewer privately owned vehicles on our streets, the better.</i></p>
<p><i>Response 269</i></p>	<p><i>supports the share economy and reduces reliance on owning cars</i></p>
<p><i>Response 270</i></p>	<p><i>Reduces the personal costs (can sell our car), reduces congestion, newer cars = more efficient</i></p>
<p><i>Response 271</i></p>	<p><i>I use it for infrequent times I require a vehicle (~6 times a year). This includes moving furniture, or traveling to an outer suburb without PT.</i></p> <p><i>It also serves the common good by promoting shared resources and releasing more public space to better use, like pocket parks, bike lanes and promotes other forms of travel.</i></p>

**Attachment 2 - Survey Responses Summary**

	<i>Private parking is a massive problem in our area with people hoarding space for private possessions and creating a public danger on our streets."</i>
<i>Response 272</i>	<p><i>Car sharing as a concept I see as very positive. It is not however Council's role to give over extremely scarce on-street parking space for the purpose.</i></p> <ul style="list-style-type: none"> <li>- <i>Requesting car share bays enables new developments to gain car parks by stealth (as was attempted recently in Egan St). They need to incorporate car parks into their planning - NO WAIVERS.</i></li> <li>- <i>Car share is a business sector, those 'car share providers' seeking 'car spare bays' are actually car share operators seeking car parks. Let Operators negotiate with Developers.</i></li> </ul>
<i>Response 273</i>	<i>Car ownership and usage cannot continue as we have done in the past without causing more significant negative impact on the livability and amenity. Car share provides the option for people to potentially avoid owning the first, second or third private car and therefore reduce the stress on parking, free up space for more open space or wider footpaths and on road protected cycle lanes.</i>
<i>Response 274</i>	<i>Car ownership and usage cannot continue as we have done in the past without causing more significant negative impact on the livability and amenity. Car share provides the option for people to potentially avoid owning the first, second or third private car and therefore reduce the stress on parking, free up space for more open space or wider footpaths and on road protected cycle lanes.</i>

## Attachment 2 - Survey Responses Summary

Q3 What do you think about the number of car share spaces in your local area?



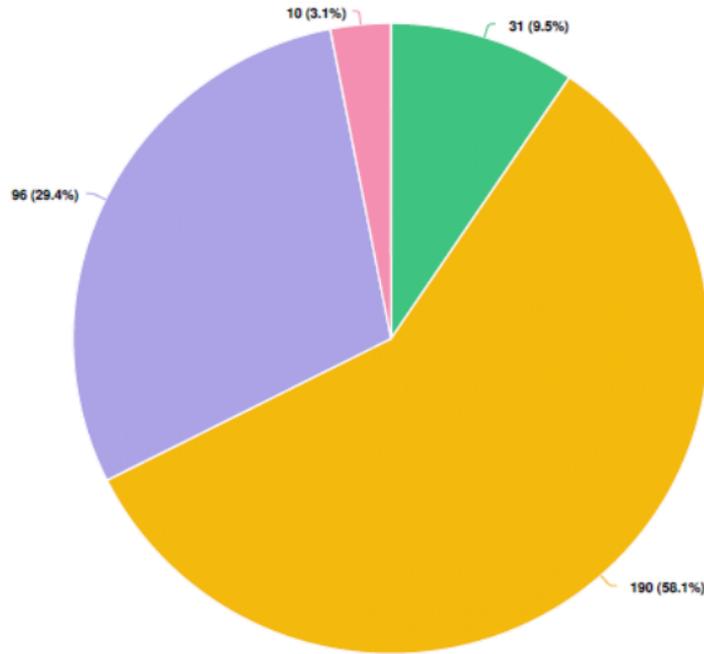
**Question options**

- I think there should be a lot more
- I think there should be a few more
- I think we have the right amount
- I think there should be less
- I think there should be a lot less
- I don't think there should be any

Optional question (325 responses, 2 skipped)

## Attachment 2 - Survey Responses Summary

Q4 We are proposing 2 different options for increasing the number of car share bays over the next 5 years:  
**Option 1** – Increase the number of car share spaces by 79, to a total of 231 spaces. This would enable us to maintain ...



**Question options**

Option 1 - increase of 79 spaces over 5 years    Option 2 - increase of 131 spaces over 5 years    Neither    Unsure  
(327 responses, 0 skipped)

**Attachment 2 - Survey Responses Summary**

**Q5** If you think we should be aiming for a different number of car share spaces, please tell us how many and why:

Response 1	<i>I think council should not be artificially increasing or restricting the number or car spaces used by car share companies by any specific number.  If car share companies require additional parking spaces they should purchase or rent them at market rate.</i>
Response 2	<i>You are wasting your time, soon automated vehicles will not require parking. When I am in Yarra, I will just get my car to keep circling the area until I need it</i>
Response 3	<i>Many more.....see reasons above.</i>
Response 4	<i>Your option 2 is likely to be inadequate across the municipality. Our decision to sell our car is dependent on a substantial increase the number of GoGet pods in our immediate neighbourhood. We had assumed that the ridiculous number of too-tall residential developments being approved along Swan Street, and in the Channel 9 development, would at least triple our 2 local GoGet pods (and we are hoping there will be new pods nearer Swan St). I don't have enough of an insight to the whole municipality, but would expect that the projected growth would require much more than a doubling of the number of car share spaces.</i>
Response 5	<i>0. I do not use car share. I would support them if the car spaces were on private land or commercial car parks</i>
Response 6	<i>More the better!</i>
Response 7	<i>I think probably around 1 car per 300 residents. This should ensure a car is available whenever anyone needs it and allows for growth in acceptance of car sharing.</i>
Response 8	<i>Before the number of car spaces increases AT ALL, these commercial car-sharing businesses must pay an appropriate amount to Council for "ownership" of street parking places. As a disabled motorist, I am annoyed that the most convenient street spaces are given over to commercial interests, providing them with free 34 hour advertising in prime locations. Yes, the service addresses community need and aligns with Council goals, but they do make a profit.</i>
Response 9	<i>Who decides where they are placed - Council or the company? The one near me doesn't move all week. Just mainly as the weekends. No increases until they are fully utilised.</i>
Response 10	<i>I think there should only be a few of each company. Realistically they are so expensive and prohibitive to average income earners to access.</i>
Response 11	<i>We should not have an upper limit. We should respond to user demand and we should be aiming to increase to levels that would see an overall reduction in demand for onstreet parking by private cars.</i>

**Attachment 2 - Survey Responses Summary**

Response 12	<i>I don't think there should be an increase. I support car sharing but not big business or the council making money from it.</i>
Response 13	<i>There should be no more existing street parking places converted to share car parking. Share car parking spaces should be found off-street. Council should oblige new apartment developments that are routinely granted huge reductions in their statutory parking obligations, to provide a number of parking spaces for share car use and that they be accessible by non-residents of the apt building. Council should place a levy on every parking place reduction granted and should use that to buy land in strategic locations and create municipal parking stations that will provide parking spots for share cars and recharging stations for electric cars.</i>
Response 14	<i>The more car share vehicles, the more options people will have for when and where they can find a car. It will also reduce the chances of a car being booked out when you need one.</i>
Response 15	<i>I walked past car-share spaces everyday, and to be honest, the cars are always there on the street 8 times out of 10. I don't support an increase of spaces if the service is simply not getting used. The stats they provide might be fantastic, but the reality of walking past those cars sitting idle 80% of the time tells me otherwise.</i>
Response 16	<i>Increase both car share and private parking spaces proportionately. As unlike car shares where I can always find an available car share to use within walking distance, this is not the case with available parking spot (inc paid spots) during hours 5pm-8am m-f or on the weekends.  To use a car share it costs \$90 a day, to use a car space all day costs \$40!!! I do not use a car but stay home.  If you reduce private car spaces further then not only will I spend 20mins+ looking for a park (ie spiraling out from home on streets further away until I can find one) but then up to 30mins a day walking to/from car space, but I'm penalised \$40/day if I decide to cut emissions and work from home. Or if I ride my bike or use other forms of public transport.</i>
Response 17	<i>Car sharing will never take off if there aren't dedicated spaces readily available. My partner and I considered selling the car recently when we inspected a rental property that had no parking spot. People will adapt their behaviour if something is more effort, as long as car sharing and ride sharing services can keep up with growing demand.</i>
Response 18	<i>Share car spaces should be compulsory in all large developments.  More cars, closer to home improves convenience and reduces street parking.</i>
Response 19	<i>You could put more - we should be building apartments and housing without parking and more shared vehicles makes this a more viable option - fewer private car parks would bring down the cost of housing in the area</i>

**Attachment 2 - Survey Responses Summary**

Response 20	<i>I don't care how many you aim for, I care that you're trying to force people to change in a crude and ineffective way without addressing existing issues of parking (and road maintenance, for that matter)</i>
Response 21	<i>I don't know how you arrived at either of your figures, but my gut tells me they're both likely to be on the low side!</i>
Response 22	<i>There are a few areas where car sharing is not easily available. There should be an options within 5min walk anywhere in Yarra.</i>
Response 23	<i>Why limit the increase to 131? It should be more like 500. Yarra is being very timid with providing facilities for environmentally friendly modes of transport. Bicycle parking facilities remain woefully inadequate. Pedestrians are squashed onto narrow footpaths. In the meantime privately owned cars take up huge amounts of public road space, sitting there uselessly. Manage and lead, don't just sit back meekly in fear of selfish car owners.</i>
Response 24	<i>I would advocate for as many as Paso bile.</i>
Response 25	<p><i>Way more than 131 added over 5 years.</i></p> <p><i>The Car Share Policy is correct about the significant benefits to individuals (e.g. health, safety), households (e.g. affordability, enhanced access), the community (e.g. efficient use of scarce resources, inclusion), and the environment (less pollution, reduced lifecycle costs from fewer cars needed). So it's bemusing that the targets (even the higher one) are so low!</i></p> <p><i>This is a trivial shift in private car use over a 5 year period. The ambition should be much greater. And if the ambition was much greater then relevant local government policies would seriously address the issues stacked up in favour of private car use.</i></p> <p><i>- The majority of public space at stake is given over to private vehicles for free or well below market value. This policy just puts barriers in the way of shifting this allocation such as requiring CSPs provide off-street spaces in proportion to on-street.</i></p> <p><i>- There are negligible incentives to make the transition to not using private vehicles for the trips that make the most sense. For example, with respect to car share, having a considerable number of the best parking spaces at destinations (e.g. near grocery stores) dedicated to car share users.</i></p>
Response 26	<i>I think the distribution and number could reflect supply of new apartments in the areas growing the most. Just like bike racks, car share spaces need to be a compulsory part of apartment buildings with car parking space.</i>
Response 27	<i>The more the better. As people realise they don't need their own car we will be moving in the right direction.</i>
Response 28	<i>Personally I would like to see a Council policy where there is a carshare space/car within a 5 minute walk from every home within the City of Yarra.</i>
Response 29	<i>How many are there now? If the increase to 131 is a doubling, that feels about right *for now*. I feel this should be gradually increased over the next 5 years.</i>

**Attachment 2 - Survey Responses Summary**

Response 30	<i>I don't believe that the car share businesses should be allowed to take up valuable parking spaces in business areas</i>
Response 31	<i>Even more car share spots! Anything to assist in reducing car ownership</i>
Response 32	<i>Reducing car ownership should be a goal - so further increase would be good to aim for. Of course, monitor and adjust.</i>
Response 33	<i>The reduction in privately owned cars in Yarra - is this possible given the massive increase in population due to the ongoing development of apartment blocks. I question why an increase in car share spaces should be at the expense of Yarra residents. Perhaps there should be reduction in parking spaces for visitors to Yarra - encourage people to catch public transport or for businesses to provide genuine parking spaces (and not pretend spaces). Increasing the number of car shares will naturally encourage people to give up their cars - which is better than forcing people to give up their cars. The presence of a car share pod not far from my home gave me the courage to give up my car. I would like to see increased surveillance of parking infringement, especially people parking in permit zones without a permit. My street is patrolled once every 2 days - no wonder visitors park in permit zones with impunity. The fine for doing so should also increase.</i>
Response 34	<i>The number of spaces should be determined to enable car share scheme operators to provide as many car share vehicles as the market use demands. This needs to include other vehicle types such as vans, people movers and light trucks.</i>
Response 35	<i>Option 1 or 2 work, depending on how it is managed and how accountable the companies are. See my points above for two thoughts. The second one concerns me. I would like for Yarra Council to advise the community of one or two preferred companies, because it is known they support the community.</i>
Response 36	<i>Whist there are plenty of car share vehicles in our area (cnr Northcote &amp; Church St's, probably due to the number of commercial premises) there are other areas of Yarra that would benefit from a greater number of vehicles to encourage a greater number of users.</i>
Response 37	<i>The parking arrangements for the privately owned car sharing companies is something they need to build into their business plans. The Council should not be providing parking spaces for them.</i>
Response 38	<i>Encourage people to use it as private car spaces become harder to find.</i>
Response 39	<i>75 or less. Why are we helping car share business? We have twice as many car share vehicles than we need. Most vehicles just sit unused.</i>
Response 40	<i>emerging precincts such as Cremorne should be key target areas for the provision of carshare, with the convenient proximity of public transit. Places of work are increasing and the reduction in private vehicle use should be encouraged. This number could be bigger for a 5-year target - transit modes can rapidly change, and better to include an ambitious upper limit on top of the combined total to be provided.</i>

**Attachment 2 - Survey Responses Summary**

Response 41	<p><i>I support a larger number of bays as commercial, social and environmental imperatives are in play. With environmental and population pressures, maintaining the status quo is not a sustainable option. We need more cars off the road and it is imperative that the rate of car ownership is lower than 45/100.</i></p> <p><i>the social role of ca sharing and peer modelling has been shown to impact on other residents. Anecdotally I can verify this, as my car-share use has encouraged others to have kids ride to school instead of driving, walk to social events and shopping, etc. I have witnessed a strong increase in young families in Yarra and as these families grow, there is often pressure for a second car. Car sharing will mitigate that demand.</i></p>
Response 42	<p><i>I think you should be flexible and if demand increases then further spaces should be made available. The more availability will drive up patronage so you should be prepared.</i></p>
Response 43	<p><i>We need to increase the number of car spaces and add just a few more car spaces.</i></p>
Response 44	<p><i>Don't know how to comment to this</i></p>
Response 45	<p><i>As the demand increases, and it will, more cars will be needed to meet the demand.</i></p>
Response 46	<p><i>There is not enough car spaces for Residents, so to allot any car spaces to car share (let alone prime ones) is unfair. Make new over developments provide the space for them. There are already to many on street car share spaces.</i></p>
Response 47	<p><i>The more, the easier it will be for Yarra residents to get rid of their cars and start sharing</i></p>
Response 48	<p><i>Allocating parking bays to ""car share"" vehicles reduces the flexibility of parking bays and will reduce their level of occupancy.</i></p> <p><i>The most efficient way of supporting car share would be to charge for ALL parking at a rate that creates say a 15% vacancy rate, then give some classes of vehicles (eg car share, residents) a discount price (or maybe free).</i></p>
Response 49	<p><i>I think car sharing is a good idea. However, I have driven around for an HOUR to find a parking spot for my privately owned car when I'm arriving at work and am concerned that removing any of the too few existing spots from general parking will not be good. I support more car sharing spaces as long as NEW spots are created, not taken from the general number already there.</i></p>
Response 50	<p><i>From what I understand the population of Melbourne is expanding at a rate that pushes our beautiful cities infrastructure to its limits. I applaud all efforts to address the multiple associated issues.</i></p>
Response 51	<p><i>If the goal is the increase the number of car spaces and this is based on demand, this is fine. Are there any evidence that increasing the number of car share spaces reduce the number of privately owned cars? Based on my experience as a user of car share services in the past, and my current situation (car needed everyday to go to work) and my neighbours' own situation, I believe these are two different groups. And increasing dramatically (option 2) the numbers of car share spaces will clearly decrease the number of spaces available for privately owned cars. Maybe this could be addressed by creating more permit zones for residents, and limit the number of permits per residence?</i></p>

**Attachment 2 - Survey Responses Summary**

Response 52	<p><i>There is a continuing shift away from private car ownership. I think this will continue and that the residents who do not own a car will increase as a proportion.</i></p> <p><i>"The right number depends on utilisation. The City of Yarra should plan for enough spaces to promote utilisation of car sharing.</i></p> <p><i>While my choice to get rid of my car leads me to want more car share spots, if owned cars, services like taxis and Uber and public transport were the predominant modes of transport the City of Yarra shouldn't needlessly increase share car spaces."</i></p>
Response 53	<p><i>regarding how many more, i guess if the companies are asking for X more, there's demand for X more and it's working...</i></p>
Response 54	<p><i>Car share should be encouraged in activity centres and main roads. Surely council would support car share - which has wide reaching benefits - rather than maintaining normal car parks which only really benefit a few (eg those who are parked at the spot.)</i></p>
Response 55	<p><i>Council should support private car sharing (eg Car next door) rather than those that run their own fleet as this adds additional cars to the road.</i></p>
Response 56	<p><i>Growth should respond to demand! More demand more spaces! It makes sense. More pods should be available as more people take up car sharing.</i></p>
Response 57	<p><i>Increase should be based on demand – As more people use carshares, more people will decide they don't need to privately own a car. Any increase in carshare spaces would be offset by less people owning cars that would need to be parked on-street.</i></p>
Response 58	<p><i>I think car share spaces should increase as demand grows. Despite there being pockets of opposition to increasing the number of car share spaces, it needs to be explained that they are good for everyone, and will reduce the overall number of cars parked in the neighbourhood generally.</i></p> <p><i>There is also no absolute right, as I understand it, for residents to have dedicated car parks on public roads. This space is everyone's, although I will admit this is a hard argument to pursued some to accept.</i></p>
Response 59	<p><i>Unlimited</i></p>
Response 60	<p><i>The aim should be to support demand on a service, as the car share demand grows, cars should increase in availability, both solutions above impact road users negatively.</i></p>
Response 61	<p><i>Small increase is hopeless idea, over the next 5 years more people will use public transport and wont own a car due to large apartment blocks being approved by council.</i></p>
Response 62	<p><i>Demand should determine the number of spaces.</i></p>
Response 63	<p><i>Such a restrictive choice is poor policy. Best practice would be an adaptive policy framework that adaptively links available car shares to demand. The number of car shares should grow with demand, and demand (together with the benefits of increased demand for car sharing) will increase faster if council actively encourages and promotes car sharing as a viable option to car ownership.</i></p>
Response 64	<p><i>I think that 131 spaces should be minimum amount, shared cars are better than private cars.</i></p>

**Attachment 2 - Survey Responses Summary**

Response 65	<i>I think the number should be aligned with demand. My CSP is proposing a dynamic system of assessing the need and then trial allocations of Fixed Bays. This seems like a more 'scientific' approach rather than a cap, which may seem appropriate in 2018 but is inflexible to react to growth. The number of high density units with reduced residential carparks under construction in my neighbourhood is astounding. Ensuring a responsive CSP system is crucial.</i>
Response 66	<i>I think that the councils should work together with the car share company's to adjust the levels annually to meet demand, my car share has two across the street from me and they are often in use. If there were more available to meet the demand then prices would be lower and convince would be better</i>
Response 67	<i>I think that car share spaces should be increased in line with demand. It is uncertain how many people will switch to car share in the future so spaces should be allocated as needed, up or down.</i>
Response 68	<i>I am not sure why there needs to be a hard limit. Supply and demand no? The car share companies are not going to put out more cars than people can use because that's a waste of money. This is not really any of your business as far as I am concerned.</i>
Response 69	<i>supply of car share spots should be demand based and the provision of private permits limited to one per household.</i>
Response 70	<i>Carsharing carspace growth should respond to demand.</i>
Response 71	<i>I am unsure about the number of spaces that would be needed. If there was too many people and not enough cars - i would have to consider buying a car. I often need quick access to a car for use with work. If I wasn't confident I could get access easily when I needed it I would buy a car.</i>
Response 72	<i>We should not be aiming to maintain the status-quo of car ownership, when the city can accommodate the downward trend.</i>
Response 73	<i>More. The inner city is clogged with private cars. Yarra needs to show leadership and support lifestyles that are free of privately owned cars. Car shares are one part of supporting this.</i>
Response 74	<i>It can be hard to find a car sometimes.</i>
Response 75	<i>Increased numbers of car share spaces are a great alternative and will declutter the roads (people who do not own a car and only car share will ride/walk/catch public transport more often). The more that are available and at cheaper rates will only encourage people to get in on the action! It is not an instant result but I hope that Australian city councils and governments can finally see that looking at long term options rather than quick paydays will actually be more beneficial in the long run.</i>
Response 76	<i>Car share spaces should increase with demand, not be dictated by numbers that have very little to do with how peoples behaviour and needs have to be met.</i>
Response 77	<i>I think this should grow with demand which is hard to estimate 5 years in advance</i>

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Response 78	<i>I don't think the number needs to be increased at all. There are so many already!</i>
Response 79	<i>More pods should be made available as it is my understanding that the demand of car sharing is growing.</i>
Response 80	<i>Not sure why there is an 'aim'. Car share adoption should occur naturally on it's merits. There may be competing services in the next 5 years such as self-driving cars. I can't believe that car sharing adoption predictable over the next 5 years. Surely required spacing can be considered on a regular basis in response to demand, rather than dreaming up a number.</i>
Response 81	<i>Increase the number of spaces based on user demand. Utilise the stats from the car share providers about how many spaces would service demand.</i>
Response 82	<i>Grow by demand, don't cap it.</i>
Response 83	<i>Let the market work out how many we need. To make them scarce and to limit the choice will only increase costs. We currently have 2 cars, as soon as we can we intend to sell one and use a car share when we need an extra car but if the choice is limited, we will be forced to keep 2</i>
Response 84	<i>I think that the increase of spaces should not be set in stone. Far better to increase the spaces as required by demand.</i>
Response 85	<i>I think the number of car share spaces should increase with the increasing level of demand and not be capped. The ultimate aim should be reducing the need for privately owned cars in general.</i>
Response 86	<i>I think car share spaces should be made available based on demand for the product. Surely the more people using car share (and the more they are encouraged to do so via easy access to cars) , eases the burden on having a privately owned vehicle and the congestion issues associated with that. Especially as more and more high rise/apartment options pop up in the area, it seems like this is an obvious choice.</i>
Response 87	<p><b>7.0 Council Targets for Carshare Spaces</b></p> <p><i>I question the approach of setting global fixed targets for the number of carshare spaces to be provided in Yarra over the coming years; while control is appropriate, this blunt tool approach would create the following undesirable side effects:</i></p> <ul style="list-style-type: none"> <li>- <i>It caps the number of offstreet carshare spaces available, effectively preventing carshare from growing in the way that has the least impact on the wider community. If offstreet parks were to be uncapped, they would be the obvious way for carshare providers to increase their network where demand is high. Given the higher cost of offstreet parks, market forces would prevent providers from over supplying.</i></li> <li>- <i>Fixed total numbers give no flexibility to account for unexpected changes in population, or a spike in carshare membership numbers. A percentage of total population or number of carshare members would be more appropriate, giving the flexibility necessary to ensure the carshare network provides the level of access necessary for the membership size. I consider this a critical issue, as in my experience</i></li> </ul>

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	<p><i>good availability of cars is essential for carshare to be a viable alternative to car ownership.</i></p> <p><i>I also question the approach of distributing the global targets by suburb, as it will create an inefficient network which doesn't fulfil its members needs for the following reasons:</i></p> <ul style="list-style-type: none"> <li>- <i>It prevents flexibility in the carshare network. While minimum targets would be a good way to ensure equitable access to carshare, nominating the full target amount by suburb prevents providers from allocating cars where they are needed, effectively creating inequitable access for members who live in an area where carshare is popular. It is no use living near a carshare car if its always booked by others. A 'float' should be allowed for in the distribution of carshare spaces to ensure the network is organised efficiently and additional capacity can be provided where it is needed.</i></li> <li>- <i>My experience in using carshare is that good access to public transport is key to the usefulness of a carshare space. It makes carsharing a viable alternative to ownership for local residents (increasing membership numbers &amp; intensity of members use of the car). It also allows members from further afield to access the carshare pod easily. Because of this, the level of demand for carshare in a suburb like Alphington will be far less than somewhere like Richmond, a difference in demand which is not reflected in population figures alone. While its not clear to me how the distribution of the carshare spaces was decided for the draft policy, it seems like a lot of the new spaces will be going to areas where these transport links are limited, population densities are lower, and as a consequence the spaces are likely to be underutilised.</i></li> </ul> <p><i>7.3 Provide 1 off street space for every 2 spaces on street</i></p> <ul style="list-style-type: none"> <li>- <i>I don't object in principle to the idea of a required proportion of offstreet spaces for every onstreet space, however the specified ratio seems quite high. Given offstreet pods are more costly to carshare providers and at the same time being less convenient for members, this seems an onerous requirement that will undermine the financial sustainability and the usability of the carshare network.</i></li> <li>- <i>The onstreet/offstreet ratio further exacerbates the issue of fixed targets &amp; fixed suburb distribution limiting the flexibility of the network to respond to member demand, as now the type of spaces will also be fixed.</i></li> </ul>
<p>Response 88</p>	<p><i>I don't really have enough information to answer this question properly. If you provided a map with where they currently are, i'd be able to provide you better feedback</i></p>
<p>Response 89</p>	<p><i>The number of spaces made available should be based on demand. If the demand grows faster than the proposed number of extra spaces that means these services will become more expensive and less attractive to people. I imagine car sharing providers would provide this data to assist with the planning as it would benefit them also.</i></p>
<p>Response 90</p>	<p><i>I just think the more you have the more convenient it becomes. Certain areas of Yarra would benefit from more, esp congested areas near the main shopping/entertaining streets.</i></p>
<p>Response 91</p>	<p><i>The Council should require all new apartment developers to provide for car sharing spaces in their development land footprint. Most of the growth in car share demand will come from new residents who are moving into the apartment towers which are currently</i></p>

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	<i>being built with less car spaces that the planning scheme requires. New residents are unable to get street-side parking permits, so car-share is their only other vehicle option. This growth in demand should be satisfied by the developer.</i>
Response 92	<i>Competition is important, I think pricing will become an issue in the longer term.  Also, I think the amount of spaces allocated should be subject to usage.  There needs to be transparency between the council and private providers on usage, and perhaps even on income. This is to ensure reasonable rates of return and forestall gouging. Ultimately the car share companies get access</i>
Response 93	<i>I think there should be an increase to somewhere between 1,000 and 8,000 spaces over 5 years, because we need many more vehicles to be able to offer a high quality service to ~ 100,000 residents, and therefore enable behaviour change.</i>
Response 94	<i>I think we are going to need more car share places that either option allows for. As awareness increases about the benefits of carsharing, and petrol costs continue to rise sharply more people will sell their increasingly expensive cars . I am not able to give you a answer but your figures show that in some areas there will be 0 increases which is strange. How did you come to this conclusion/recommendation? Other ares have less than 5 extra spaces over the next 5 years.</i>
Response 95	<i>Increase car spaces as the demand grows.</i>
Response 96	<i>I think that you should introduce more pods as the demand increases, and not lock in a fixed number.</i>
Response 97	<i>More pods should be made available as demand for them grows</i>
Response 98	<i>Car sharing companies can build relationships with private land owners if they need more spaces until self-driving cars make the current car sharing business model redundant.</i>
Response 99	<i>I dont believe the 79 is sufficient for the anticipated growth in the period. The schemes should be applauded for their innovation, and strongly supported by the councils to encourage maximal useage.</i>
Response 100	<i>It should grow as demand grows</i>
Response 101	<i>People need to park now. So increase the numbers available ASAP</i>
Response 102	<i>Car sharing is a relatively new option to Australians. As area like the City of Yarra is expected to greatly benefit from an increase in demand for car sharing services, through the reduction of vehicle parking requirements in residential areas. The growth of car sharing over the coming years is unknown. The demand remains high, and I would not be surprised if it were to accelerate. Surely the policy should remain that should demand increase, the number of car share spaces made available to providers should increase.</i>

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	<i>There should not be a cap on the number of spaces. Service providers will reduce the number of spaces should the demand drop off as a matter of economics.</i>
Response 103	<i>Sometimes the cars that I want to use are unavailable or inconveniently placed</i>
Response 104	<i>More pods required</i>
Response 105	<i>I think the spots should increase above current demand level, like public transport should also. This should convince casual drivers over time they don't need a personal car, and can exist using a combination of walking, public transport, Uber, taxis and share cars</i>
Response 106	<i>Clearly the number of car spaces should relate to growth in supply and demand over time. Yarra should have a policy of progressive growth where spaces are activated as needed. This is not difficult. If there is currently demand from car share companies in excess of the available spaces (I don't have information on this but suggest Yarra should respond appropriately) then consideration should be given to making spaces available as soon as possible.</i>
Response 107	<i>More pods should be available as demand grows</i>
Response 108	<i>5 years is playing it safe. I would say the quicker the better.</i>
Response 109	<i>growth should respond to demand rather than being set at a specific number.</i>
Response 110	<i>The number of car share spaces should be based on current and anticipated demand rather than an arbitrary target.</i>
Response 111	<i>I don't think is is just about overall number it is about where the cars are located.</i>
Response 112	<i>I think that specifying any number reduces your options for 5 years. External influences like the rising cost of petrol may increase the demand over and above the population growth that has been used for the above options.</i>
Response 113	<i>More pods should be made available as demand grows</i>
Response 114	<i>Increased carparks to meet CS demand!</i>
Response 115	<i>Anticipating the Smart City revolution, increasing CS carparks all over the city, such that we can start to make one-way trips (i.e. pick up from one location, drop in a separate location).</i>
Response 116	<i>In my experience, the most important change over the coming years will be to increase the number of CS carparks over the coming decades. This is because the greatest current inconvenience to car sharers is having to complete round trips during a single booking. In the future, this will ideally not be the case, and the only way I can see this happening is if council increases the number of pods available for car shares (i.e. more pods than cars + smart cities = empty carparks all over the city, available for parking at the end of a ONE-WAY trip). This is the final piece of the puzzle, in making car-sharing as convenient as private ownership. I am very concerned to hear that the number of new car share locations is set to be restricted.  <i>more pods should be made available as demand grows</i></i>
Response 117	<i>Listen to GoGet; their proposals make common sense.</i>

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Response 118	<i>I think the number of car share spaces should grow with the population density and demand for car sharing.</i>
Response 119	<i>I think 5 years is a long time to be so certain how many spaces and how well utilised the service is. We should be increasing the number annually starting with 25 and then incrementally increase each year according to demand.</i>
Response 120	<i>more pods should be made available as demand grows</i>
Response 121	<i>the ceiling should be unlimited. As I said above. Why do Council (or my neighbours) care who owns the car I use? I bet that most of the cars in Yarra are not privately owned but are being leased or paid for.</i>
Response 122	<i>I don't know what the right number would be, but neither of the proposed increases is sufficient to dramatically reduce private car numbers.</i>
Response 123	<i>More spaces should be made available as demand grows</i>
Response 124	<i>Even more! If people knew how much better it was than owning a car they would all convert. It might take a bit of getting used to be it's definitely worth it</i>
Response 125	<i>The one in my side street hardly moves all week - so under utilised.</i>
Response 126	<i>Car sharing pods should be increased according to demand in the local area. As more people use the service and demand in a certain area increases we need to be able to access more cars there. My concern is that this could exceed the projected growth of car share spaces.</i>
Response 127	<i>I think we should be aiming for as many as possible - to make car share more convenient than owning your own car, for as many people as possible.</i>
Response 128	<i>as many as possible</i>
Response 129	<i>In some ways I don't think what Yarra is proposing is optimal. By government trying to guess how many spots are appropriate it would be better to use the market to 1) establish the number of spaces that are required and also to price those spots accordingly. Certainly the cost of car share should fall to the car share providers now that they are an established service. I believe an important aspect is for the car share spots to be visible and so am unsure of the viability of car share located in private buildings. I would like to see Council be more flexible with the number of spaces to increase or decrease as usage indicates and use specific performance measures and pricing to manage car share for the benefit of the community without undue subsidy or cost to the ratepayer.</i>
Response 130	<i>I think there should be a few more</i>  <i>In some ways I don't think what Yarra is proposing is optimal. By government trying to guess how many spots are appropriate it would be better to use the market to 1) establish the number of spaces that are required and also to price those spots accordingly. Certainly the cost of car share should fall to the car share providers now</i>

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**Q6 Do you have any other comments about the Car Share Policy?**

Response 1	<i>Yarra used to be lovely when car parking and extortionate parking meter weren't sucking us dry. Car sharing is a great way for globalists to control the plebs and leave them vulnerable in an emergency, and could be a great initiative for depopulation of the planet</i>
Response 2	<i>We have been witness to some terrible small planning decisions over the last few years in the City of Yarra: there has been a progressive erosion of the number of parking spaces in our neighbourhood as many small redevelopments have resulted in the loss of on-street car-parking spaces at the expense of driveways for private parking that is unused for most of the time. If such annexing of public parking space for private benefit is to continue to be approved, the beneficiary should be charged to create new car share spaces.</i>
Response 3	<i>Commercial car share operators are for-profit businesses. I currently pay \$150 as a long term resident for parking permits(not a GUARANTEED SPACE) on top of \$2700 in rates. Any spaces allocated for car share businesses should pay a commercial rate for that space linked to parking fees imposed on us locals when we visit and park in YARRA shopping strips. Learn from the OBIKE debacle. Never let this happen again.</i>
Response 4	<i>Council should work collaboratively with car share companies, community groups and others to promote car sharing for people living in the municipality.</i>
Response 5	<i>Location of car share spaces should follow current and predicted population density.</i>
Response 6	<i>No</i>
Response 7	<i>It's important and the future of car usage going forward.</i>
Response 8	<i>Exploring the possibility of residents getting some benefit if they put there car up on a car sharing platform such as car next door.</i>
Response 9	<i>I'm guessing (hoping) that increasing the number of spots will also increase competition among providers, bringing the cost down. A friend (in another Council area) has recently joined a peer-to-peer car sharing service. I wonder whether there should also be preferential parking (access to sharing spots, or reduction/waiver of permit fees) to encourage this sort of thing.</i>

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Response 10	<i>Perhaps also consider policies about other vehicle sharing - electric scooter sharing is surely on the way here soon!</i>
Response 11	<i>Car share companies need to support pet (e.g. dog) transport more readily. Doing so would increase utilisation - e.g. We only have a private car because we need to transport our pet. We can't do this with the current fleet of car share options.</i>
Response 12	<i>Should be user pay - so private car share companies should pay for the exclusive spots they are being provided</i>
Response 13	<i>Car sharing is just a small step in the future of transportation for Yarra. Many additional steps should be taken thinking farther into the future, specially regarding public transportation and bicycles.</i>
Response 14	<i>Great for environment but also thinking that business is not paying up to have the privilege of free space.</i>
Response 15	<i>It is of the future, we might as well get on with it!</i>
Response 16	<i>I have a 12 year old car and it has clocked up 34K km in that time. Given I live in Abbotsford, I have access to Tram, Tram, Bus, Cycle Paths and walking facilities so I only need a car in a medical emergency or when I just feel like going for a drive. Car sharing would save me money. In order for this to work for me, a car share policy needs to have sufficient free cars on the road to be available when I need them. Otherwise, its probably better to keep my car.</i>
Response 17	<i>We have 1 car but use it perhaps once a week. If it was convenient, I would consider using a car share arrangement for my needs</i>
Response 18	<i>Sharing of cars by local owners is more practical</i>
Response 19	<i>It should be strongly encouraged.</i>
Response 20	<i>We will consider not purchasing another car when our current one gets too old. Access to a nearby Car Share plan would facilitate this.</i>
Response 21	<i>Won't let me enter suburb??? But it's 3068</i>
Response 22	<i>When I didn't have a car for 5 months this year I looked at car sharing options. It was literally 4 x more expensive than hiring a car from a commercial hire car company.</i>
Response 23	<i>encourage them for new developments rather than private parking (which is often reduced amount to rules) plus bike parking. many existing dwellings have no option for off street parking so their amenity needs to be maintained. Also encourage people from out of area to use alternatives to driving their own private car here</i>
Response 24	<i>It should be extended to include spaces for peer-to-peer car share providers too.</i>
Response 25	<i>I would prioritize public transport and cycling over car use. I support car sharing but not big business or the council making money from it.</i>

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Response 26	<p><i>I am bewildered how you've reached the following conclusion : Given Yarra's on going population growth it is important that the car share network is expanded to maintain or reduce the population-to-privately owned vehicles ratio. In order to do this the car share policy has a target to provide an additional 79 car share spaces by 2023". As Yarra's population growth is coming from the construction of high-rise apartments which routinely provide parking to well less than half the apartments, how can the population to car ownership ratio be expected to increase ?</i></p>
Response 27	<p><i>I think that car share in general needs to be advertised more. Many of my family and friends still don't know that it exists. There's little point in increasing the number of car share vehicles if people don't know what it is and how it can benefit them.</i></p>
Response 28	<p><i>See above response. Also will the permits price come down? I don't mind who parks in my street when I'm not home but when I can't get a park after work that gets my goat.</i></p>
Response 29	<p><i>What you should be looking at is mandating apartment owners to park in their onsite parking, rather than letting them park on the street.</i></p>
Response 30	<p><i>I got rid of my car 6 years ago to be more sustainable but my circumstances have changed and now need a car at least for the foreseeable future.</i></p> <p><i>The costs of owning a car in this neighbourhood can lock you into a financial pitfall which forces you to use your car, ie the cost of not using my car (ie parking in a paid spot all week is \$240!!!).</i></p> <p><i>If you want to increase more car share spots I think that BOTH the cost of a car to hire should be lower ie from \$90/day to \$70/day and the cost to park a car should be lower or from \$40/day to \$24/day.</i></p> <p><i>Perhaps the hourly rate is still \$4hr but it caps out at 6 hours (so the remaining 4hrs is free).</i></p> <p><i>Also car share should have a weekly cost that gives two days free if you hire a car for 3 days already. This would make the weekly cost \$70x3=\$210.</i></p> <p><i>Comparatively paid parking for a private car NOT being used all week would also be affordable at \$132/wk.</i></p>
Response 31	<p><i>Car sharing should be encouraged and promoted as a viable alternative to car ownership.</i></p>
Response 32	<p><i>"Go Yarra - great leadership Be bolder "</i></p>
Response 33	<p><i>A great initiative , glad council is supporting the process along with additional and safe bike lanes .</i></p>
Response 34	<p><i>It's a nice idea that ignores the practical reality, and seeks to force behaviour change rather than encouraging and supporting people to change on their own. the result is more crowded streets, and nobody wants that.</i></p>

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Response 35	<i>Just please support car share. Yarra needs it. As a rate payer and a voter, I will be watching closely. ;-)</i>
Response 36	<i>My understanding is that the current car share companies are private, for-profit businesses. I would like to see more support for citizen run car sharing networks such as "car next door"</i>  <i>On a related but slightly different topic: the oBike fiasco was largely caused by the (reasonable) impression that a private company had taken over and cluttered public space, mostly footpaths. Gold Coast CC has specifically designed, designated dockless parking spaces (much like a designated car share space) and this seems to work reasonably well.</i>
Response 37	<i>I am very happy that the City of Yarra supports car share schemes by providing identified parking spaces in a range of locations.</i>
Response 37	<i>Local government is clearly captive to the unenlightened voting of existing car-addicted households. Hence, relevant policies like this Car Share Policy still mostly defend the status quo. For instance, by requiring implementation to be "cost neutral" while continually ignoring the elephant in the room which are the massive subsidies provided to private car owners storing their vehicles in public space and not being fully charged for their pollution, noise, health and safety impacts, etc. Local government could be raising much more revenue by charging for public space and other fees that affect car use and gradually ramping this up as part of the shift toward sustainable transport.</i>
Response 38	<i>Reads well from a lay person's perspective. Not sure of cost implications of the extra car share parking spots - worries that these costs will just be passed into me.</i>
Response 39	<i>I think we need to be wary that the carsharing companies need to be profitable also. Operating a car is a very expensive business, they are often damaged in the course of providing a great service. When selecting who gets the available spaces, I think there should be extra weight favouring existing companies</i>
Response 40	<i>Excellent - please keep going with the initiative</i>
Response 41	<i>I think regular detailed data points need to be collected around the usage. I think people should be encouraged to give it a try (with incentives), and should be accompanied with the overall reduction in the second car permit availability.</i>
Response 42	<i>I have been interested in the car sharing options, but the charges are just too high. I am not comfortable with gifting ""for profit"" organisations such valuable real estate.</i>  <i>Perhaps the Yarra City council could operated its own break-even car share service. Then I would feel less like over paid CEOs and shareholders are taking advantage of our public spaces and good will.</i>
Response 43	<i>Could Council consider incentive schemes to encourage uptake of car-sharing? How about discounts to rates for property owners or rebates to renters? Could you qualify for other types of support from council if you take up car-sharing? Recycling/hard waste vouchers? Invitations to special events? Perhaps the car-sharing companies would be</i>

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	<i>prepared to partner with Council to provide the incentives as it would align with their interests. If Council is able to reduce the costs of maintaining Yarra roads and associated utilities through car-sharing should some of those savings be returned to residents helping address such issues? Could car-sharers have a say about how savings are applied perhaps? Residents will likely require incentives to change their habits in the first instance so perhaps this process could consider a budget allocation for incentives as well as marketing of the scheme? Should car-sharing companies be encouraged to consider free trial periods or some such to get people used to the idea or partnering with Council in some other way as this clearly benefits their business.</i>
Response 44	<i>Electric cars should be prioritised.</i>
Response 45	<i>Its been an invaluable part of our life for over 10 years and we see no reason to stop using the service over the next 10 years as long as cars continue to be close to home.</i>
Response 46	<i>Car share is a great thing. It's going to be a lot nicer in cities when there are fewer cars around. Melbourne has fantastic inner city public transport - why on Earth would you want to drive into the city? Encouraging developers to build new apartments without car parks, while offering discounts on car share memberships if you live in those buildings would be amazing. That could help reduce the amount of cars in cramped suburbs, encourage walking/public transport use and maybe even reduce the costs of the apartments if you don't have to dig a massive hole for all the cars :)</i>
Response 47	<i>We have a property that does not have a car space. Car share solves the worry of having the car on the street. The absence of having to worry about a car is a very definite positive.</i>
Response 48	<i>There are large areas with lots of new apartments but few or limited carshare spaces. I live on Grosvenor St Abbotsford. There are many new(ish) apartments in the area but most nearby spaces are allocated to only one operator (go-get) with flexicar only having cars dedicated to residents in a particular building or vans to service ikea. I need to walk to Bridge Rd or North Richmond station to find a car, often the closest ones are booked</i>
Response 49	<i>New apartment buildings should be required to host one or more share cars, number depending on number of dwellings</i>
Response 50	<i>I'm glad Yarra has such a progressive policy!</i>
Response 51	<i>Car Sharing is SO good. You should encourage or incentive new building developments to have less private owned car spaces and more car share spaces.</i>
Response 52	<i>Great option for me - I've been using the service for 10+ years</i>
Response 53	<i>One of the reasons I live where I do is so that I do not have to own a car. The provision of car share schemes and required supporting infrastructure also supports my choice not to own a car with all its inherent problems such as traffic, accidents and pollution.</i>
Response 54	<i>I would like to see all new apartment developments being required to provide car share pods (x pods per y apartments) within the complex, ie off the street but accessible to all. I would also like to see all new apartment developments having bicycle sharing. This would require some clever design - keeping the shot tower within the Melbourne Central complex was the result of a requirement meets clever design. Setting parameters is a</i>

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	<i>stimulus for creative solutions. Overall I'd like to see more bicycle and car sharing, and bicycle parking. And I don't mean those yellow bikes, but proper bicycle pods.</i>
Response 55	<i>I think the greater density of car share options will help people embrace car share schemes as a viable option for them, as they will see plenty around them and in spots convenient to them. So while that might make it harder for private ownership to find parking and get the permit to do so I think this is a direction we need to be pushing towards.</i>
Response 56	<i>Not sure about 'potentially reduce the number of privately owned cars in Yarra.' I think \$\$ may be better spent on awareness campaigns and better public transport (rather than squeezing out existing spaces). I love car sharing, but it's so much is to do with your stage of life, where you live and how you live. For eg, older people, disabled people or people with v young kids will want their own car and space - which I totally support. Car sharing suits me as I'm fit, can ride my bike, live inner city close to loads of public transport, and can afford the occasional Uber or taxi to get home. Not everyone is in the same position as me! I do my best to tell people about how great car sharing is - which does ring a bell with some people, as they see that they could possibly do it too. However I find it simply doesn't suit everyone and that's all right too.</i>
Response 57	<i>It doesn't reduce car use.</i>
Response 58	<i>Other points to note  1. Off-street parking bays in Yarra are generally in private property and not accessible to members who can't access those properties. The impact of demanding providers to supply a certain number of off-street parking bays needs more careful consideration. For example, the two closest bays to me are off Flockhart Street Abbotsford, but I can't access them because they are on private property.  2. I have witnessed a strong change in young families in Yarra and as these families grow, there is often pressure for a second car. Car sharing will mitigate that demand.  3. Caution should be applied in recuperating costs from commercial operators. Although tempting for Council's coffers, increased costs to providers are passed on to users. Increased cost risks lowering demand, which works against the aims of the policy and Council's Transport Strategy.  4. Alignment to other Council policies needs to be stronger in this policy, particularly to areas of health, environment and social policies. The link between car sharing and walking needs to be explored further.  5. The policy identifies a lack of evidence base while noting a distrust of information supplied by commercial operators. As any good policy should be evidence-based, it is imperative that the policy include commitments to researching car use, attitudes and benefits from social, health and environmental perspectives as well as the transport perspective. Council should commit to commissioning such research in partnership with MAV, Victorian Government and other inner Councils.</i>
Response 59	<i>New apartment blocks should be required to provide share spaces as should any commercial development.</i>
Response 60	<i>Carsharing allows us to have access to a variety of vehicle types, go to places not well serviced by public transport, reduces the need for a second car and takes the pressure off parking in the area</i>

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Response 61	<i>Create policy for P player drivers?</i>
Response 62	<i>Is a worthwhile service to residents and in my case allows me to only have one car instead of two cars</i>
Response 63	<i>It will take an attitudinal change from a lot of people so some public education program should go with it</i>
Response 64	<i>Yes, make sure all car sharing parking spaces are appropriately paid for by the car share providers as outlined in the policy but also make sure such payments include an additional revenue source for Yarra council.</i>
Response 65	<i>We are a family and own one car (lucky enough to own a garage). We would use the car share service on an intermittent basis, but really rely on it being an option. Car shares need to be within a reasonable walking distance to make them a viable option; we only use the company that is closest to our house.</i>
Response 66	<i>Go guys, be brave, lead the way</i>
Response 67	<i>No</i>
Response 68	<i>Yes. The introduction of more car share spaces should not be at the reduction of the overall number of parking spaces. Council should be doing more to develop parking in the municipality. Rate revenue has obviously increased with the number of rate payers now in the area due to development and many developments have no parking. The increased revenue should be used by council to develop multi level and underground carparks, rather than continuing to tinker round the edges with 'street beautification' and tram stops.</i>
Response 69	<i>Keep up the good work!</i>
Response 70	<i>I use car share services and I think they're a great supplement to public transport. I know that they're private companies though, so I hope that it's an arrangement that's open to future entrants and that it's mutually beneficial for the council and the companies that are partnering.</i>
Response 71	<i>A good attempt to deal with the situation</i>
Response 72	<i>Encourage developers to advocate for car sharing, offering membership incentives for example. Requires a shift in expectation. I had not imagined, as a former car owner, how convenient and cost effective it could be until I tried car sharing. People do need to take the cars for longer periods, I suspect, though we do not, Therefore an increase seems important to being able to offer a consistent service. Bravo Yarra for supporting car sharing.</i>
Response 73	<i>Don't get attached to a single option. I think mobility will keep evolving so the City of Yarra should consider how other trends including automated vehicles may also change residents needs.</i>

**Attachment 2 - Survey Responses Summary**

Response 74	<i>Not all residents of Yarra can manage without owning their own car. Car sharing simply isn't an option for all. Most car owners do not have off street parking and must compete in areas near businesses with shoppers and cafe goers for on street spaces. We cannot afford to lose more spaces to share vehicles.</i>
Response 75	<i>No</i>
Response 76	<i>Supporting car share among private people with discounts (eg ticket free parking/ no permit required) would give an incentive for people to share cars they already own and use cars available locally.</i>
Response 77	<i>I know this isn't a City of Yarra issue, however if more spaces are given to car sharing companies, their prices should become more competitive.</i>
Response 78	<i>Councils and govt should incentivise car share - owning cars while living 2km from the cbd is ridiculous.</i>
Response 79	<i>Council should support carshare companies to create affordable options (GoGet at \$75 a day is too much for students and people from low SES backgrounds). Council could work with body corporates to have a certain amount of GoGet (or the like) hours per person living in high density locations as part of the standard body corporate fees so that people get a group discount, and also feel like the upfront cost is low (it's still lower than owning a car, but it feels like a lot in one hit)  <i>The type, size and location of cars needs to be considered by council (i.e. cars with baby seats, cars with roof racks, vans) etc.</i></i>
Response 80	<i>Car share spaces should increase with demand. I have found them a fantastic alternative to owning a car.</i>
Response 81	<i>Please don't limit the time we can hire a car. Sometimes we like to take long three day weekends and need to hire a car to go away.</i>
Response 82	<i>Prioritising or incentivising placement of hybrid or electric car shares would be great. Any council support for the extra infrastructure required for fully-electric cars as they come to market would be fantastic.</i>
Response 83	<i>a very useful service that supports both my working and personal life. availability is very important to me as is accessibility. I would fully support and endorse increased car share options.</i>
Response 84	<i>More car share = less privately owned cars = less cars per capita = less environmental impact Get on it" Should not limited days able to rent as it limits long weekend and holiday rentals. There also shouldn't be limits on how long you can book a car share for - we ONLY use car sharing services for long weekends out of Melbourne as we don't need to own a car for our regular living/working routine in an inner city area. "This is my second submission, but I have only now been made aware of details of your proposed policy which will result in perverse outcomes for the City of Yarra and the community of Melbourne more generally.</i>

**Attachment 2 - Survey Responses Summary**

	<p><i>The proposed booking limit for car shares to 2 days is one such detail. Such a restriction would be a disincentive for us to dispose of our car. The broader result of this policy detail will be more private cars parked on the streets.</i></p> <p><i>Several clauses will result in increased costs passing on to car-share customers: essentially a tax on people who are choosing to reduce parking stress in the municipality. Policy doesn't come much more perverse than that. Please rethink these aspects of the policy.</i></p>
Response 85	<p><i>If 131 is a limit, rather than a target, then I would suggest that it is increased to whatever value will provide enough spaces to cater for demand.</i></p> <p><i>Car sharing is a positive cultural change that deserves full support from Yarra council.</i></p>
Response 86	<p><i>Numbers should meet supply demand.</i></p> <p><i>There should be no cap on length of use.</i></p> <p><i>Encouragement to use this service to reduce congestion, environmental impact, and financial impact of owning a vehicle should be supported and encouraged by the council, it should be seen as the "way forward" Listen to the people, if the demand is high then that's what we want!</i></p>
Response 87	<p><i>I oppose a time limit on spaces being free as it rules out long weekend hire or occasional longer term hire for events such as hospitalisation of a relative.</i></p>
Response 88	<p><i>I love car share. Make it easier for them to supply low-cost, easy access cars.</i></p>
Response 89	<p><i>policy should encourage car share use and discourage multi car households.</i></p>
Response 90	<p><i>No cap on rental period.</i></p>
Response 91	<p><i>"Yarra should reward households that are easing the infrastructure burden by not having a private car.</i> <i>Incentivise carshare companies and members to report abandoned vehicles in Yarra to free up car parking. "</i></p>
Response 92	<p><i>Great to see you supporting it. I wish council owned the cars instead of private companies who are profiting from it.</i></p>
Response 93	<p><i>My partner and I use car share as it is a cheaper alternative and also comes without the worry of maintaining and paying large amounts of money each year to keep a private car on the road. If the prices increase for share cars then it becomes less beneficial to continue using, which in turn forces us to buy our own car and then rent a street space to park our private car and take up more unnecessary (and valuable) street space. It is currently a great service and I hope that it will continue growing in popularity and not become just another money collector for the local government.</i></p>
Response 94	<p><i>I have spoken to Dan Nguyen about this already. I am pleased to learn that the proposed measures are not aimed at restricting rental times, however I would be interested to see</i></p>

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	<p><i>how the bay sharing suggestion brought forward by Dan would work in practical terms. For example, if I book 'car A' for a 4 day period, and another car (car B) is able to use the allocated space in the meanwhile, what do I do if I return with car A before car B leaves the space? That would mean that I would have to drop car A off at a different location that I picked it up from. Furthermore, if I wanted to book car A for a 4 day period for two trips, I would potentially need to park it in a different spot again to where I picked it up from in between trips. We have in the past used the cars for trips around Melbourne and carry heavy items, but park the car in its allocated spot overnight so we can leave heavy items in the car to not have to pack and unpack, so booking separate trips wouldn't be a reliable way to us the car for our purposes.</i></p> <p><i>I think on the whole we are on the same page with our aim to make car sharing more available, however I am unclear of the details specified above and believe they need more development. In order to get more people on board a system that benefits the environment, community and consumer, ease and cost effectiveness of use is very important, so seeing what both Dan's tech team and the tech teams of car sharing providers can offer in real terms would be interesting to know before a decision is made based on a hypothetical future.</i></p>
Response 95	<p><i>I don't believe there should be a limit on the booking duration. I occasionally use a vehicle for 3-4 days to get to work when no public transport option exists</i></p>
Response 96	<p><i>The policy proposed a booking limit of 2 days which it would affect me personally quiet a lot. I do not own a car because I think it is not sustainable and I use car sharing for my weekends away, usually more than 2 days.</i></p> <p><i>I understand some of the clauses of the Policy will make car sharing more expensive, which I think it is unfair as people using car sharing should have more benefits as we are giving up owning a car because we understand it is not environmentally friendly and we only use it when strictly necessary.</i></p>
Response 97	<p><i>It's great that it's being thought about!</i></p>
Response 98	<p><i>I think Yarra should be supporting these schemes as much as possible. The more convenient they are, they more likely people are to use them. As an inner city area with great access to public transport we should really be leading the way in car free households (or 1 car households at worst) with flexible access to cars for when you need them.</i></p>
Response 99	<p><i>Cars should only be allowed to be parked in special car share parking spaces overnight. There are lots of car share cars being parked on Barkly St North Fitzroy. "</i></p>
Response 100	<p><i>Apparently, your policy proposes a booking limit of 2 days. How dare you influence how I wish to use car share and how dare you pretend to take a position on sustainable transport when in fact your actions does not support it. Green washing. I would have purchased an apartment in the city Yarra had I known Yarra would inflict on my freedom to live a sustainable life.</i></p>
Response 101	<p><i>Encourage it!!! Improve access!!</i></p>

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	<p><i>Do not time limit - how do we go for a long weekend? (We are the country of the long weekend :)</i></p> <p><i>Keep Council fees LOW so as to keep it affordable</i></p>
Response 102	<p><i>CSP Qualification – Item 1.1.1.4 Minimum Level of Service - Limits on length of bookings</i></p> <ul style="list-style-type: none"> <li>- <i>Requiring that onstreet spaces be empty for no more than 2 days would be extremely disruptive to carshare members, even a long weekend trip away would be impossible. This would definitely restrict the appeal of carshare to new members, and would limit my use of carshare to a point where I would need to reconsider if membership is worthwhile.</i></li> </ul> <p><i>CSP Obligations – 2.5 Enforcement Procedure</i></p> <p><i>The illegal occupation of carshare spaces is by far the biggest issue I have experienced in using carshare in the City of Yarra. It is a major flaw in the current carshare system which greatly undermines the usability of the network. In my experience:</i></p> <ul style="list-style-type: none"> <li>- <i>Illegal parking in carshare bays occurs regularly in all the pods I use (Richmond and North Fitzroy)</i></li> <li>- <i>The tight parking restrictions in Yarra mean it is already very hard to find a free park that fits the council requirements of being unticketed to leave the car as required. It is an extremely frustrating situation to be regularly having to drive around and around in circles to try and find an acceptable carpark, typically incurring additional cost of having to extend the booking time, all because someone else has broken the law. This is a big drawback for members, and puts people off using carshare again.</i></li> <li>- <i>I believe that further restricting the parking options in this situation to untimed bays only would make carshare unviable in most parts of Yarra. Untimed carparks simply aren't available at most times of the day.</i></li> <li>- <i>The draft policy should seek to resolve this issue of enforcement, not exacerbate it further.</i></li> </ul> <p><i>Other Items – Carshare Space Signage &amp; Markings</i></p> <p><i>Further to the issue of illegal occupation of the carshare spaces above, it's my observation that a significant number of people simply don't recognise the space as a carshare space that they shouldn't be parking in. Council should consider in their draft policy:</i></p> <ul style="list-style-type: none"> <li>- <i>more visible and obviously differentiated markings or signs, as for disabled or no standing zones, so it is very obvious for anyone on the streets that they shouldn't be parking there.</i></li> <li>- <i>Education for local residents &amp; visitors, EG posters in shop windows etc, particularly in areas where visitors from outside the inner city frequent. They often seem to be unaware of how onstreet carsharing works, or their obligation to not use the park.</i></li> <li>- <i>Make sure spaces aren't located next to short term parks, ie 5 mins. People tend to 'grab' the carshare space thinking they will be gone before the carshare car is back – Piedemontes in North Fitzroy is a classic example of this, illegal parking in the spaces are rife.</i></li> </ul>
Response 103	<p><i>I'd like to see great pressure on residents to reduce *their* on-street parking. For example, in my area, most houses have at least two cars per household, parked on the</i></p>

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	<i>street. When that becomes 3 or 4 cars per household (adult children) it's ridiculous. Car-share is great but not if it just means more cars and more car usage, it needs to be a good alternative that reduces overall car ownership and usage.</i>
Response 104	<i>I'm not interested in reading a policy, if you outlined a few dot points on what it is trying to achieve that would be way easier for me to respond :-)</i>
Response 105	<i>I think the limit of 2 days hire is too low. I've used GoGet in the past for a long weekend away for 4 days. This would make me have to use less convenient services at a higher cost.</i>
Response 106	<i>I think its a great idea but the surge in population in yarra is being driven by the developers and they should be active in finding the space. Likelywise for green spaces and all other amenities in Yarra which are under pressure from such a boom in the population.</i>
Response 107	<i>its great - affordable and a much more equitable use of public space!</i>
Response 108	<i>It is not only the number of car share spaces that is important. The length of stay is also very important. Currently, a two day limit is not sufficient for the majority of trips that I want to hire a car share service for. If I want to go away for the weekend, or bridge a single night away, it is almost impossible. Because it is not safe to return a car late at night and walk a long distance back to my house, I need to extend the booking to the next day.</i>
Response 109	<i>I use them in Sydney and if I didn't need my car would do here too. There is a definite need to increase the number of cars, and to increase the communication of how they work to the residents and business owners of Yarra Yarra - be a leader in this space. Give people the option to share cars and they will. Please do not pass off the costs onto hirers such as our family - as penalising people for thinking green, reducing congestion and using PT/bikes and car sharing will be little incentive. Support us please!!</i>
Response 110	<i>I am concerned about the lack of detail about how 'off street' parking spaces will be sourced by the companies. I don't want to go onto private property to access the cars.</i>
Response 111	<i>It's a good idea</i>
Response 112	<i>The core problem is that the proposed policy too restrictive on the number and location of car share vehicles. This will likely stop carshare companies from putting extra cars where demand is highest, meaning less availability and higher costs for users.</i>
Response 113	<i>No thank you</i>
	<i>Best move for all boroughs of Melbourne</i>
Response 114	<i>The City of Yarra should be actively encouraging the reduction in the car:people ratio by promoting their support for exponential growth in alternative transportation. By reducing the number of vehicles owned by residents, the number of actual trips made by car will decline naturally as other, more convenient trips will be made by</i>

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	<i>foot/bicycle/public transport. For those longer trips, active encouragement of car share schemes will help to provide a service for irregular, slightly more demanding journeys. Do not put a cap on space availability. Instead, support the providers to encourage them to make more vehicles available to the public."</i>
Response 115	<i>I don't take up a parking space and rely on car share</i>
Response 116	<i>I think car sharing only works when cars are easily accessible and readily available. It's a fantastic resource - saving time and money - as well as reducing traffic and the need for more private car ownership. I feel it should be supported and embraced as our density increases at such a dramatic rate.</i>
Response 117	<i>I suspect that there will be increasing demand for Car Sharing as the market becomes aware of the benefits. Fundamentally, Car Sharing is a positive, particularly for inner communities, and should be encouraged. Supply of spaces should meet demand from operators and users. When the numbers become large, Yarra will have to make a call on demand for other spaces in the Municipality. It is likely that views on this will change over time as awareness increases.</i>
Response 118	<i>Please do NOT restrict the number of consecutive days it is possible to use a car share car !!!</i>
Response 119	<i>"The limitation of hiring cars for a 2-day period would cause difficulties for long weekend hire - it should be a 3 day limit, if one is to be imposed.  However, I don't believe there is a real risk of abuse of the system for longer-term hires as, practically, the cost of hiring a car-share car on a longer term basis isn't anywhere near as economical as a rental car, and is therefore unlikely."</i>
Response120	<i>I believe a ratio of car share spaces should be incorporated into any multi-residential development application.</i>
Response 121	<i>"It is absolutely crazy to suggest a potential two-day limit to bookings (i.e. two-day limit to a carpark being empty). Again, we must design these systems such that they are as (more!) convenient as (than) private car ownership. It is the only way to win folks over from private ownership. CS members must be able to take a car away on long weekends and for the school holidays, etc.  Anything that distances the convenience of car sharing further from the convenience of owning your own private vehicle will only limit car sharing's potential for growth.  **Although I am not a resident of Yarra, I book carshares all over the city! This is why I am interested in local council car share policy all over metro Melbourne. This is also another reason why carshare membership beats private car ownership!</i>
Response 122	<i>I have asked Cr Mi-Lin Chen Yi Mei to explain why a 2 day limit was imposed b4 a pod had to be occupied. She allowed Council staff to craft a response on several (unrelated) issues I raised, but they ignored answering my question. So I am asking the question again - what is the logic to such a regulation? I often hire a GoGet from Friday through Monday, on a long weekend. Where do I park the car when I get back from my relaxing</i>

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	<i>weekend if the pod is filled? Are you saying that I can only hire a car for two days? If that is what you are saying, then you are proposing a nonsense. Surely not?</i>
Response 123	<i>Urban growth in Yarra is booming but the roads stay the same. Anything that will help to decrease of traffic is useful. Car share is one such policy</i>
Response 124	<i>The policy reflects a lack of understanding of car share. Frankly it is embarrassing. Do you remember this headline? US town rejects solar panels amid fears they 'suck energy from the sun', cause cancer - and will harm house prices. A retired science teacher said she was concerned the panels would prevent plants in the area from growing. That is what this feels like. My views are summed up by this section in The report Impact of Car share on Australia "It might be thought if Councils discovered a "magic potion" that catalyzed mode shift, reduced pollution, reduced the cost of housing, and made congestion [both traffic and parking] disappear, that they would be united in their determination to sprinkle as much of this magic potion as possible across their municipalities. It might be thought that the support would be even greater if the users agreed to pay for the service and for someone to manage it and that the benefits would accrue to everyone in the municipality. Surprisingly this support has not always been there.</i>
Response 125	<i>As a representative of YCAN (and having difficulty logging in to that account), I would like to reinforce our support of car sharing schemes. We would also encourage the Council to work with the companies to introduce electric vehicles and charging posts. In face, Council should given positive reinforcement to such schemes, eg, extra spaces. Most YCAN members use bikes regularly, so more bike parking would facilitate fewer private cars, giving cyclists an easy option of using carshare when necessary, or bikes if secure parking is widely available."</i>
Response 126	<i>Yes please! I AGREE with car sharing BUT they are no more important than many other businesses locally so why do they not pay "rates" or at least have to lease the space. The one in Melville Street North Fitzroy certainly puts too much pressure on the parking there, First lot of free parking for businesses in St Georges Road and as it is a small street too much pressure from residents. They are a profitable business and should pay their way as such - especially as my rates have gone up 25% this year.</i>
Response 127	<i>Yarra should be pushing for being the leader in sustainable urban living and car share schemes are part of the answer. Anyone who wants to prioritise the continued use of their own private car should be encouraged to move out of the City of Yarra.</i>
Response 128	<i>This is a crucial part of our integrated transport solution. As Director of Engagement for the Committee for Melbourne we encourage the expanded use of car share across greater Melbourne.  we are happy to provide input. "</i>
Response 129	<i>please increase the allocation</i>
Response 130	<i>I think there needs to be significant more car share spaces made available in the future, otherwise they'll be more difficult to book as population increases.</i>

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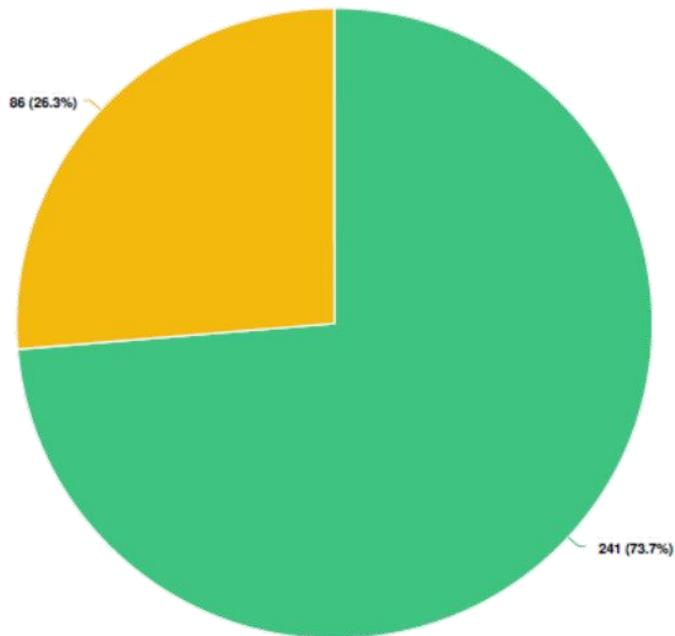
<p>Response 131</p>	<p><i>I've gone through the procedure when a vehicle was illegally parked in the car share bay a number of times and it's broken (impossible to comply with). Also, it put a great deal of stress on me, on a number of occasions, trying to do the right thing. The penalty must be directed to the original offender, and CSP member assured they are not liable for parking fines relating to maximum periods or permits.</i></p> <p><i>- (step 1) there are no untimed parking bays in CoY, and vast coverage of permit requirements making it impossible to comply in this regard. The CSP should be able to advise members to park ""legally"" by strictly observing disabled bays, clear ways, etc, but inform the member that timed bays or permit requirements will be excused by council if there is no other option (which I don't believe there ever is). Possibly add member should take photo if practicable.</i></p> <p><i>- (step 3) the operator of the original, offending vehicle (parked illegally in the car share bay) will be liable for the payment of infringements relating to the car share vehicle parked in timed bays or permit parking. --OR-- council simply excuses parking violations related to the car share vehicle in timed bays/permit parking --OR-- the fine relating to parking in a car share bay reflects the time, energy, cost related to these other matters.</i></p> <p><i>- (step 4) Agree the CSP should be responsible, but explicitly state they may not force the member to relocate the car for them (often they have other obligations making it impossible - this happened to me causing much stress) but the member can be asked or rewarded for relocating it on behalf of the CSP (possibly including small monetary credit). Council can opt to credit the CSP with some compensation funded by the infringement issued to the original offending occupying the car share bay.</i></p> <p><i>I don't know if that was clear, but happy to discuss in more detail.</i></p>
<p>Response 132</p>	<p><i>Car share spaces need to be provided by those developing sites in Richmond. Developers are in a position to plan to include car parking, no street space can justifiably be given over.</i></p> <p><i>Stop granting car park waivers to developers - if developers do not believe residents will want car parking the car parks can be sold/rented the to car share operators; or to those numerous residents (or not) that letter box drop in search of a permit!</i></p>
<p>Response 133</p>	<p><i>I believe trying to use a single price for a car share is fraught with problems and will distort the number of spaces provide and their location. I would like to see policy amended so that the car share space is valid for a period that gives the car share operator the opportunity to make it work/viable whilst not giving them ""ownership"" or similar of the space. A rolling auction of car share spaces should be used to set the price for each space subject to minimums set by Council. Council could consider lowering the minimum in places where it wants to promote more spaces whilst raising the minimum where space is at a premium. The car share operators can then bid on available spaces as they come available. This will not only set the price at which the market will bear but it will also inform Council as to the vitality of the car share service in each and every location. The auctions would be tailored such that every so often (say 6 months) a number of spaces are avail to be bid on. Over a period (say 3 years) all spots will have come up for auction at some point. New spaces can be introduced and others removed depending on performance in meeting Council's objective for allowing Car Share operators the use of valuable public space. Certainly the car share provider should be charged for the set up and possible removal of all supporting infrastructure related to the car share space. The program needs to move to a more mature framework and not</i></p>

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	<p><i>be "given away" as was appropriate in the very early stages. I believe it is very important that Council remains in control of what spots are available and no one is "owed" a spot beyond the period they paid for at auction. I see this as much better pricing the valuable spots that will be highly utilised and profitable whilst also allowing/promoting new spots in less dense or more challenging locations where the risk is shared more between service provider and Council. I do really hope that a variable pricing model based on market realities is used rather than Council officers trying to "guess" an appropriate price. I would also have like to see bike share better supported by Council rather than running them out of business whilst I do acknowledge O-bike were very poor operators and in the end were bound to fail. I would be more than happy to expand on this further given the opportunity as there is much more detail and benefit than I can get across in writing without going to great lengths for you and me.</i></p>
<p>Response 133</p>	<p><i>I believe trying to use a single price for a car share is fraught with problems and will distort the number of spaces provide and their location. I would like to see policy amended so that the car share space is valid for a period that gives the car share operator the opportunity to make it work/viable whilst not giving them "ownership" or similar of the space. A rolling auction of car share spaces should be used to set the price for each space subject to minimums set by Council. Council could consider lowering the minimum in places where it wants to promote more spaces whilst raising the minimum where space is at a premium. The car share operators can then bid on available spaces as they come available. This will not only set the price at which the market will bear but it will also inform Council as to the vitality of the car share service in each and every location. The auctions would be tailored such that every so often (say 6 months) a number of spaces are avail to be bid on. Over a period (say 3 years) all spots will have come up for auction at some point. New spaces can be introduced and others removed depending on performance in meeting Council's objective for allowing Car Share operators the use of valuable public space. Certainly the car share provider should be charged for the set up and possible removal of all supporting infrastructure related to the car share space. The program needs to move to a more mature framework and not be "given away" as was appropriate in the very early stages. I believe it is very important that Council remains in control of what spots are available and no one is "owed" a spot beyond the period they paid for at auction. I see this as much better pricing the valuable spots that will be highly utilised and profitable whilst also allowing/promoting new spots in less dense or more challenging locations where the risk is shared more between service provider and Council. I do really hope that a variable pricing model based on market realities is used rather than Council officers trying to "guess" an appropriate price. I would also have like to see bike share better supported by Council rather than running them out of business whilst I do acknowledge O-bike were very poor operators and in the end were bound to fail. I would be more than happy to expand on this further given the opportunity as there is much more detail and benefit than I can get across in writing without going to great lengths for you and me.</i></p>

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Q7 | Are you a member of any car share schemes?



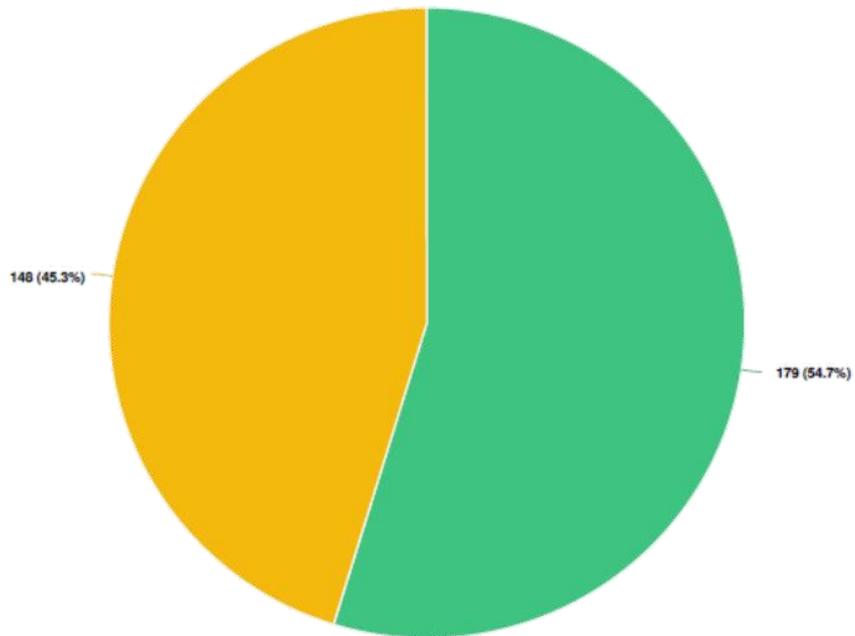
**Question options**

● Yes ● No

(327 responses, 0 skipped)

## Attachment 2 - Survey Responses Summary

Q8 Does your household own a car?

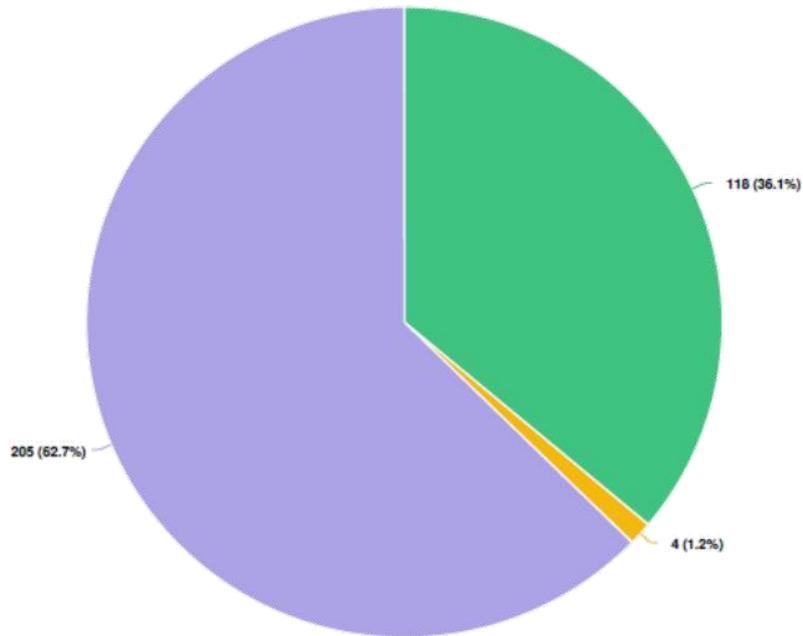


**Question options**  
● Yes ● No  
(327 responses, 0 skipped)

Q9: Car ownership level = 1.3 cars per household

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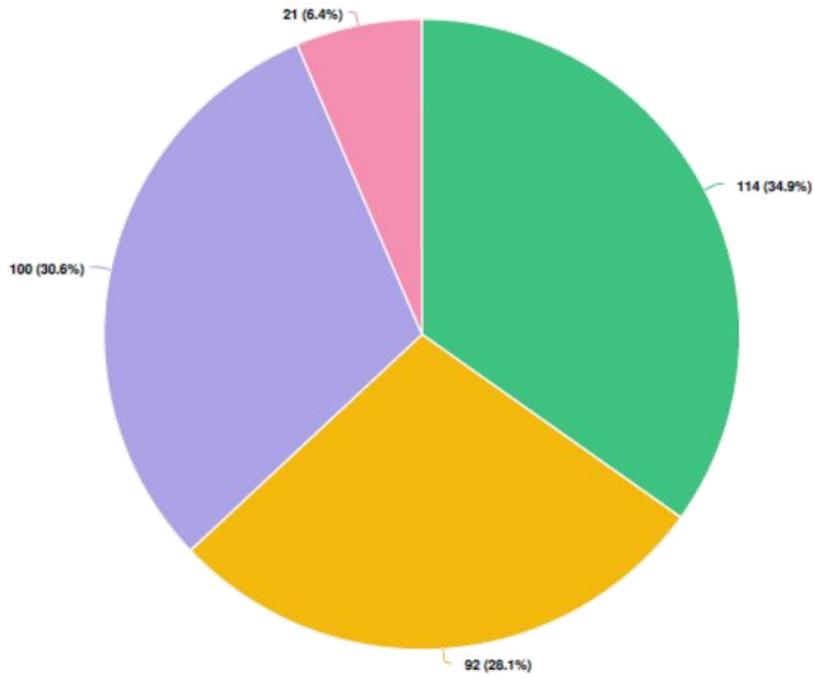
**Q10** What is your living situation?



**Question options**  
● I rent (private rental) ● I rent (public housing) ● I own my own home  
(327 responses, 0 skipped)

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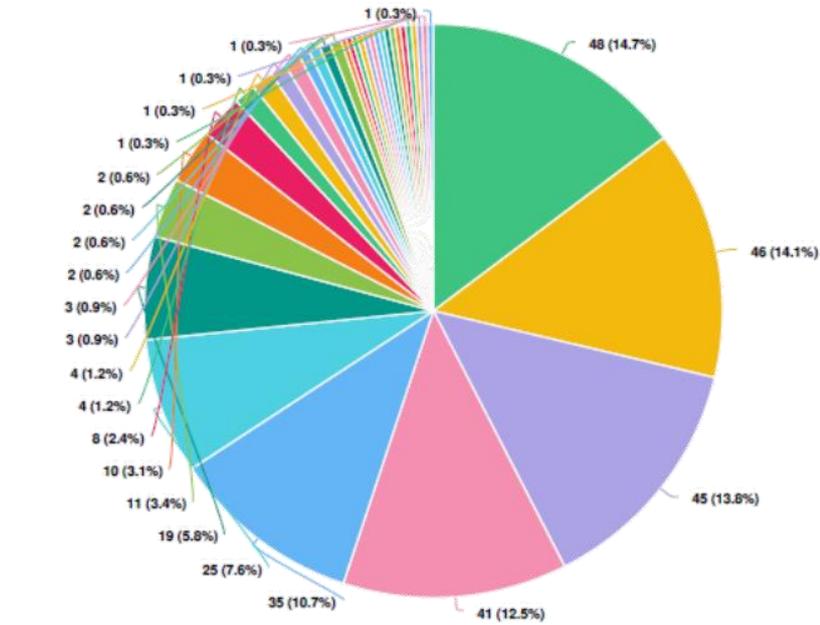
Q11 | What kind of home do you live in?



**Question options**  
● House ● Semi-attached house ● Apartment ● Unit  
(327 responses, 0 skipped)

## Attachment 2 - Survey Responses Summary

Q12 | What suburb do you live in?



**Question options**

- ABBOTSFORD, VIC
- CLIFTON HILL, VIC
- PRINCES HILL, VIC
- BRUNSWICK EAST, VIC
- COLLINGWOOD NORTH, VIC
- ST KILDA EAST, VIC
- NORTHCOTE, VIC
- FLEMINGTON, VIC
- FITZROY NORTH, VIC
- CARLTON NORTH, VIC
- RICHMOND NORTH, VIC
- SOUTH YARRA, VIC
- BRIGHTON EAST, VIC
- HAWTHORN, VIC
- HAWTHORN EAST, VIC
- ELTHAM, VIC
- RICHMOND, VIC
- RICHMOND EAST, VIC
- BRUNSWICK, VIC
- SOUTH YARRA, VIC
- BURNLEY, VIC
- EAST MELBOURNE, VIC
- RICHMOND SOUTH, VIC
- ASCOT VALE, VIC
- ELSTERNWICK, VIC
- FITZROY, VIC
- COLLINGWOOD, VIC
- CREMORNE, VIC
- THORNBURY, VIC
- DONCASTER EAST, VIC
- CARLTON, VIC
- WEST FOOTSCRAY, VIC
- COBURG, VIC
- CAULFIELD, VIC
- ELSTERNWICK, VIC

(327 responses, 0 skipped)

## Attachment 2 - Survey Responses Summary

Separate submissions from car share companies



12 October, 2018

### GoGet Carshare's response to City of Yarra's Car Share Policy

GoGet Carshare would like to thank the City of Yarra for the opportunity to provide a detailed response to the Car Share Policy currently on public exhibition.

GoGet would also like to commend Council again for putting together its first formal car share policy and acknowledge its support of the service for more than a decade - since 2005, when the City of Yarra first engaged GoGet.

In that time and through this collaboration, together we have grown car share and made it available to over 3,500 locals in Yarra; residents and businesses who have been able to forgo private car ownership.

This has had the direct impact of:

- Reducing the total number of vehicles within Yarra's borders
- Saving the community from the hassle and cost of car ownership
- Freeing up valuable on-street parking
- Alleviating traffic congestion and pollution
- Catalysing modal shift

GoGet does have some strong concerns about certain aspects within the policy. We believe the impacts these will have on the community and service provision will damage what has been such a success so far.

We have formulated exact details of these concerns in the table below and provided feedback on reasonable alternatives we would suggest to continue a successful operation in the LGA.

A summary of key issues is outlined below for reference.

#### Summary of Key Points:

##### Demand-Responsive Growth

The policy as proposed will limit the growth of car share to prescribed numbers of vehicles for each suburb. This then, does not consider the need to respond to existing and future demand for car share by allowing the service to grow organically. Instead the proposed wording limits the ability of Carshare Service Provider's (CSP's) and Council to target and allocate resources (of both CSP's and Council) to the right regions at the right time in a way that maximises the effect of said resources.

We believe a more appropriate mechanism for growth would be to change the maximum caps to minimum targets. This should be alongside providing new locations across the LGA if and when they are required, based around the concept of *Demand-Responsive Growth*. We propose setting specific metrics around how this approach may be implemented, which are included in the table below.


  
 1300 769 389
   
 02 8039 3700
   
 admin@goget.com.au
   
 goget.com.au
   
 Suite 402, 59 Goulburn St Haymarket NSW 2000 | ABN: 39 102 892 679

## Attachment 2 - Survey Responses Summary



### Required Ratio Between On and Off Street Locations

A car share network works best when a strong on-street network is complemented by a supporting off-street network.

However, the provision of off-street bays can be particularly costly (rented through a private operator), speculative (lead times with developers are very long) and are almost always in locations that have limited visibility and/or difficult to access. Thus, these spaces are more catered to locations where there already exists a strong and healthy network of on-street locations (or where there exists such an abundance of off-street car parks so as to develop an internal level of reliability – i.e: Metropolitan CBD's). Off-street locations should be encouraged and facilitated, but not mandated.

Several locations throughout the policy speaks to the perception that car share negatively impacts the supply of overall on-street car parking, when empirical evidence shows the opposite. We believe the wording of this proposed policy must be amended to avoid such insinuations be formalised in Council Policy. Multiple independent studies have confirmed that each car share vehicle removes 12 private vehicles from local streets. This sits at the core of the policy's own justification for the need of car sharing in the City of Yarra and should be reflected throughout.

### Operational Requirements:

#### *Maximum Booking Length of Two Days*

Members use car share as an alternative to private vehicle ownership. Many families are attracted to the service as a substitute for a second car.

If car share providers are to ensure that no bay remains empty for more than two days without written permission, there is a loss of amenity for members. Long weekend trips become prohibited for example.

Further, it is impractical, expensive and virtually impossible logistically for a service provider to try and replace any given vehicle once it has gone out on a "long booking." To do so would in essence require a secondary fleet of vehicles that can be deployed on a moments notice to replace vehicles booked for a more than a few days.

We believe this clause is actually meant to ensure CSP's replace vehicles in cases of required maintenance or repairs, in which case most councils provide permit a 1-week timeframe to repair or refill without written notice.

#### *Cleaning of On-street Vehicles*

Prohibiting the cleaning of vehicles on-street is also impractical, expensive and disruptive as it means cars will need to be ferried elsewhere for cleaning, preventing access for members who need them. This also places a unique requirement on car share vehicles that does not apply to local residents.

We believe this clause is intended to prevent pollution and run-off into the local environment. We recommend instead that CSP's provide evidence of their environmentally friendly cleaning procedure to ensure this standard is met.



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## Attachment 2 - Survey Responses Summary



### *Emissions requirements*

The proposed emissions requirements, while ambitious, unfortunately do not reflect the reality of predicted emissions efficiencies from manufacturers. CSP's are not able to control what efficiencies manufacturers build vehicles to.

Beyond this the current proposed rates would immediately result in the removal of all SUV's and People Movers from the Council area, vehicle models which we know play a critical role in the 'value proposition' members consider when they join car share as opposed to purchasing a vehicle.

The future reduction in rates would also rapidly remove the vast majority of 'economy' cars from CSP's fleets, resulting in a forced increase to the transport budgets of local Yarra residents. This would have the perverse result of encouraging more residents to purchase vehicles, many of which would likely be older used vehicles with worse emission profiles, on which we note Council currently places no restrictions on the ownership of. Additionally, these residents would likely drive up to 50% more kilometres after buying a car than they would have as car share users, due to car share's modal shift effect.

GoGet encourages Council to instead look to methods of tackling the emissions profile of the wider residential fleet within the City of Yarra, or investigate positive ways to support CSP's in the purchase of higher cost, more fuel-efficient vehicles. This could potentially be achieved through some form of grant or EV-infrastructure installation.

### *Parking Enforcement*

Incidents of third parties parking illegally in dedicated car share spaces are some of the most significant frustrations of members of the community who replace private cars with car share. Not only are they denied one of the core benefits of using car share, but they must then find alternative parking. This also negatively affects the next car share user who may have trouble locating the vehicle.

The currently proposed procedure restricts member's ability to park in timed or permit-only zones. This prevents members from parking vehicles in convenient and close locations. This will require in some cases travelling significant distances to find parking that is permissible. In some suburbs this may be nearly impossible, in which case they risk receiving a parking fine.

This also denies members the ability to park near their own home or business when needed. This is a privilege given to their neighbours who do continue to park privately owned vehicles on council streets. We believe by limiting this, the policy may unintentionally, yet significantly reduce the experience of local residents, thus reducing their willingness to shed private vehicles in lieu of car share.


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## Attachment 2 - Survey Responses Summary



### Conclusion

We again thank Council for its works on this policy, and for permitting it to receive wide community consultation. We believe strongly that by listening to local residents, as well as working collaboratively with industry, that Yarra can achieve the best possible policy.

The effective growth of car share is widely proven as an effective tool to decrease car ownership rates, and in the best interest of the community. Yarra's proposed policy includes some truly ambitious goals and draws on progressive aspects of policies from other jurisdictions across Australia in order to achieve these outcomes.

GoGet believes however there are strategic and operational clauses of the policy which are inconsistent with these overarching goals, as well as with other clauses within the policy. These clauses may have unintended consequences, such as curbing the growth of the service, preventing access to those who want it, and adding significant costs to Yarra residents who choose to live without car ownership.

In the spirit of full consultation, we request Council staff keep an open dialog with operators, either as a roundtable or individually, to both work through key sections of the policy, as well as developing an approach to some operational elements still to be determined.

As such we make ourselves available to meet with council members and staff at your convenience, and are available by phone and email as required.

Acting upon the changes outlined here, by those submitted by other CSP's, and those expressed by numerous car share members themselves, Yarra is in a position to cement its reputation as a forward thinking, sustainable Council that is responsive to its community's needs. It can acknowledge car share's important role in the urban transport network and grow the service for the benefit of local residents and businesses.

Regards,

Christopher Vanneste  
Head of Locations  
GoGet Carshare  
[Chris@goget.com.au](mailto:Chris@goget.com.au)

Justin Passaportis  
GM Victoria  
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Joshua Brydges  
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## Attachment 2 - Survey Responses Summary

### Other separate submissions

Resident correspondence 1

#### 1 **Review of overall Parking Strategy for Yarra is a greater priority**

*Whilst acknowledging Council's need to respond to requests from commercial Car Share providers for additional designated parking spaces within Yarra, I believe that the issue of parking for Car Share vehicles should be considered in the context of the broader issue of all aspects of parking, rather than creating yet another policy document.*

*Yarra's Parking Strategy is dated 2013 - 2015, and states that "the Parking Strategy is reviewed and updated every 4 years".*

*This Parking Strategy appears to be well overdue for a review, and I believe that this should be Council's immediate priority. The issue of Car Share parking could be incorporated within this strategy and considered at the same time.*

*We have been "sharing" our car through Car Next Door ( "peer-to-peer" car sharing) service for over two years. Around 200 vehicles in Yarra are part of this scheme and I've been quite impressed with their business model.*

*I endorse Council's support for Car Sharing, and its appropriate inclusion in Yarra's transport, environment and parking strategies, but it should also include Peer to Peer car share schemes as well as commercial schemes.*

*We have a designated car space on our property but many of the Car Next Door vehicles only have street parking. I feel that Car Next Door vehicles should be included in considerations about parking priority - perhaps in the form of a designated space (if possible) or a car share Permit (with appropriate fee) to assist hirers to locate and return the vehicle to a convenient location.*

#### 2 **Parking management is a major issue in the municipality**

- a. *The increasing population density in Yarra has resulted in more and more empty vehicles lining our streets. Visitor and worker parking is also at a premium, with empty cars crammed into many areas.*
- b. *Increased on-street parking is reducing local amenity.*
- c. *It significantly reduces the width of road space and impedes the access of delivery drivers and garbage trucks.*
- d. *Some residents with no off-street parking are finding it increasingly difficult to find any parking near where they live*
- e. *It affects bicycle safety as some streets have enough width for only one vehicle, and cyclists are forced off the road into gaps between parked cars or to use the footpath when vehicles move into the bike lane to allow an upcoming vehicle to pass*
- f. *Larger vehicles that exceed the marked width of a parking space intrude onto bike lanes and there is the constant risk of colliding with an opening car door.*
- g. *On most roads with tram tracks, empty cars lining the streets force all the through-traffic onto the tram tracks, which has a massive effect on the speed and efficiency of this form of public transport.*

## Attachment 2 - Survey Responses Summary

*h. As well as cars, some residents expect to park caravans, trailers and even boats on the street.*

### **3 Planning permits and parking requirements for new developments**

*a. It seems that too many developments in Yarra have minimal and impractical parking arrangements- possibly due to VCAT rather than the Council. The spaces might comply with the technical specifications for a parking space, but in reality, these spaces are not easily accessed and therefore, are unlikely to be used for parking.*

*b. Some garages and designated spaces are too narrow for the growing numbers of larger vehicles such as SUVs.*

*c. Some laneways are too narrow or cluttered to accommodate turning and reversing movements to access the designated garage /off-street park.*

*d. Parking arrangements requiring tandem parking or car stackers are similarly impractical and most car owners will decide to use on-street parking instead, if it is available.*

*e. So these cars are parked on the street instead and the garage is used for storage or other purposes.*

*f. Whilst I understand that allowing parking dispensations may discourage car ownership, is there any evidence to support this?*

*g. Wherever cars are parking on the street, rather than in their designated off-street spaces, the responsibility and costs of parking management is shifted from private land owners and developers to local government*

### **4 Street-parking availability is inconsistent across Yarra and is seriously undervalued in dollar terms.**

*a. Of course, some amount of street parking is essential, but how much?*

*b. According to my rates notice, Clifton Hill land values are around \$3000 per square metre. If an on-street car park is, say, 18 square metres, that equates to a land value of more than \$50,000.*

*c. Road space is public space. Even if land values differ across the municipality, the Council is receiving a negligible financial return on the many acres of road space that are used for parking empty vehicles.*

*d. User charges for parking vary enormously across Yarra, and are inequitable. Some residents have to pay for a permit to park on the street, whilst others have free and unrestricted parking close to their property, even if they have also off-street parking available.*

*e. As well as having a monetary value, every on-street park is using space that could equally be used for shady street trees, bin storage on garbage days, improving pedestrian and traffic visibility on corners etc.*

*f. And residential off-street parking is now a saleable commodity*

### **5 Renting out of private parking spaces**

<https://www.parkhound.com.au/parking-clifton-hill-noone-st-vic-9070>

## Attachment 2 - Survey Responses Summary

*This website advertises private parking spaces for rent. For example, a private space in my street, Noone St, is advertised for \$9 per day or \$172 per month....*

*"Parking Description*

*Moved into a new apt , includes secure parking space. Unfortunately the parking space does not fit either my partners or my vehicle. The space is located on the bottom floor of the apartment complex and is less than 500 away from Hoddle Street access. Access close to Hoddle street and Eastern HWY"*

*Presumably these two vehicles now park in Noone St, where there are few permit zones or time restrictions....and then hire out their off-street car space for a fee.*

*It would be worth investigating these websites to establish whether they are undermining Council's Planning laws.*

### **6 What is The Vision? Political realities**

*Whilst many residents feel entitled to park for free outside the front of their dwelling and close to other Yarra destinations, this is completely unrealistic and unsustainable, particularly given the increasing population density of Yarra.*

*Similarly, many business owners expect Councils to allocate one entire traffic lane on each side of commercial streets for storing empty cars, for the alleged convenience of their customers, despite the competing needs of public transport and through traffic.*

*Council will need to provide leadership and promote a vision of a more sustainable use of our streets.*

*Perhaps Yarra needs a formal Community Workshop to thrash out the parking issue, based on a comprehensive set of technical data, usage statistics, surveys, evidence and costings with a view to achieving a Parking strategy that has Community ownership, rather than being seen as exclusively a Council responsibility.*

*Perhaps every resident wishing to park their vehicle in their own street should be issued with a Parking Permit - with variable fees, including zero, based on parking demand and their access to off-street parking. This would provide useful demand data. As a sweetener, and subject to technology, the permit could entitle residents to free short term parking in local shopping streets!*

### **8 A few specific comments about the draft Care Share Policy**

*(i) Para 11 Peer to Peer car sharing is excluded from policy*

*Disagree. The Car Share section of a Parking policy should include Peer-to-Peer car sharing schemes in the municipality, where they are run on sound business principles.*

*(ii) Para 13, 14 Peer to Peer car share members not able to apply for dedicated on street car space.*

*Disagree*

*We hire out our car through Car Next Door, and there are approx. 200 vehicles in Yarra that are also part of this scheme. We have a designated car space on our property but many of the Car Next Door vehicles park out on the street wherever they can.*

## Attachment 2 - Survey Responses Summary

*Car Share car owners should have the option to apply for a designated space or special Peer to Peer car share Permit (with appropriate fee) to assist hirers to locate and return the vehicle. All Car Share schemes keep usage records for each vehicle on their books.*

*(iii) Para 14 Regarding the statement to justify this .... "Council has no regulatory role in specifying .... standards for vehicles used in Peer-to-Peer car share schemes".*

*So why should Council have a role in specifying safety or environmental standards for such vehicles, and why this is relevant to the issue of street parking for Car Next Door vehicles.*

*(iv) Para 38, 39, 40, 41 Electric vehicles*

*Disagree. The type of vehicle should not be relevant to this parking issue.*

*(v) Para 35*

*Para 29 Commercial Car share vehicles required to have minimum utilisation rates*

*An average usage of 5% over a month seems very low. Even 15%, being an average of 3.6 hours a day is still pretty minimal usage.*

*Why not link it to GoGet's threshold usage average of 5 hours/day over 3 months?*

*(vi) Para 43 Inclusion of car share provisions in new major developments*

*Agree. Such spaces should not be negotiable as dispensation for general car parking spaces.*

*(vii) Para 49 No Commercial Car Share bays in paid parking bays*

*Why not? Having Hire Cars parked in strip shopping streets would be an ideal location. It might even reduce the incidence of abandoned shopping trolleys around the area!*

*(viii) Para 50-55 Charges and annual permit fees for Car share- commercial or peer-to-peer*

*Road space is public space. I support having some degree of user fee for parking spaces used by car share vehicles*

### **Resident correspondence 2**

*Obviously, I'm receiving communications from my CSP, GoGet. I support their proposed amendments, although I did query their assertion that both scenarios would mean 0 new Fixed Bays for BOTH Fitzroy and Collingwood (I live in Fitzroy). As I read it, it is only Fitzroy that has no new proposed allocation.*

*On the issue of the number of bays: I think the number should be aligned with demand. My CSP is proposing a dynamic system of assessing the need and then trial allocations of Fixed Bays. This seems like a more 'scientific' approach rather than a cap, which may seem appropriate in 2018 but is inflexible to react to growth. The number of high density units with reduced*

## Attachment 2 - Survey Responses Summary

*residential carparks under construction in my neighbourhood is astounding. Ensuring a responsive CSP system is crucial.*

*Also, I don't understand the proposal for the 2-day vacancy limit. That would prevent, for example, hiring the car for a long weekend. The CSP's financial model surely motivates them to have cars allotted to every pod.*

### Resident correspondence 3

*Dear Council,*

*Thanks for releasing the draft policy on car share schemes for Yarra.*

*I do not own a car and therefore rely on car sharing for out-of-Melbourne trips and for when a using a car is the only option. As such, I am concerned by section 1.1.12 of the draft policy, which states that car share companies "must ensure that no on-street space remains empty for a period greater than two consecutive days, unless by prior written agreement." My concern is that this potentially limits the duration of my use of a share car to 2 days. I often need a car for longer than this, so if this clause in the policy is supposed to limit the duration of car use, it would mean I would use car sharing less and may mean I have to purchase a car. I do not live very near a car rental company and, anyway, believe that I should be able to choose to use a car share company instead.*

*The above clause is not very clear in its intention. It may instead refer to how long a car space can be left vacant by the car share company for the purpose of, for example, maintaining the car. In that case, I would have thought a longer duration would be necessary and would suggest consultation with the relevant companies on this.*

## Attachment 2 - Survey Responses Summary

Streets Alive Yarra submission



The poster features a blue background. At the top, the title "Car Sharing Policy" is written in white. Below the title is a photograph of the rear side of a silver car with a "goget" logo. Underneath the photo, the slogan "More car sharing, less congestion" is displayed in white. At the bottom, a white rounded rectangle contains a circular icon of a building and people, followed by the text: "Prepared by: Streets Alive Yarra", "www.streets-alive-yarra.org", and "facebook.com/streetsaliveyarra/".

# Car Sharing Policy

More car sharing, less congestion

Prepared by: Streets Alive Yarra  
[www.streets-alive-yarra.org](http://www.streets-alive-yarra.org)  
[facebook.com/streetsaliveyarra/](https://facebook.com/streetsaliveyarra/)

## Attachment 2 - Survey Responses Summary

### Foreward

Streets Alive Yarra is a community group who advocate for:

- shopping streets that build wealth for traders by attracting regular business from local residents;
- a network of safe streets that enable those who wish to use active transport to do so, thus freeing up space on the streets for those who prefer to drive; and
- evidence based and economically rational investment in transport infrastructure.

Our vision is for vibrant and profitable local businesses, owing to increased patronage, and traffic that still flows freely. Parking near shopping streets is easy to find because the first 5-10 spots on each side street are allocated for visitors and deliveries, with drivers guided to vacant bays by using sensors. We see our streets being safely, comfortably, and conveniently used by people from 8 to 80 years old, irrespective of whether they choose to walk, cycle, use public transport or drive.



*Image credit: OCULUS Landscape Architecture and Urban Design*

Streets Alive Yarra was founded in 2017 and now has over 1,200 likes on Facebook, increasing by ~ 20 per week. A network of local champions develop 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:

- [www.streets-alive-yarra.org](http://www.streets-alive-yarra.org)
- [facebook.com/streetsaliveyarra/](https://facebook.com/streetsaliveyarra/)

## Attachment 2 - Survey Responses Summary

### Summary

The draft Car Sharing Policy should not be approved in its current form. It needs to be drastically redrafted before being sent out again for another round of public consultation.

The draft Car Sharing Policy fails to be internally consistent. For example, if the policy objective is to reduce the need for car ownership, then the policy should not create barriers to the introduction of more car sharing vehicles, either via an artificial cap on the number of vehicles, or irrational limits on the siting of vehicles.

Specifically, the policy should recommend placement of car sharing vehicles directly on residential streets. It should be just as easy to use a car sharing vehicle as it is to use a private vehicle, and this includes proximity to homes.

Similarly, the policy should eliminate the artificial cap on the number of car sharing vehicles and allow service providers to fully supply market demand. To be an attractive alternative to the private vehicle, car sharing services providers need to be able to offer sufficient quantity and range of vehicles near each group of customers; such as multiple small vehicles, a large vehicle and a van. This requires a much larger total number of car sharing vehicles in Yarra.

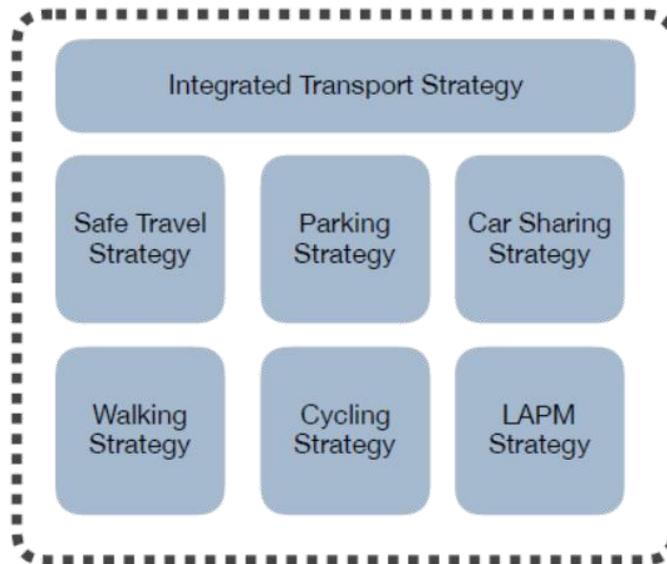
## Attachment 2 - Survey Responses Summary

### Introduction

Streets Alive Yarra welcomes the opportunity to offer feedback on the draft Car Sharing Policy.

The primary deficiency with the draft policy is that it does not exist within the framework of an Integrated Transport Strategy. Without a holistic, internally consistent set of transport strategies, stand-alone strategies such as the existing Parking Strategy or the draft Car Sharing Policy can be criticised for lacking adequate justification for ambitious, yet rational policies or targets.

The solution is for the City of Yarra to develop a cohesive, consistent set of strategies, that clearly state the public benefits of reserving public land for car sharing:



## Attachment 2 - Survey Responses Summary

The second deficiency is that the draft policy does not comply with the goals of the City of Yarra Parking Management Strategy Action Plan.

### 3.2 Goals

The overall goals of the City of Yarra Parking Strategy are to:

1. Reduce the number of cars needing to park in residential streets;
2. Enable a reduction in the road pavement space used for parking where a community benefit can be achieved particularly where pedestrians, cyclists, public transport and persons waiting for public transport will benefit; and
3. Plan and manage transport and urban development to minimise the need for people to have to drive cars so that the demand for parking is contained and managed effectively.

Source: <https://www.yarracity.vic.gov.au/-/media/files/services/parking/parking-management-strategy.pdf>

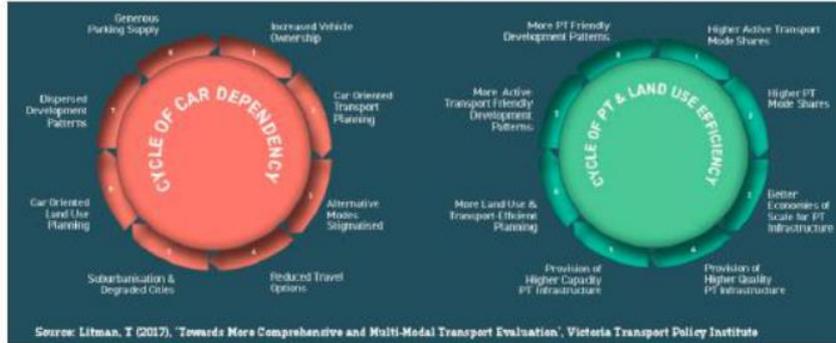
To comply, the draft policy needs to enable car sharing service providers to offer an attractive service. In other words, the draft policy needs to propose far higher quantities of car sharing vehicles and much better locations for car sharing vehicles, at the expense of parking for private vehicles. Specifically, the policy should publish a clear parking hierarchy, consistent with the overall land use hierarchy or road user hierarchy.



Source: Moreland draft transport strategy, modified by Streets Alive Yarra

## Attachment 2 - Survey Responses Summary

The policy would be strengthened if it followed the lead of the City of Moreland and clearly stated that it aims to help break the “cycle of car dependency”:



Source: City of Moreland draft parking strategy

The draft strategy also appears to be internally inconsistent because it refers to Council’s “Parking Management Strategy (2013-2017)” whereas the Council website:

<https://www.yarracity.vic.gov.au/services/parking>

only publishes the “Parking Management Strategy Action Plan 2013 – 2015”:

<https://www.yarracity.vic.gov.au/-/media/files/services/parking/parking-management-strategy.pdf>

## Attachment 2 - Survey Responses Summary

### Cap on numbers

The draft targets of 231 or 283 vehicles by 2023 proposed in section 7.2 are far too low. It is irrationally inconsistent with the stated target of enabling ratepayers to transition away from private vehicles.

For example, if each car sharing vehicle can replace ~ 5 private vehicles, then the policy should target a total quantity of car sharing vehicles roughly equivalent to 1/5 of the present number of private vehicles. For example, if Yarra has ~ 90,000 residents and ~ 40,000 vehicles, then 20% is ~ 8,000 car sharing vehicles. This should be the target and, if necessary, can also be a cap.

### Car sharing has a positive impact

Clause 7.3 should be deleted. It is completely unsubstantiated and contradicts the introductory statement of "reducing the need for car ownership". Car sharing does not have a negative impact, it has a positive impact.

### Siting of parking

Section 9 needs to be completely re-worked.

To comply with Safe Systems principles, Council Parking Hierarchy requires a complete overhaul. A Safe System assessment would clearly identify that on-street parking on shopping strips creates hazards that impose significant risks on road users, such as dooring, and would recommend the relocation of parking away from shopping strips and toward the first 5-10 spots on each side street. Specifically, the first spot on each side street should be for loading and deliveries, the next few spots should be metered to support shoppers, and the last couple should be for car sharing. The remaining spots on the side street can then be used by private vehicles.

Clause 9.2 (j) needs to be completely re-worked. Demand for metered spaces is only high because the price is too low. Pricing can be used to balance supply and demand. If the City of Yarra implemented demand responsive pricing for all metered parking bays, then 85% occupancy could be maintained even if the number of parking bays changed.

Section 9.3 (Other Streets) needs to be completely re-worked. Again, demand is a function of pricing. Demand is only high because the price is artificially low. The charge for annual residential parking permits is well below the market rate. Any service that is offered below market rate is subsidised. Council should not be subsidising the parking of private vehicles. Pricing is a tool that is available to Council. If Council controls demand by using pricing then it is easy to re-allocate some spots for car sharing, especially as adding car sharing will actually reduce demand in the medium term.

Consider the alternative scenario. If Council was presently charging the market rate for on-street parking, e.g. \$1,000 per year for 30,000 permits, it would have an annual revenue of \$30m. If Council had an extra available budget of \$30m, it is difficult to believe that Councillors would vote to spend this money to subsidise private parking, instead of spending it on other Council services.

## Attachment 2 - Survey Responses Summary

### Unjustified burdens on private enterprise

In Attachment 1, clauses 1.1.3., 1.1.5., 1.1.6., 1.1.8., 1.1.10., 1.1.11., 1.1.12. and 1.1.13. should be deleted. These clauses are unjustifiable burdens on private enterprise. How are the metrics meant to be quantified? How are the service providers meant to comply? Council should allow business and competition in the free market to respond to market demand. For example, in Clause 1.1.12., Customers should have the right to hire a car for > 2 days.

In Attachment 2, Clause 2.2 should be voluntary. Council should not create unnecessary barriers to the uptake of car sharing vehicles. If retained, any data supplied to Council should be openly accessible to ratepayers.

In Attachment 2, Clause 2.4.1 needs to be re-worded. The statement 'demand for on-street parking is high' is not accurate without the proper context, i.e. 'demand for on-street parking is high if it is priced 98% lower than market rates'. Even, better, all parking spots in Yarra should have restrictions, requiring some form of payment for use, either via meters or via paid parking permits..

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**11.2 Amendment C223 - 81-95 Burnley Street, Richmond - Re-authorisation**


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## Executive Summary

### Purpose

The purpose of this report is for Council to consider seeking re-authorisation to exhibit a revised Amendment C223 in accordance with the *Planning and Environment Act 1987*.

Amendment C223 allows for the land to be used and developed for a mix-use of residences and employment opportunities – retail and commercial. It continues to seek to rezone land at 81-95 Burnley and 26 Doonside Streets, Richmond from Industrial 3 to Mixed Use Zone and apply a Development Plan Overlay, Schedule 15 (DPO15) and an Environmental Audit Overlay.

### Key Issues

Council resolved to seek authorisation for Amendment C223 on 19 December 2017. The amendment received conditional authorisation from the Minister for Planning on 19 February 2018. The condition required that prior to exhibition a Housing Diversity Report is prepared to justify the 10% affordable housing contribution. The report was prepared in May 2018.

Prior to exhibition, the proponent requested changes to the amendment to accommodate additional commercial space for Harry the Hirer, to expand the office / retail activities of the existing operation. The officers have been working through the changes with the proponent. This report includes the revised Development Plan Overlay 15 with the following changes:

- Increase the minimum gross floor area provided for employment generating uses from 7,000m<sup>2</sup> to 9,000m<sup>2</sup>;
- Amend the *Indicative Framework Plan* to enable flexibility to accommodate additional employment generating uses;
- Includes new clauses relating to infrastructure, and
- Amends the Housing affordability clause to allow for other mechanisms to deliver affordable housing to be considered by Council.

Some other changes have been made to DPO15 to improve the wording.

As the amendment makes changes to the composition of land uses and buildings, DELWP has advised that Council must seek re-authorisation from the Minister for Planning. It is appropriate that changes occur prior to public exhibition.

### Financial Implications

The costs associated with the exhibition of the amendment, statutory fees, and panel fees would be met by the proponent. Other aspects would be met by the strategic planning budget.

### PROPOSAL

That Council resolves to:

- (a) note the officer report on Amendment C223 which seeks to rezone land at 81-95 Burnley and 26 Doonside Streets, Richmond from Industrial 3 to Mixed Use Zone and apply a Development Plan Overlay and an Environmental Audit Overlay;
- (b) note the revised Development Plan Overlay – Schedule 15 for re-authorisation;
- (c) seek re-authorisation from the Minister for Planning to prepare Amendment C223 to the Yarra Planning Scheme in accordance with section 8A of the *Planning and Environment Act 1987*.

If re-authorisation is granted officers arrange for the exhibition of Amendment C223 in accordance with Section 19 the requirements of the *Planning and Environment Act 1987*.

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## 11.2 Amendment C223 - 81-95 Burnley Street, Richmond - Re-authorisation

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Trim Record Number: D19/99986

Responsible Officer: Director Planning and Place Making

### Purpose

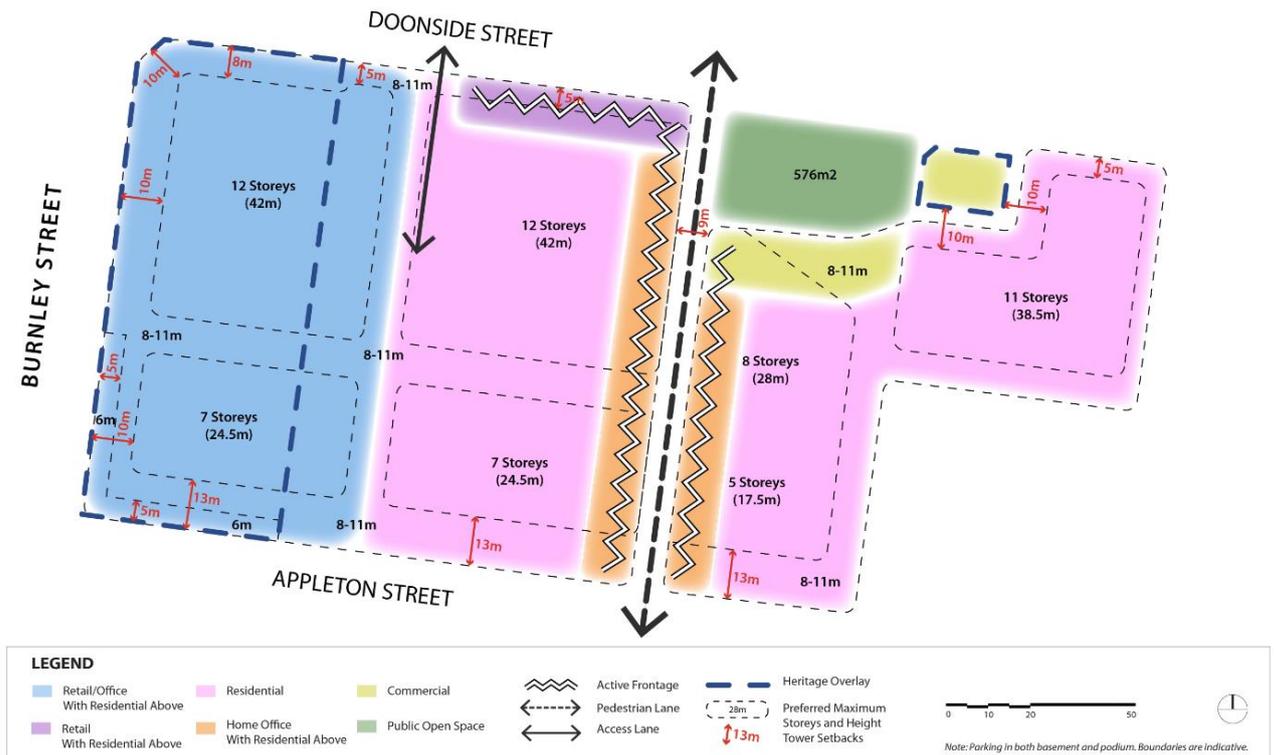
1. The purpose of this report is for Council to consider seeking re-authorisation to exhibit a revised Amendment C223 in accordance with the *Planning and Environment Act 1987*.
2. Amendment C223 allows for the land to be used and developed for a mix-use of residences and employment opportunities – retail and commercial. It continues to seek to rezone land at 81-95 Burnley and 26 Doonside Streets, Richmond from Industrial 3 to Mixed Use Zone and apply a Development Plan Overlay, Schedule 15 (DPO15) and an Environmental Audit Overlay.

### Background

3. Amendment C223 received conditional authorisation on 19 February 2018, to proceed to exhibition. Prior to exhibition, the proponent requested that the amendment not be exhibited and proposed further revisions. The revised DPO15 was considered by Council officers and various changes have been made by both Council officers and the proponent.
4. The revised DPO15 includes the following changes:
  - (a) increase the minimum gross floor area provided for employment generating uses from 7,000sqm to 9,000 sqm;
  - (b) amend the *Indicative Framework Plan (IFP)* to enable flexibility to accommodate additional employment generating uses;
  - (c) inserts new clauses into DPO15 that clarifies the mechanisms for the delivery of traffic infrastructure;
  - (d) inserts a new requirement for any future Development Plan to include a Public Realm Plan;
  - (e) Amends the Housing affordability clause to allow for other mechanisms to deliver affordable housing to be considered by Council; and
  - (f) various wording edits.
5. The revised DPO15 (with highlighted changes) is in **Attachment 1**.
6. The revised IFP locates the pedestrian link further east, allowing for more floor space west of the link to allow for the expansion of Harry the Hirer. This results in a change in the composition of the taller buildings.
7. The authorised IFP allowed for buildings up to 5 and 8 storeys, along the eastern edge of the laneway. The revised plan includes 2-3 storey buildings along the eastern edge, with taller form located on the western side of the pedestrian link. The reduction in heights in this location results in a separation between the taller buildings west of the pedestrian link and the neighbouring development to the east (8 storeys). Refer to **Figures 1 and 2**.
8. The number of building envelopes that allow for taller buildings east of the pedestrian link is reduced from two to one. The building envelope that allows for a taller building east of pedestrian link is adjacent to Doonside Street.
9. The building envelopes that allow for taller buildings west of the pedestrian link has increased from four to five, with an additional building envelope along Doonside Street.

10. Importantly, the change to the building composition does not change the overall heights and setbacks of the authorised amendment.
11. The retention of heights and setbacks continues a transition of taller buildings along Doonside and Burnley Streets to the existing low scale residential development along Appleton Street. The upper levels along Appleton Street continue to be set back at least 13 metres which is consistent with the approved development on the adjoining lot. It also mitigates overshadowing impacts and reduces its visibility from residential properties on Appleton Street.
12. The revised IFP retains the 9m wide link and 576m<sup>2</sup> of public open space on Doonside Street. The shape of the open space has varied, however, it continues to meet the criteria for a small local park set out in the Yarra Open Space Strategy (2006). This link and open space arrangement continues to allow for the existing mature sugar gum tree on Doonside Street to be retained.
13. DPO15 has been revised to require a *Public Realm Plan* to be included as part of any future Development Plan. This requirement in the DPO15 will ensure that any future Development Plan will properly consider improvements to the public realm surrounding the site.
14. Below is the *Indicative Framework Plan* in the authorised amendment and in Figure 2 below the revised IFP.

Figure 1: Indicative Framework Plan in the authorised amendment





### Heritage Considerations

19. Part of the site (land adjacent to Burnley Street) is covered by HO 375 (81-95 Burnley Street). This was the Russell Manufacturing Company Pty Ltd, and later Repco. HO252 covers 26 Doonside Street Richmond (Former Repco offices).
20. The revised DPO15 continues to retain the following in the authorised amendment:
  - (a) retention of the heritage facade (former Repco headquarters) on Burnley Street and the heritage building in its entirety at 26 Doonside Street;
  - (b) requirement for a Heritage Impact Statement and built form guidelines; and
  - (c) building setbacks and heights in proximity to the heritage buildings.

### Traffic

21. Primary access to the site remains from Doonside Street. Two secondary access points are proposed from Appleton Street. The first being located near Burnley Street and the second adjacent to the pedestrian link (to be determined), to serve the area close to Appleton Street. This access point is important to allow convenient vehicle access to this part of the site, noting that it is somewhat removed from Doonside Street and that the pedestrian link cannot be used for vehicle access (other than emergency vehicles). The DPO schedule is very clear that any Appleton Street access must be secondary only, with Doonside Street the primary access.
22. Independent traffic advice sought by Council officers on the revised DPO15 indicated that the critical traffic impacts of development in the nearby area remains the intersections of Doonside Street and Buckingham Street with Burnley Street. DPO 15 retains the traffic provisions of the authorised amendment to address this issue, in particular it requires the development plan to assess whether a two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street is required and the trigger for providing the signalised intersection.
23. The revised DPO15 includes a new clause "*Section 173 Agreement for Traffic Impact Assessment Report works*", which outlines the mechanisms for the delivery of improvements to the Burnley, Doonside and Buckingham Streets intersection. The clause requires the owner to enter an agreement with VicRoads and Council before a permit can be granted. The purpose of any future agreement would outline the owner's obligations to the delivery of works for the intersection.

### Strategic justification of the amendment

24. The revised amendment remains consistent with policy within the Municipal Strategic Statement of the Yarra Planning Scheme:
  - (a) in Clause 21.03 the site is identified as a strategic redevelopment site;
  - (b) figure 21, Neighbourhood Map: North Richmond specifically identifies the site to be rezoned to mixed use zone, and
  - (c) The proposed amendment rezones the 'missing part' of the Doonside Precinct that was rezoned in 2009.
25. It also remains consistent with the Victoria Street Structure Plan, in which the land is included in Precinct 11a *Doonside Precinct – potential housing mixed with retail and business*.

## External Consultation

26. As part of assessing the authorised Amendment, officers sought the view of Vic Roads in relation to traffic.
27. As part of assessing the current proposed changes to the Amendment, officers consulted DELWP on the need to seek re-authorisation from the Minister for Planning. Officers also sought advice from the EPA in accordance with Ministerial Direction 19 (MD19), which came into effect on 10 October 2018. MD19 requires that a planning authority must seek the written views of the EPA about the potential impacts of the proposed amendment and include a statement of how the proposed amendment addresses the views of the EPA in the explanatory report.
28. If Council resolves to seek 're-authorisation' for the amendment and it is re-authorised by the Minister for formal exhibition, the amendment documentation would be exhibited for a period of one month in accordance with the requirements of the Planning and Environment Act 1987. Exhibition is proposed to be consistent with Council resolution made 19 December 2017 as follows:

*...the community consultation during the exhibition and consideration of the proposed amendment will include:*

- a) *public exhibition of the proposed amendment for one calendar month, in accordance with the requirements of the Planning and Environmental Act 1987;*
  - b) *notification letters detailing information about the proposed amendment and how to make a submission sent to each affected owner and occupier;*
  - c) *provision of fact sheets with information about the amendment and the consideration process;*
  - d) *a targeted consultation process with residents immediately adjoining the site, conducted by the proponent;*
  - e) *consideration of community submissions with a report provided to Council;*
  - f) *hearing community submissions and consideration of any recommended changes at a Council meeting; and*
  - g) *should Council resolve to have the proposed amendment considered by a planning panel, submitters having the opportunity to present to the panel and finally to Council on the panel's report and recommendations.*
29. If the amendment is approved, a Development Plan needs to be approved by the Responsible Authority. The proposed DPO includes a provision that: *The Development Plan shall be available for public inspection and submission for 28 days prior to its consideration by the responsible authority. Any submissions must be considered by the responsible authority in its decision.* NB. Once the Development Plan is approved, a planning permit process is not subject to third party notification and appeal.

## Internal Consultation (One Yarra)

30. Officers have sought internal comments from urban design, engineering – drainage and traffic, sustainable transport (cycling) and statutory planning. These comments have informed the requirements of the proposed Development Plan Overlay.

## Financial Implications

31. The costs associated with the exhibition of the amendment, statutory fees, and panel fees would be met by the proponent. Other aspects would be met by the strategic planning budget.

## Economic Implications

32. The proposed Development Plan Overlay mandates approximately 9,000m<sup>2</sup> of gross floor area would be for employment generating uses. This is an increase from the minimum 7,000m<sup>2</sup> included in the authorised amendment.

### **Sustainability Implications**

33. The revised DPO continues to provide for:
- (a) a mix of additional housing and open space in proximity to employment generating uses on site and public transport;
  - (b) an environmentally sustainable design assessment which sets out how the future development would achieve WSUD and ESD objectives in the planning scheme, and
  - (c) the need to prepare a Green Travel Plan that demonstrates how the development supports sustainable transport alternatives.

### **Social Implications**

34. There are no anticipated social implications resulting from changes to DPO15. The amendment continues to include a provision that facilitates the provision of 10% affordable housing.

### **Human Rights Implications**

35. There are no anticipated human rights implications.

### **Communications with CALD Communities Implications**

36. If Council agrees to request the Minister for Planning to re-authorise the revised amendment, notification and consultation about the amendment would include advice about the use of the interpreter service by residents. This would be available to help affected parties to understand the proposal and associated processes. The Amendment process also involved steps outlined in the Council engagement strategy to assist CALD communities.

### **Council Plan, Strategy and Policy Implications**

37. The amendment remains consistent with the Council Plan objective 3: *Making Yarra More Liveable*.

#### Spatial Economic and Employment Strategy SEES

38. Since consideration of the original amendment, Council has adopted the SEES. Strategy 6 in the SEES seeks to retain Yarra's existing industrial precincts for manufacturing and urban services.
39. Strategy 6 recognises that these precincts may transition, however continued employment outcomes would be expected. The revised amendment increases the minimum gross floor area to be provided for employment generating uses from 7,000sqm to 9,000 sqm.
40. The SEES will inform future planning policy. The current Municipal Strategic Statement (MSS) at Clause 21 of the planning scheme clearly states that this land should be rezoned to Mixed Use.

#### Victoria Street Structure Plan, adopted 2010

41. The proposed amendment is consistent with the Victoria Street Structure Plan, in which the land is included in Precinct 11a *Doonside Precinct – potential housing mixed with retail and business*.

### **Legal Implications**

42. The amendment would be processed and considered in accordance with the provisions of the *Planning and Environment Act 1987*.

### **Other Issues**

43. There are no other issues.

### **Options**

44. There are 2 options for deciding on this proposed amendment:

- (a) Option 1: seek re-authorisation from Minister for Planning for the amendment to go on exhibition; or
  - (b) Option 2: not support the revised amendment and hence, not exhibit the authorised amendment.
45. Option 1 is recommended as it continues to facilitate the delivery of a mixed use redevelopment that provides the following benefits:
- (a) commercial floor space to maintain employment generating uses on site;
  - (b) open space, improvements to public infrastructure and a pedestrian link;
  - (c) intersection upgrades (Doonside Burnley Streets and potentially Buckingham Street);
  - (d) retention of the former Repco heritage façade on Burnley Street and the heritage building at 26 Doonside Street; and
  - (e) provision of 10% affordable housing.
46. The revised amendment differs from the amendment that the Minister has authorised and as such re-authorisation is required to facilitate proper planning process and allow the Amendment to be exhibited.
47. The revised amendment is consistent planning policy which identifies this site for a mix of uses: housing mixed with retail and business.

### **Conclusion**

48. Amendment C223 seeks to rezone the land at 81-95 Burnley and 26 Doonside Streets from Industrial 3 to Mixed Use, apply Development Plan Overlay 15 and an Environmental Audit Overlay. It received conditional authorisation from the Minister for Planning on 19 February 2018.
49. Prior to exhibition the proponent requested revisions to the amendment to allow the existing business (Harry the Hirer) to expand its headquarters operations (commercial and retail).
50. After considering the revised amendment, Council officers have made revisions to enable public realm and traffic improvements to be secured through the development of the site.
51. The proposed revisions change the composition of land uses and taller buildings and as such require re-authorisation from the Minister for Planning to proceed to exhibition. The changes, continue to facilitate a redevelopment that provides the benefits outlined in the authorised amendment.
52. This is a proponent led amendment that facilitates the redevelopment of an industrial site to a mid-rise, mixed use development that provides the following benefits:
- (a) commercial floor space to maintain employment generating uses on site;
  - (b) open space with a pedestrian link;
  - (c) intersection upgrades (Doonside and Burnley Streets and potentially Buckingham Street);
  - (d) retain the former Repco heritage façade on Burnley Street and retain the heritage building at 26 Doonside Street; and
  - (e) provision of 10% affordable housing.
53. There is strong strategic support in the planning scheme to see this land rezoned from Industrial 3 to Mixed Use Zone.

## RECOMMENDATION

1. That Council resolve to:
  - (a) note the officer report on Amendment C223 which seeks to rezone land at 81-95 Burnley and 26 Doonside Streets, Richmond from Industrial 3 to Mixed Use Zone and apply a Development Plan Overlay and an Environmental Audit Overlay;
  - (b) note the revised Development Plan Overlay – Schedule 15 for seeking re-authorisation from the Minister for Planning; and
  - (c) seek re-authorisation from the Minister for Planning to prepare Amendment C223 to the Yarra Planning Scheme in accordance with section 8A of the *Planning and Environment Act 1987*.
2. If re-authorisation is granted officers arrange for the exhibition of Amendment C223 in accordance with Section 19 the requirements of the *Planning and Environment Act 1987*.
3. That the community consultation during the exhibition and consideration of the proposed amendment include:
  - (a) public exhibition of the proposed amendment for one calendar month, in accordance with the requirements of the Planning and Environmental Act 1987;
  - (b) notification letters detailing information about the proposed amendment and how to make a submission sent to each affected owner and occupier;
  - (c) provision of fact sheets with information about the amendment and the consideration process;
  - (d) a targeted consultation process with residents immediately adjoining the site, conducted by the proponent;
  - (e) consideration of community submissions with a report provided to Council;
  - (f) hearing community submissions and consideration of any recommended changes at a Council meeting; and
  - (g) should Council resolve to have the proposed amendment considered by a planning panel, submitters having the opportunity to present to the panel and finally to Council on the panel's report and recommendations.

**CONTACT OFFICER:** Fiona van der Hoeven  
**TITLE:** Senior Coordinator Strategic Planning  
**TEL:** 9205 5156

### Attachments

- 1 [↓](#) Amendment C223 - 81-95 Burnley Street - Draft DPO15 with highlighted changes - June 2019

**Attachment 1 - Amendment C223 - 81-95 Burnley Street - Draft DPO15 with highlighted changes - June 2019**

YARRA PLANNING SCHEME

--/2019  
Proposed C223

**SCHEDULE 15 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO15**.

**81-95 BURNLEY STREET & 26-34 DOONSIDE STREET, RICHMOND**

**1.0 Requirements before a permit is granted**

--/2019  
Proposed C223

A permit may be granted for the following before a development plan has been approved:

- Buildings or works necessary for existing businesses or uses to continue.
- Consolidation or subdivision.
- Removal or creation of easements or restrictions.
- Demolition or removal of buildings.
- The construction or carrying out of minor buildings or works, including site preparation.
- Buildings and works associated with or for the purpose of obtaining a certificate or statement of environmental audit under the Environment Protection Act 1970; or environmental matters pursuant to any successor legislation, including the Environment Protection Amendment Act 2018, where these works do not prejudice the preparation and approval of the Development Plan and the vision for the land set out in this overlay.

Before granting a permit the Responsible Authority must be satisfied that the permit will not prejudice the future use and development of the land and will not compromise the objectives for the site as set out in this schedule.

**1.1 Section 173 Agreement to provide for affordable housing**

The owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 which requires that the owner must facilitate the provision of 10 percent of the total number of dwellings (being the total number of dwellings provided within the DPO15 area) as affordable housing by:

- Entering into an arrangement with a Registered Agency under the Housing Act 1983 for the provision of the affordable housing within the DPO15 area to a Registered Agency; and/or
- Making other arrangements for the provision of affordable housing in conjunction with a Not for Profit (registered with the Australian Charities and Not-for-profits Commission) to the satisfaction of the Responsible Authority; and/or
- **Making other arrangements for the provision of affordable housing to the satisfaction of the Responsible Authority.**

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

The Section 173 Agreement must be entered into prior to a planning permit being issued in accordance with the approved Development Plan.

**1.2 Section 173 Agreement to provide for public infrastructure**

**The owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 for the provision of the following items of public infrastructure in**

**Attachment 1 - Amendment C223 - 81-95 Burnley Street - Draft DPO15 with highlighted changes - June 2019**

YARRA PLANNING SCHEME

accordance with the Public Realm Plan prepared and approved in accordance with this schedule. The works may include but are not limited to:

- Streetscape and public realm improvements to Doonside Street;
- Streetscape and public realm improvements to Appleton Street; and
- A minimum nine (9) metre wide pedestrian lane connecting Doonside Street and Appleton Street at the approximate mid-point of the Site, generally in accordance with the *Indicative Framework Plan* at Figure 1.

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

The Section 173 Agreement must be entered into prior to a planning permit being issued in accordance with the approved Development Plan.

**1.3 Section 173 Agreement for Traffic Impact Assessment Report works**

The owner (or another person in anticipation of becoming the owner) must enter into an agreement with VicRoads and the Responsible Authority under section 173 of the Planning and Environment Act 1987 for the provision of works which are identified in the Traffic Impact Assessment Report prepared and approved in accordance with this schedule. The works may include but are not limited to:

- mitigating works required for each development stage in the Development Plan;
- a two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street; and
- a new intersection, if required, approved by VicRoads in consultation with the Responsible Authority.

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

The Section 173 Agreement must be entered into prior to a planning permit being issued in accordance with the approved Development Plan.

**2.0 Conditions and requirements for Permits**

**2.1 Permit requirements**

---/2019  
Proposed C223

Except for a permit granted in accordance with Clause 1.0 of this Schedule, a permit must contain conditions that give effect to the provisions and requirements of the approved development plan.

**2.2 Heritage Impact Statement**

A permit application must include, where relevant:

- A heritage impact statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place and nearby heritage places, as identified in the conservation management plan or similar comprehensive heritage analysis prepared for the site, along with relevant heritage studies and citations.
- A siteline analysis and 3D modeling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on heritage places.

# Attachment 1 - Amendment C223 - 81-95 Burnley Street - Draft DPO15 with highlighted changes - June 2019

## YARRA PLANNING SCHEME

### 3.0 Requirements for Development Plan

--/2019  
Proposed C223

A development plan must be generally in accordance with the *Indicative Framework Plan* as shown in Figure 1, and the vision set out in this schedule, to the satisfaction of the Responsible Authority.

A development plan must be approved for the whole site, however the land may be developed in stages.

The development plan must include the following sections, all prepared to the satisfaction of the Responsible Authority:

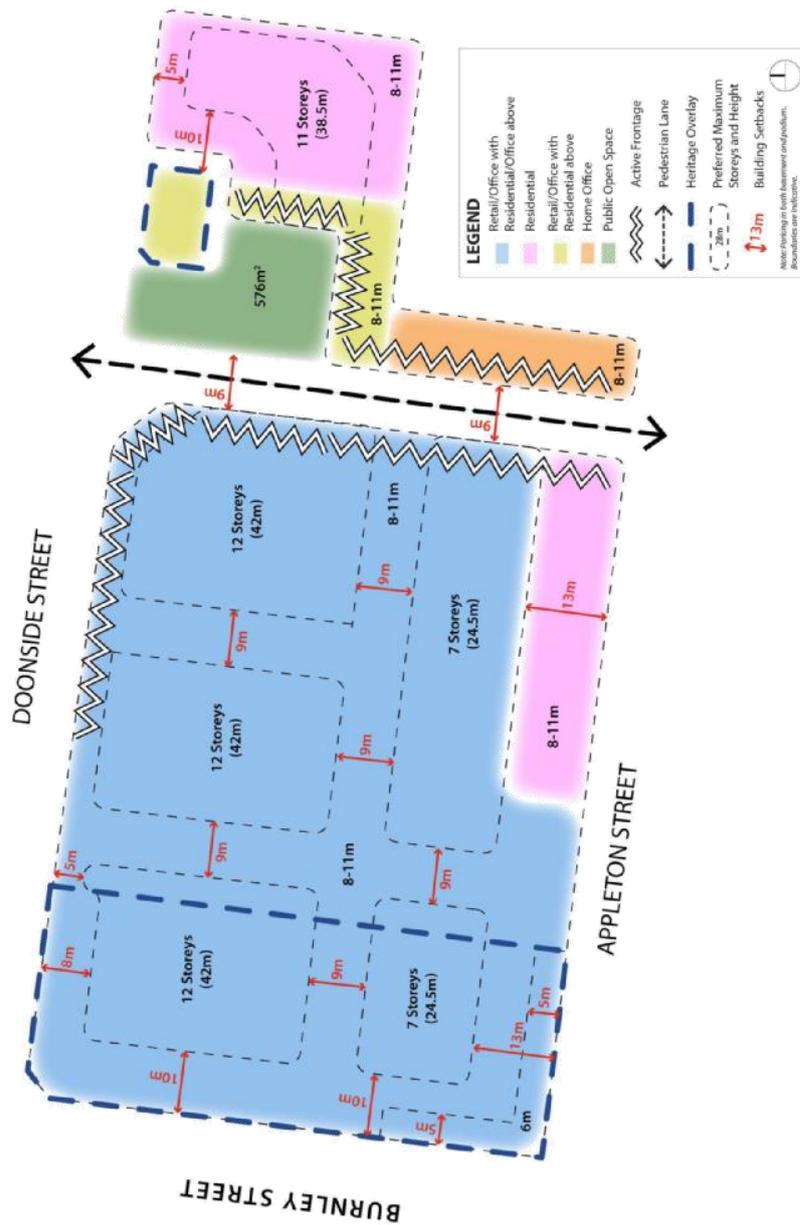
### 3.1 Development Plan Vision

- To become a sustainable, mixed-use residential community, supported by convenience retailing services, community facilities, and employment opportunities augmenting the role of the Victoria Street Activity Centre.
- To recognise the opportunity of the site's activity centre context, whilst respecting the low rise residential development to the south.
- To protect the amenity of residential properties on the south side of Appleton Street.
- To provide improvements to the public domain, including pedestrian friendly environments along all street frontages, the provision of public open space and a pedestrian laneway.
- To provide a high standard of internal amenity, building separation and best practice environmentally sustainable design.
- To respect the scale and form heritage places within and adjacent to the site and provide for the conservation of heritage places within the site.
- To ensure that new development mitigates any adverse impact it may generate upon local traffic conditions.
- To provide for the sensitive adaptive re-use of heritage buildings in accordance with the *Indicative Framework Plan* and informed by a comprehensive heritage analysis prepared for the site by a suitably qualified professional that:
  - articulates the significance of the heritage place, its component parts and its setting;
  - describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and
  - establishes principles for managing the significance of the heritage place and its relationship with its surroundings.

**Attachment 1 - Amendment C223 - 81-95 Burnley Street - Draft DPO15 with highlighted changes - June 2019**

YARRA PLANNING SCHEME

Figure 1 Indicative Framework Plan



# Attachment 1 - Amendment C223 - 81-95 Burnley Street - Draft DPO15 with highlighted changes - June 2019

## YARRA PLANNING SCHEME

### 3.2 Components of the Development Plan

#### Site and Context Information

A site analysis that identifies:

- the key attributes of the land and its context;
- existing or proposed uses on adjoining land;
- other neighbourhood features such as public transport, activity centres, walking and cycling connections; and
- important views to be considered and protected, including views of existing heritage buildings.

#### Concept Plans

Concept plans must include:

- The total number of dwellings across the entire site;
- The proposed use of each building and estimated floor area for each use;
- At least 9,000m<sup>2</sup> of Gross Floor Area provided for employment generating activities;
- An indication of the location and approximate commercial and retail yield for the site;
- A north south pedestrian lane :
  - with a minimum width of 9 metres;
  - that provides safe and pleasant pedestrian and cycling access between Doonside Street and Appleton Street;
  - that receives sunlight between 10am and 2pm at the equinox;
  - that remains publicly accessible in perpetuity; and
  - that will not be accessible by private vehicles at any time (with the exception of emergency services and public/authority services).
- The provision of at least 4.5% of the total site (576 square metres) for public open space which fronts Doonside Street and adjoins the pedestrian lane. The plan must show the area of public open space in square metres and its percentage of overall site area; and
- Vehicular, pedestrian, cyclist and loading access points and connections.

#### Built Form Guidelines

Built form guidelines which provide the following:

- Maximum building heights and envelopes responding to the site context;
- Building setbacks from street boundaries that ensure that new future development does not overwhelm the scale of the heritage buildings on the site or on heritage places in the vicinity of the site, including dwellings on the south side of Appleton Street;
- Building setbacks from the facades of 81-95 Burnley Street that ensure the heritage building can be understood as having a three dimensional form;
- Minimum upper level (above podium) setbacks of:
  - 13 metres from the Appleton Street site boundary.
  - 10 metres from the Burnley Street site boundary.
  - 8 and 5 metres from the Doonside Street site boundary.

**Attachment 1 - Amendment C223 - 81-95 Burnley Street - Draft DPO15 with highlighted changes - June 2019**

YARRA PLANNING SCHEME

- Ensure new buildings are well spaced (minimum of 9 metres between buildings above podium);
- Buildings set back a minimum of 10 metres (above podium) from the heritage building at 26-34 Doonside Street;
- Inter-floor heights within the heritage buildings on the site to ensure they relate to the existing floor levels and/or fenestration patterns;
- Active frontages to Burnley Street, open space and the pedestrian lane, as appropriate;
- Massing diagrams that model the proposed built form envelopes based on the indicative heights and setbacks;
- Shadow diagrams that demonstrate:
  - no unreasonable overshadowing of Doonside Street public open space area and
  - no overshadowing of private properties on the southern side of Appleton Street beyond that caused by a building of 11m when measured between the hours of 10:00am and 2:00pm at the September Equinox.
- Indicative palette of building materials and architectural treatments throughout the site. The design and use of materials must be respectful of the industrial heritage of the site and its surrounds to the north and east, as well as to the residential heritage to the south.
- Provide for high quality architecture and spaces throughout the site and respond to heritage places through, as appropriate:
  - Use of lightweight materials
  - Simple architectural detail so as not to detract from significant elements of heritage buildings
  - Discouraging highly articulated facades with recessed and projecting elements
  - Ensuring the retention of solid built form behind retained facades and avoiding balconies behind existing openings
  - Providing high quality treatments to building facades facing the pedestrian lane.
- Ensure car parking is screened by buildings and not clearly visible from the street, or otherwise located in basement areas;
- Ensure buildings are designed to ameliorate adverse wind conditions at street level, public spaces and lower level dwellings;
- Ensure buildings are designed along Appleton St to break up the form of the street wall.
- Guidelines to mitigate adverse impacts of wind effects in building design.
- Minimise vehicle access and traffic movements in Appleton Street.

**Open Space and Landscape**

A Landscape Concept Plan must be prepared that provides:

- Dimensions of open space to the satisfaction of the Responsible Authority;
- An overall landscape masterplan for the site that includes landscape concepts for proposed open space and improvements along Appleton Street and Doonside Street;
- A written description of the management of the open space, pedestrian lane and other landscaped areas, including sustainable irrigation principles such as water sensitive urban design opportunities; and

**Attachment 1 - Amendment C223 - 81-95 Burnley Street - Draft DPO15 with highlighted changes - June 2019**

YARRA PLANNING SCHEME

- Details of how the Landscape Concept Plan responds to any requirements of the site remediation strategy for the land.

**Public Realm Plan**

A Public Realm Plan must be prepared to the satisfaction of the Responsible Authority. The Public Realm Plan must detail how the development will contribute towards improving the public realm adjacent to the site and provide the following information:

- Principles for how future development will contribute to improving the public realm and promoting inviting, pedestrian-friendly public spaces.
- The locations of public realm infrastructure works such as footpaths, bike paths, street lighting and furniture, and street trees, including:
  - Streetscape and public realm improvements to Doonside Street;
  - Streetscape and public realm improvements to Appleton Street, and
  - A minimum nine (9) metre wide pedestrian lane connecting Doonside Street and Appleton Street at the approximate mid-point of the Site, generally in accordance with the *Indicative Framework Plan* at Figure 1.

**Housing Diversity Report**

A Housing Diversity and Adaptability Report must be prepared to the satisfaction of the Responsible Authority which provides the following information:

- A demographic analysis of the types of people and households anticipated to live within the development based on the proposed dwelling design and bedroom mix.
- The model to provide 10% of the overall housing stock as affordable housing.
- Demonstrate how the development plan responds to the particular housing needs of future residents across their lifetime.

**Economic Assessment**

An economic assessment must be prepared which identifies, as appropriate, viable employment generating uses for the site.

**Transport Assessment**

A Traffic Impact Assessment Report (TIAR) prepared by a suitably qualified traffic engineer to the satisfaction of the Responsible Authority and Vic Roads. The Traffic Impact Assessment must include and demonstrate the following:

- An existing conditions assessment.
- Details of any development staging.
- A site layout plan showing convenient and safe primary vehicle access, including:
  - Primary vehicle access to and from Doonside Street;
  - Any vehicle access to Appleton Street to be a secondary access point;
  - No direct vehicle access to or from the site via Burnley Street.
- Details regarding the layout, cross section and function of any internal street or laneway network.
- On site car parking and bicycle parking provisions and allocations.
- Expected traffic volumes and impact on the existing road network, including but not necessarily limited to Doonside Street, Appleton Street and Burnley Street. This assessment is to include details of any assumptions relied upon.

**Attachment 1 - Amendment C223 - 81-95 Burnley Street - Draft DPO15 with highlighted changes - June 2019**

YARRA PLANNING SCHEME

- The TIAR is to include consideration of any development stages and approved/current development applications within the immediate area surrounding the site. The assessment is to:
  - identify mitigating works required for each development stage in the Development Plan
  - assess whether a two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street is required and the trigger for providing the signalised intersection to the satisfaction of VicRoads
  - identify a new intersection layout and operation, if required, approved by VicRoads in consultation with the Responsible Authority.
- Details of any works or treatments proposed to Doonside Street or Appleton Street or the nearby road network.
- Details regarding the impact on pedestrian and bicycle routes.
- Measures to reduce conflict and improve pedestrian and bicycle amenity.
- Details regarding loading arrangements, with loading to be undertaken on site and conflict between the loading bay(s) and car parking areas and non-motorised transport to be minimised.
- Access to the site by trucks is to be via Doonside Street.
- Details regarding on-site waste collection, with waste vehicles accessing the site from Doonside Street.

**Green Travel Plan**

- A Green Travel Plan must demonstrate that the development supports sustainable transport alternatives to the motor car, provides car share spaces and provides bicycle parking and storage facilities. It must be prepared to the satisfaction of the Responsible Authority and prepared by a qualified traffic engineer.

**Environmentally Sustainable Design (ESD)**

An environmentally sustainable design assessment must be prepared to the satisfaction of the Responsible Authority which sets out how future development may achieve:

- WSUD objectives and requirements pursuant to the planning scheme; and
- ESD objectives and requirements pursuant to the planning scheme.

**Drainage**

A drainage assessment must be prepared to the satisfaction of the Responsible Authority which includes:

- A catchment analysis of the existing storm water drainage system in Burnley Street and Doonside Street;
- A capacity assessment for the existing drainage system into which future development will be discharged; and
- A flood analysis which determines the overland flow depth within the road reserve during a 1 in 100 year flood.

**Heritage**

A heritage impact statement must be prepared by a suitably qualified professional to the satisfaction of the Responsible Authority that:

- Assesses the impact of the proposed development on the heritage values of the heritage place and nearby heritage places,

**Attachment 1 - Amendment C223 - 81-95 Burnley Street - Draft DPO15 with highlighted changes - June 2019**

YARRA PLANNING SCHEME

- Addresses the retention, restoration, redevelopment and adaptive reuse of the heritage buildings (81-95 Burnley Street and 26-34 Doonside Street); and heritage façade (Burnley Street);
- Assesses the impacts on the context and setting of heritage places in the vicinity of the site;
- Addresses the retention, recording and interpretation of links to the site's industrial past; and
- Provides a siteline analysis and 3D modeling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on heritage places, in particular 26 Doonside Street.

**Development Staging**

A staging plan to provide an indication of the likely staging of the development of land, specifically:

- The expected sequencing of development;
- The expected sequencing of works identified in the Public Realm Plan approved in accordance with this schedule;
- Likely vehicle access points, road infrastructure works and traffic management; and
- Interface/access treatments.

**Community consultation**

The Development Plan shall be available for public inspection and submission for 28 days prior to its consideration by the Responsible Authority. Any submissions must be considered by the Responsible Authority in its decision.

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## 11.3 Local Government Bill Reform Proposal

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Trim Record Number: D19/117274

Responsible Officer: Group Manager Chief Executive's Office

### Purpose

1. To determine the feedback to provide to the Minister for Local Government in response to reforms proposed for inclusion in the Local Government Bill 2019.

### Background

2. In 2015, the Victorian Government commenced a comprehensive review of the *Local Government Act* 1989, with a view to streamlining the legislation and removing a number of anomalies and inconsistencies that had crept into the Act over the more than 100 amending Acts since its inception.
3. The review to date has included a number of distinct stages:
  - (a) **Stage 1** started with identifying issues, commissioning research papers and forming an advisory committee;
  - (b) **Stage 2** involved exploring reform ideas. Six technical working groups explored a range of options at community forums across the State. These ideas informed the publication of a discussion paper, which was published in September 2015. Yarra City Council considered this discussion paper and endorsed a submission at its meeting on 15 December 2015. On its submission, it became one of 348 submissions received by the Government;
  - (c) **Stage 3** saw a detailed examination of specific policy directions. A Directions Paper was released in June 2016 which outlined 157 potential reform directions. Yarra City Council considered this directions paper and endorsed a submission at its meeting on 6 September 2016. It was one of 333 submissions received by the Government;
  - (d) **Stage 4** was the release of an Exposure Draft of the proposed Bill in December 2017. Council considered this draft at its meeting on 6 March 2018 and lodged one of 190 submissions made to the Parliament;
  - (e) **Stage 5** was the introduction of the 2018 Local Government Bill into the Victorian Parliament. The Bill lapsed when Parliament lapsed ahead of the 2018 election; and
  - (f) **Stage 6** is the release on 17 June 2019 of *Local Government Bill – A reform proposal* by the Minister for Local Government. This document endeavours to progress the work overseen by the two previous Local Government Ministers, and move toward the presentation of a 2019 Local Government Bill to the Parliament. This document can be found at [www.localgovernment.vic.gov.au](http://www.localgovernment.vic.gov.au).
4. The proposed reform proposals where the 2019 Bill will differ from the 2018 Bill are set out below.

#### Reform 1 – Voter Franchise

5. Reform 1 is described as simplifying the electoral franchise, yet in reality it does not alter the voting entitlement of any of the current franchise. What it does do however, is remove the 'automatic' inclusion of non-resident property owners from the electoral roll, and requires that they first apply for enrolment in the same way that business owners and some property lessees currently do.

6. Yarra City Council supported this approach in our 2016 submission, where we said the approach *“ensures that ratepayers are not disenfranchised and can continue to exercise a voting entitlement if they choose to do so. Requiring such voters to actively enrol, at which point voting is compulsory, ensures that all voters on the roll are on equal footing on election day and aids in communication and non-voting enforcement.”*
7. It is proposed that this reform be implemented only in part at the 2020 election, with non-resident owners who were enrolled in 2016 being automatically enrolled again. Non-resident owners who have purchased since 2016 will be required to register to vote. This splits non-resident voters into two classes for 2020, with voting being optional for one group (owners prior to 2016) and mandatory for the other (owners post 2016). This anomaly would be corrected with the full implementation of the reform from 2024.
8. It is not clear how ward boundaries will be calculated, and whether the calculations will include non-resident property owners who have registered, but it would appear that calculation will not include non-resident owners who have not registered. This is likely to have an impact in Yarra, with areas of low rates of owner occupation likely requiring boundary adjustments that result in ‘smaller’ wards.

#### Reform 2 – Electoral Structures

9. Reform 2 proposes that most Council elections be undertaken on the basis of single member wards, elected by preferential voting (some small rural Councils would be able to be un-subdivided). This is a significant change, and would require re-drawing ward boundaries in the City of Yarra.
10. It is argued that single member wards enable electors to receive direct local representation and matches the system used for electing members to Parliament. This approach was not recommended in any of the previous stages of this review, nor in the Local Government Electoral Review led by Petro Georgiou in 2013.

#### Reform 3A – Candidate Training

11. **Reform 3 (Part A)** proposes mandatory training for election candidates before the election. While this approach has been canvassed in the past, it did not form the basis of any of the previous recommendations in this review. This was, at least in part, due to the reluctance to introduce a limitation on the human rights of persons on the electoral roll by placing a restriction or condition on their eligibility to stand for office. One cited advantage that this approach would have is that it would be likely to reduce the prevalence of ‘dummy’ or ‘feeder’ candidates on ballot papers. Previous suggestions about what would constitute suitable training have been fraught, as they essentially need to try to anticipate what qualities or skills the electors would want in a Councillor.

12. Reform 3B – Councillor Training

13. **Reform 3 (Part B)** proposes mandatory induction training for successful Councillors within six months of the election. The post-election ‘induction’ training proposal is consistent with what is undertaken at Yarra and, aside from mandating participation, does not amount to a change. The reform proposes that Councillors who fail to complete the training within six months of election would have their Councillor allowance withheld until the training is completed.

#### Reform 4 – Donation Reform

14. **Reform 4** proposes reforming the receipt of donations and gifts, and lowering the relevant thresholds. Limiting donations to any one candidate (or group of candidates) from a single donor to \$1,000 may have an impact on Yarra’s candidates, as past elections have seen donations in excess of this amount. Further, the reform proposes that electoral campaign donors must be either Australian citizens, permanent residents or organisations with an Australian Business Number.

15. The lowering of the gift reporting threshold is also likely to have an administrative impact, as it could be expected that Councillors might receive gifts in excess of \$250 in a private capacity which (aside from gifts received from immediate family) would now need to be reported.

#### Reform 5 – Improved Conduct

16. **Reform 5** proposes to prescribe behavioural and conduct standards in a different way to that used currently. As things currently stand, these standards are included in the 1989 Act, and are required to be included in the Councillor Code of Conduct. It is proposed that new standards will instead be included in regulation – meaning they can be amended more readily over time. More significantly, this reform proposes doing away with each Council's internal resolution process in favour of a centralised arbitration process that is applied consistently across the sector. The arbiters in this process will also have the authority to make a direct finding of 'misconduct', rather than having to refer the matter to the Council itself (as is currently the case).

#### Reform 6 – Community Accountability

17. **Reform 6** proposes that the Minister not be given the power to remove an individual Councillor from office (after a prescribed process had been completed). Instead, it proposes that individual Councillors automatically be removed after two findings of 'serious misconduct', or after a new process called a 'community initiated Commission of Enquiry'. This process requires 25% of persons on a voters roll to sign a petition within a 60 day window calling for an enquiry into a Council. It is to be expected that this process would only ever be successfully completed in the most grievous of circumstances. While it would not remove the Minister's authority to call an enquiry, it would remove the Minister's power to dismiss an individual Councillor as a result of that enquiry.

#### **External Consultation**

18. Council officers have received briefings from both the Municipal Association of Victoria and the Victorian Local Governance Association, as well as participated in workshops with the Local Governance professionals Governance Network.
19. There has been no community consultation in the development of this paper.

#### **Internal Consultation (One Yarra)**

20. Preliminary discussions have been held between the Senior Governance Advisor and the Senior Advisor – Strategic Advocacy in the development of this paper.
21. The reform proposals were presented to the Councillor briefings on 24 June 2019 and 1<sup>st</sup> July 2019.

#### **Financial Implications**

22. The reforms proposals are lacking in sufficient detail to conduct an analysis of their likely financial implications. It is clear that a number of the suggested reforms will have a cost impact (conduct of electoral boundary reviews, delivery of additional training, administering increased gift declarations, funding internal arbitration processes, assessing a petition for a community initiated commission of enquiry), but it is not clear to what degree they will be borne by the relevant State Government agency.

#### **Economic Implications**

23. There are no economic implications of this paper.

#### **Sustainability Implications**

24. There are no sustainability implications of this paper.

#### **Social Implications**

25. There are no social implications of this paper.

### **Human Rights Implications**

26. Aside from the matter discussed under Reform 2 relating to the proposal to place a qualification requirement on candidates for Council, no other human rights implications have been identified in preparing this paper.

### **Communications with CALD Communities Implications**

27. As there has not been a need to undertake external consultation, there are no CALD communications implications arising from this stage of the review.

### **Council Plan, Strategy and Policy Implications**

28. There are no direct policy implications arising from this stage of the review.

### **Legal Implications**

29. While the wholesale review of the Local Government Act will likely have significant legal implications for Council, there are no specific legal issues arising at this stage of the review.

### **Other Issues**

30. No other issues have been identified in the development of this paper.

### **Options**

31. Providing feedback in relation to the proposed reforms requires Council to determine from a number of options set out in at **Attachment 1**. The following options are presented:
- (a) Reform 1 – Voter Franchise:
    - (i) **Option A**, support the reform;
    - (ii) **Option B**, support the reform, without the transitional arrangements for 2020, and with the reform taking effect in full from 2024;
    - (iii) **Option C**, oppose the reform;
  - (b) Reform 2 – Electoral Structures:
    - (i) **Option A**, support the reform;
    - (ii) **Option B**, oppose the reform;
  - (c) Reform 3A – Candidate Training:
    - (i) **Option A**, support the reform;
    - (ii) **Option B**, support the reform, conditional on the training program being flexibly delivered either online or at a range of locations and times; requiring a time commitment by candidates of no greater than four hours; and being delivered in a way that meets the needs of people with disabilities and those from non-English speaking backgrounds;
    - (iii) **Option C**, oppose the reform;
  - (d) Reform 3B – Councillor Training:
    - (i) **Option A**, support the reform;
    - (ii) **Option B**, conditional on the Chief Executive Officer having responsibility for designing the program;
    - (iii) **Option C**, oppose the reform;
  - (e) Reform 4 – Donation Reform:
    - (i) **Option A**, support the reform.
    - (ii) **Option B**, oppose the reform.
  - (f) Reform 5 – Improved Conduct:

- (i) **Option A**, support the reform;
- (ii) **Option B**, support the reform;
- (iii) **Option C**, oppose the reform;
- (g) Reform 6 – Community Accountability:
  - (i) **Option A**, support the reform; and
  - (ii) **Option B**, oppose the reform.

### Conclusion

32. Following Council's determination on its position in relation to each of the reforms, the Chief Executive officer will finalise Council's feedback for submission on 17 July 2019.

### RECOMMENDATION

1. That Council:
- (a) note this report on the Local Government Bill reform proposal;
  - (b) record its disappointment that additional time was not available to enable a more meaningful engagement process to be undertaken with the local government sector;
  - (c) determines that it supports the following position in relation to each of the proposed reforms:
    - (i) Reform 1 – Voter Franchise, Option \_\_\_\_\_(A, B or C);
    - (ii) Reform 2 – Electoral Structures, Option \_\_\_\_\_(A or B);
    - (iii) Reform 3A – Candidate Training, Option \_\_\_\_\_(A, B or C);
    - (iv) Reform 3B – Councillor Training, Option \_\_\_\_\_(A, B or C);
    - (v) Reform 4 – Donation Reform, Option \_\_\_\_\_(A or B);
    - (vi) Reform 5 – Improved Conduct, Option \_\_\_\_\_(A, B or C); and
    - (vii) Reform 6 – Community Accountability, Option \_\_\_\_\_(A, B or C); and
  - (d) authorise the Chief Executive Officer to finalise Council's feedback and submit it on Council's behalf by 17 July 2019.

**CONTACT OFFICER:** Rhys Thomas  
**TITLE:** Senior Governance Advisor  
**TEL:** 9205 5302

### Attachments

- 1 [↓](#) Local Government Bill Reform Proposal Analysis

## Attachment 1 - Local Government Bill Reform Proposal Analysis

# Local Government Bill Reform Proposal

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An analysis of the Local Government Bill reform proposal and some options for Council's consideration

**Rhys Thomas, Senior Governance Advisor**  
9 July 2019

## Reform 1 – Voter Franchise

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### Option A

**Yarra City Council supports this proposed reform.**

### Option B

**Yarra City Council supports this proposed reform, without the transitional arrangements for 2020, and with the reform taking effect in full from 2024.**

While the reform is described as simplifying the electoral franchise, in reality it does not remove the voting entitlement of any of the current franchise. What it does do however, is remove the 'automatic' inclusion of non-resident property owners from the electoral roll, and requires that they first apply for enrolment in the same way that business owners and some property lessees currently do.

Aside from the administrative efficiency brought about by this change, this reform has the potential to lead to other benefits, including:

- An opportunity to simplify the communication with voters regarding their obligation to vote, as all voters in receipt of a ballot paper will now be required to vote.
- A reduction in the likelihood of voter fraud caused by postal ballots being sent to managing agents and returned en mass, as was experienced in the City of Melbourne in 2016.
- The placement of all non-resident voters on equal footing, as non-resident property owners are brought into line with corporations, business tenants and owner occupiers who are no on the electoral roll.
- Removal of the cumbersome process required to ensure a voter is accurately listed when they are an owner of multiple properties across different wards.

That said, the proposal to progressively implement the change over 2020 and 2024 be requiring only new non-resident property owners to apply to vote in 2020 runs a very real risk of compromising the reform, by sending a confusing message about who is required to register in 2020, and who is required to vote. In 2024, this problem will continue, as many long term property owners will see the communication about the need to register to vote and assume it doesn't apply to them, on the basis that it didn't apply in 2020.

## Attachment 1 - Local Government Bill Reform Proposal Analysis

It is the view of the Yarra City Council that while the reform is welcomed, the transitional arrangements are unnecessarily confusing and potentially compromise the reform. If the reform cannot be implemented in full by 2020, then they should be placed on hold and implemented ahead of the 2024 election.

### Option C

**Yarra City Council does not support this proposed reform.**

While the reform is described as simplifying the electoral franchise, it actually makes no change – everyone who can vote today will be able to vote following the reform. What the reform does do is introduce another step in the process for the large number of property owners who do not appear on the State Electoral Roll. While this largely includes non-resident property owners, it also includes a significant number of Yarra owner occupiers who are not Australia Citizens. In fact, in the City of Yarra there were 16,176 such voters at the 2016 elections.

Any reform of the voter franchise should aim to enfranchise, rather than disenfranchise, local residents and ratepayers. The introduction of additional steps only serves to place barriers in the way of those wishing to exercise their democratic right and will certainly reduce the number of formal votes cast overall. Further, increasing the number of people who can register to vote at each election, particularly in a municipality like Yarra with a great deal of investor owned property, makes it likely that the number of voters in each ward will fall well outside the 10% variance tolerance on election day.

If simplification is the aim of this reform, then the Yarra City Council would support the compulsory enrolment of all residents and ratepayers, and introduction of compulsory voting across the board.

**Yarra City Council does not support the requirement for non-resident ratepayers to apply to be on the electoral roll.**

## Attachment 1 - Local Government Bill Reform Proposal Analysis

# Reform 2 – Electoral Structures

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## Option A

**Yarra City Council supports this proposed reform.**

## Option B

**Yarra City Council does not support this proposed reform.**

### Respecting communities

The history of ward structures is illustrative in that from their establishment in the mid 19<sup>th</sup> century, Victorian Councils were almost universally comprised of either multi-member wards or un-subdivided municipalities. In fact, it was only on the passage of the 1989 Local Government Act that single member wards became legislatively possible. For this whole period, communities had been successfully and effectively represented by their Councils.

Then, in the largest attack on local democracy in Victoria's history, the Kennett government launched a reform program which amalgamated local governments, stripped away elected Councillors and appointed Commissioners who were not accountable to local communities.

At the time of these reforms, just one of Victoria's over 200 Councils had been made up of Councillors from single member wards. There had simply been no demand for it. The Commissioners took a different view and began a dramatic move to single member wards and the preferential voting that came with it. In fact, by 1998 almost 70% of all Councils included single member wards.

Over the following years, a comprehensive program of Electoral Representation Reviews was rolled out across the state, with the Victorian Electoral Commission mounting an extensive program of community consultation and engagement to determine the best electoral structure for each municipality. This program returned a voice to local communities and found that they (and many Councils themselves) did not feel well served by single member wards. By the time of the 2016 elections, only 8 of 79 Councils were made up entirely of single member wards - a rate of just 10%. In fact, had the Minister not overturned the recommendation of the VEC in the Shire of Yarra Ranges, the number would have been just seven.

It is puzzling why the proposed reform would want to return to the Kennett era and reinstate a model largely put in place by unelected Commissioners and resoundingly rejected by local communities in successive electoral representation reviews. This proposal is simply not respectful to the wishes of local communities.

## Attachment 1 - Local Government Bill Reform Proposal Analysis

### Recent experience

While history shows a community desire for different electoral models, it is not necessary to go back to the 1990s to identify the downsides of mandatory single-member wards.

The current experience shows that single member wards often do not produce the same level of democratic engagement and participation as is found in different electoral structures, and do not give a voice to those holding significant minority views in local communities.

By way of example, if you look at the four neighbouring municipalities of Banyule, Boroondara, Darebin and Yarra and examine the outcomes of the 2016 election, the differences between these elections becomes clear. These figures are taken from the VEC website results for 2016:

	<b>Banyule</b>	<b>Boroondara</b>	<b>Darebin</b>	<b>Yarra</b>
Structure (wards x vacancy per ward)	7 x 1	9 x 1	3 x 3	3 x 3
Voting method	Attendance	Postal	Postal	Attendance
Counting method	Preferential	Preferential	PR-STV	PR-STV
Candidates per vacancy	2.7	3.3	6.7	3.6
Candidates per election	2.7	3.3	20.1	10.8
Uncontested elections	2 of 7	1 of 9	0 of 9	0 of 9
% electors without chance to vote *	27.0 %	9.5 %	0.0 %	0.0 %
% primary vote recipients elected **	51 %	48 %	48 %	64 %
% votes electing a Councillor ***	61 %	57 %	81 %	76 %

\* This figure represents the proportion of voters located in an uncontested ward.

\*\* This figure is derived by taking the total of the primary votes received by each successful candidate, and dividing it the total number of formal votes cast. It represents the proportion of voters who saw their first preference candidate get elected.

\*\*\* This figure is derived by taking the total number of votes allocated to each successful candidate at the time of election and dividing it by the number of formal votes cast. It represents the proportion of formal voters whose vote played a role in the election of a Councillor.

In short, when compared to single member wards, multi-member wards have:

- Higher numbers of candidates competing for each vacancy
- Higher number of candidates to choose from on each ballot paper
- Fewer uncontested elections
- Fewer constituents who don't get a chance to vote
- A higher chance that a voter's first preference will be elected
- A greater proportion of voters playing a part in the election of a Councillor

Perhaps the most telling figure is looking at the uncontested elections across Victoria at the 2016 elections.

In all, there were 192 different elections at those elections (one in each ward). Of the 99 single member elections, 33 had to be abandoned because they were uncontested, with Councillors appointed unopposed. This represents a failure rate of one third. In the 159 multi-member elections, this happened only 5 times, a failure rate of just 3%. In short, elections in single-member wards are more than ten times as likely to fail as their multi-member counterparts.

## Attachment 1 - Local Government Bill Reform Proposal Analysis

Of the eight entirely single-member Councils in 2016, only one (Nillumbik) managed to have a contested election for every seat. In fact the failure rate for these Councils was so high, that three Councils (Loddon, Murrindindi and Pyrenees) now have a majority of Councillors who were appointed unopposed. Presented with these facts, it is hard to argue that single-member Council wards deliver meaningful local democracy.

### Listening to the experts

Yarra City Council is not alone in its opposition to mandatory single-member wards, with the overwhelming view of the sector being that a range of electoral structures should be available to ensure the Council effectively represents its community.

The first time the issue was comprehensively addressed since the 1989 Act was the Local Government Electoral Review Panel's July 2014 report *Local Government Electoral Review Volume 2*. This report recommended "the discontinuation of the current practice of having 'mixed wards', where municipalities contain a mix of single-member wards and multi-member wards or a mix of non-uniform multi-member wards" but continued to support multi-member wards where it best serves the community.

The Exposure Draft Local Government Bill 2018 (and all the position and discussion papers that lead to it) gave effect to this recommendation, and continued to provide a legislative avenue for Councils where, as a result of an independent representation review, it was found that multi-member wards best served the community. Yarra city Council supported this approach.

Of those Councils that addressed the issue of electoral structures through this process, the overwhelming majority supported local communities having the option of multi-member wards. In fact, our analysis cannot find one Council who argued ahead of the development of the 2018 bill that single member wards should be mandatory across the state.

Most recently, the reform paper that is the subject of this submission. This paper acknowledges that single member wards are not suitable for every community – carving out exemptions for small, rural Councils as well as for the City of Melbourne. In stating that sometimes it "is impractical to subdivide a council into wards", the reform paper acknowledges that one size simply cannot fit all.

### Arguments that cannot be supported

The reform paper and accompanying FAQs make an attempt to prosecute the case for single-member wards. These arguments require scrutiny.

*"Single member wards for each council enable residents to more effectively receive direct representation"*

In the event that constituents do not share like views with their ward councillor, this representation can be difficult at best. In multi-member elections determined by a PR-STV counting method, it is much more likely that significant minorities will successfully elect a Councillor to represent them. This is evidenced by the experience of the sector, which finds that constituents have no trouble seeking out representation when required – including from Councillors from other wards. Arguably, constituents "more effectively receive direct representation" from a Councillor who shares their views. A diversity of opinion is much more valuable than a diversity of location.

*"Councillors will be more accountable to local communities"*

In preferential counting methods, there is little electoral incentive for Councillors to be accountable to minority communities. Unlike the PR-STV method, where a significant majority of votes influence the outcome, preferential counts require only a slim majority to be successful. In local government multi-member wards, where there are no group voting tickets, there is no such thing as a 'safe' seat.

## Attachment 1 - Local Government Bill Reform Proposal Analysis

*“Consistent application of this model also ensures that all councillors are elected under the same system with equal vote shares within their council”*

The 2018 bill proposed the elimination of Councils with a mixture of single-member and multi-member wards, and Yarra City Council supports this initiative. This too achieves the objective of equal vote shares with a council.

*“This more closely reflects the way members of Parliament are elected”*

Why is this desirable? What about members of the Legislative Council? Local government is different to the Victorian Parliament, and there are few parallels between the two. There does not seem to any argument advanced as to why the voting method for the lower house of the bi-cameral Victorian Parliament should be automatically applied to local councils. Notably, Councils have no mechanism akin to the Legislative Council where significant minority voices can be heard.

*“Single member wards are the best way to ensure representation is genuinely local”*

As there is no compulsion that candidates hold a voting entitlement in the ward they seek to represent, the notion of a Councillor being ‘local’ is an entirely artificial construct. That it is possible to successfully define communities with lines on a map capturing equal number of electors within a narrow margin of error is plainly fraught.

**Yarra City Council does not support the mandatory application of single-member wards.**

## Attachment 1 - Local Government Bill Reform Proposal Analysis

### Reform 3A – Training for candidates

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#### Option A

**Yarra City Council supports this proposed reform.**

#### Option B

**Yarra City Council supports this proposed reform, conditional on the training program being flexibly delivered either online or at a range of locations and times; requiring a time commitment by candidates of no greater than four hours; and being delivered in a way that meets the needs of people with disabilities and those from non-English speaking backgrounds.**

Unfortunately, aside from a commitment that the sector will be consulted before the training is prescribed in Regulations, there is little clarity about the form of training, or how onerous it would be. Further, the reform paper states that “the level of training required will be carefully balanced against the need to not create an unnecessary barrier to participation” without explaining how this balance might be struck.

The Yarra City Council is particularly concerned that in order not to provide an unnecessary barrier to participation, any training must:

- require only a short time commitment (to a maximum of four hours);
- be delivered at a range of locations, dates and times, and possibly online;
- be designed to respond to the needs of people with disabilities; and
- be delivered in multiple languages, or with language support for people from non-English speaking backgrounds.

On the basis that all of the above matters form the basis of the training program, Yarra City Council supports this proposed reform.

#### Option C

**Yarra City Council does not support this proposed reform.**

Yarra City Council is concerned that this proposal engages the human rights of constituents by placing a limitation on their ability to stand for election. The fundamental right to take part in public life by standing for public office is placed under threat for little benefit – there seems no evidence that providing training to candidates (rather than Councillors) will better equip them to assume office.

The proposal to give the Victorian Electoral Commission the authority to reject nominations from candidates who cannot demonstrate that they have undertaken relevant training compromises the ability of the VEC itself to undertake a fair and impartial elections. Further, if the training is competency-based (as it would undoubtedly have to be if it is to be meaningful), the program’s designers and assessors may find themselves open to accusations of bias, as they alone determine the standard accepted to ‘pass’ and the elements of training warranting assessment.

Lastly, from a purely practical point of view, the training would have to occur before the opening of nominations. This means that either the timeline of elections will need to be adjusted, or that candidates will need to be permitted to attend training despite not being on the electoral roll at the time. Neither is desirable, as it requires candidates to make a decision to stand much earlier than is currently the case.

**Yarra City Council does not support the introduction of mandatory training for candidates.**

## Attachment 1 - Local Government Bill Reform Proposal Analysis

### Reform 3B – Training for councillors

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#### Option A

**Yarra City Council supports this proposed reform.**

#### Option B

**Yarra City Council supports this proposed reform, conditional on the Chief Executive Officer having responsibility for designing the program.**

Councillor induction training is a long standing feature of the process for introducing new and returning Councillors to Yarra after each election. Typically, the program includes a number of high level sessions focussing on the role of Councillors and the Council's overarching governance responsibilities, as well as a number of targeted sessions in specific portfolio areas, such as budgeting, planning, corporate communications and others. On occasion, the programs may include some more general team-building activities.

The nature and extent of the program is designed to ensure it meets the individual needs of Councillors as well as the collective needs of the group. By necessity, this means that some sessions are targeted at Councillors with limited experience, and are less relevant for Councillors who are returning for a second or subsequent term. Any mandatory induction program would need to recognise this distinction, and allow that not all of the offered training sessions or modules should be included in the mandatory program.

**On the basis that the program can continue to be determined by the Chief Executive Officer, and can be delivered in a way that is flexible enough to meet the different needs of each Councillor, then the City of Yarra supports this reform.**

#### Option C

**Yarra City Council does not support this proposed reform.**

Councillor induction training is a long standing feature of the process for introducing new and returning Councillors to Yarra after each election. Typically, the program includes a number of high level sessions focussing on the role of Councillors and the Council's overarching governance responsibilities, as well as a number of targeted sessions in specific portfolio areas, such as budgeting, planning, corporate communications and others. On occasion, the programs may include some more general team-building activities.

The nature and extent of the program is designed to ensure it meets the individual needs of Councillors as well as the collective needs of the group. By necessity, this means that some sessions are targeted at Councillors with limited experience, and are less relevant for Councillors who are returning for a second or subsequent term. Similarly, some Councillors may have specific technical skill gaps that need to be addressed.

The reform proposal appears to propose that a one size fits all model of induction training be rolled out, not only across one Council but, through Regulation, across the entire local government sector. It seems that this will inevitably lead to a 'lowest common denominator' training program which, while covering the basics of compliance and legal obligations, is unlikely to do much to equip Councillors for the unique challenges facing their community. Further, the existence of this 'tick the box' training program is likely to undercut the induction and professional development program

## Attachment 1 - Local Government Bill Reform Proposal Analysis

already established at Yarra and the majority of Councils – suggesting that once the standard training is completed, nothing more need be done.

A number of other issues of concerns have been identified with the reform as put forward:

- A requirement to undertake induction training for just one Councillor following a casual vacancy is potentially onerous.
- No consideration appears to have been given to dealing with Councillors who are on an approved leave of absence (such as parental leave) and would be unable to undertake the training within the six month timeframe.
- There does not seem to be any explanation for why the identified consequence of not completing the training would be withholding a Councillor allowance. If a Councillor has failed to undertake training and has been publicly punished through the withholding of their allowance, there is a real risk that their continued presence in the Chamber could undermine the community's confidence in the Council.

**Yarra City Council does not support the introduction of mandatory training for councillors.**

## Attachment 1 - Local Government Bill Reform Proposal Analysis

# Reform 4 – Donation Reform

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## Option A

**Yarra City Council supports this proposed reform.**

## Option B

**Yarra City Council does not support this proposed reform.**

The proposed reform as presented is problematic in implementation and arguably subject to abuse without forensic accounting to track the source of each donation.

Complicating matters, as the extent of donations is much lower in the local government sector than is found at other levels of government, it is still commonplace for the majority of candidates to fund their campaign personally. As a result of this, candidates who have greater personal means at their disposal have a distinct advantage in standing for Council. The proposed reform does nothing to correct this structural discrimination and arguably makes it worse, by limiting the donations that can be accepted by candidates without the same disposable personal wealth.

Other issues identified in the proposed reforms as presented are:

- Unlike in Victorian Parliamentary elections, voters in Council elections are not required to be Australian citizens or resident in Australia. As a result, stifling democratic participation by preventing campaign donations from all non-Australians appears contradictory with this entitlement. If it is desired that such a limitation be established, it would be desirable to include an exception for those people appearing on the electoral roll.
- Many community groups and some small businesses operate without an ABN. The proposed reform makes no provision for how donations from these groups would be treated. Further, the existence of an ABN does little to demonstrate that a business is not overseas owned and controlled.
- The reform as described will lower the gift disclosure threshold for all gifts, not just those that are election campaign donations. This will have the unintended effect of requiring Councillors to publicly declare many gifts received in a personal capacity. It would also prevent Councillors from accepting anonymous gifts over the threshold value if participating in personal fundraising.

**Yarra City Council does not support the proposed restrictions on campaign donations.**

## Attachment 1 - Local Government Bill Reform Proposal Analysis

### Reform 5 – Improved Conduct

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#### Option A

**Yarra City Council supports this proposed reform.**

#### Option B

**Yarra City Council does not support this proposed reform.**

While the moving of Councillor Conduct principles from legislation to regulation is of little consequence, altering the way Councillor behaviour is addressed in the way proposed has the effect of escalating complaints to the Principal Councillor Conduct Registrar far earlier than would otherwise be the case. What is described as an internal arbitration process (but is in effect an external process) is potentially costly and time consuming and is not suitable for low level disputes between colleagues.

In reality, most Councils will establish a process to be implemented before the proposed internal arbitration process is triggered – consisting of counselling and mediation as required. This process (perhaps to be known as the 'really internal arbitration process') will essentially replace the arbitration processes currently included in Councillor Codes of Conduct – meaning this new reform will, in essence, add an additional layer of process to an already drawn out and unnecessarily complicated process.

**Yarra City Council does not support the establishment of internal arbitration processes.**

**Attachment 1 - Local Government Bill Reform Proposal Analysis**

## Reform 6 – Community Accountability

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### Option A

**Yarra City Council supports this proposed reform.**

### Option B

**Yarra City Council supports the proposed mechanism for Councillor disqualification upon two findings of serious misconduct, but does not support a Community Initiated Commission of Enquiry.**

Yarra City Council supports the dismissal of a Councillor upon a second finding of serious misconduct which has been the independent finding of a Councillor Conduct Panel.

The proposal to establish a Community Initiated Commission of Enquiry as a result of a community petition is not supported as it is not well thought out and is potentially very damaging to the reputation and community confidence in the Councillors and the Council as a whole. Seemingly modelled on the process used for a ‘recall’ election in a number of international jurisdictions (notably the USA), the process differs in that it does not require a majority to succeed, and even if it is successful, it simply triggers an enquiry seeking to investigate poor governance in a Council.

Further, unlike a recall election, where the process delivers a clear community outcome, the suggested process provides a mechanism for a minority of the community to upset the smooth operation of a Council. It is not difficult to imagine a scenario where a carefully considered Council decision is challenged through this process by a minority opposition. This process would be very damaging indeed, even if a resultant enquiry found no evidence of poor governance.

The process described is, in Council’s view, unworkable insofar as it requires the collection of (in Yarra’s case) almost 20,000 signatures within a 60 day period. While in extreme circumstances, it is possible to imagine that this could occur, it is hard to see how the resultant petition could then be evaluated against the voter’s roll to determine whether it meets the standard required to trigger an enquiry. This would certainly be a time consuming and potentially very costly process.

**Yarra City Council does not support the establishment of community initiated Commissions of Enquiry.**

### Option C

**Yarra City Council does not support this proposed reform.**

The dismissal of a Councillor upon two findings of serious misconduct over an eight year period is, in Council’s view, excessive. This penalty further creates an incentive for colleagues of a Councillor with one find against them to trigger a further panel with a view to removing them from office. It can be expected that this process will lead to an increased number of Councillor Conduct Panels.

The proposal to establish a Community Initiated Commission of Enquiry as a result of a community petition is not supported as it is not well thought out and is potentially very damaging to the reputation and community confidence in the Councillors and the Council as a whole. Seemingly modelled on the process used for a ‘recall’ election in a number of international jurisdictions (notably the USA), the process differs in that it does not require a majority to succeed, and even if it is successful, it simply triggers an enquiry seeking to investigate poor governance in a Council.

Further, unlike a recall election, where the process delivers a clear community outcome, the suggested process provides a mechanism for a minority of the community to upset the smooth operation of a Council. It is not difficult to imagine a scenario where a carefully considered Council

## **Attachment 1 - Local Government Bill Reform Proposal Analysis**

decision is challenged through this process by a minority opposition. This process would be very damaging indeed, even if a resultant enquiry found no evidence of poor governance.

The process described is, in Council's view, unworkable insofar as it requires the collection of (in Yarra's case) almost 20,000 signatures within a 60 day period. While in extreme circumstances, it is possible to imagine that this could occur, it is hard to see how the resultant petition could then be evaluated against the voter's roll to determine whether it meets the standard required to trigger an enquiry. This would certainly be a time consuming and potentially very costly process.

**Yarra City Council does not support the dismissal of Councillors upon a second finding of serious misconduct or the establishment of community initiated Commissions of Enquiry.**

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## 11.4 Council Committees Policy

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Trim Record Number: D19/114841

Responsible Officer: Group Manager Chief Executive's Office

### Purpose

1. To present Council with a draft Council Committees Policy for adoption.

### Background

2. Council currently has a number of committees that serve various purposes. These include:
  - (a) 2 x 'Section 86' committees with formal delegated authority (IDAC and IMAP);
  - (b) 16 x 'Advisory Committees' with Councillor and community members;
  - (c) 1 x 'Advisory Committees comprised solely of Councillors (CEO Performance); and
  - (d) 1 Audit Committee.
3. There are also a number of other consultative committees and working groups.
4. These committees are primarily supported by Council officers with relevant portfolio responsibility, supported by advice and resources provided by the Governance Unit.
5. The operation of each of these committees differs, with no articulated basis for the differences between them. This has made it difficult to provide advice to officers and made it impossible to develop standard resources, such as guidelines for Council officers or for committee members.
6. In the current term of Council, there have been a number of small initiatives which have improved the operation of committees:
  - (a) The adoption of an Appointment of Members to Council Committees Policy;
  - (b) A 'Committees' page on Council's website; and
  - (c) A new form and FAQs document to assist in recording Assemblies of Councillors.
7. A number of identified issues are still to be resolved:
  - (a) There is no understood process for the establishment of a new committee;
  - (b) Committee Terms of Reference are inconsistent in what they include, the purpose of the committee, its structure and obligations and the level of detail provided. For those committees with a brief Terms of Reference, there is little documented procedure about the operation of the committee;
  - (c) Not all committees have a presence on Council's website and those that are listed have inconsistency in what is published;
  - (d) Committee business papers are not consistently being distributed in a timely fashion and are inconsistent in their level of detail; and
  - (e) There is no process for the sunset or regular review of committees.
8. In order to address these outstanding issues, a draft Council Committees policy is presented for adoption. The draft policy seeks to:
  - (a) Define the different types of committees;
  - (b) Set out what should be contained in a Terms of Reference;
  - (c) Explain the different types of representatives on committees;
  - (d) Set out how committees make recommendations;
  - (e) Set out expectations for Committee Members about behaviour, attendance, public statements, confidentiality, conflict of interest and other matters;

- (f) Set out role of Council officers;
  - (g) Explain the mechanisms for reporting back to Council;
  - (h) Set out arrangements for transparency of Committee operations;
  - (i) Explain the administrative arrangements for the operation of the committee; and
  - (j) Provide arrangements for sunset of Committees.
9. It is expected that an easy to read *Guide to Council Committees* will be developed and provided to each member of a Council Committee when complete, and, going forward, when a new member is appointed.
10. The key elements of the draft policy now presented for Councillor feedback are:
- (a) Standardisation and simplification of each Terms of Reference, with a provision for it to specify any areas where the operation of a specific committee departs from the standard policy;
  - (b) Inclusion of a definition of an 'Interest Group' as an alternative to an Advisory Committee – to account for committees that are designed for networking rather than providing advice to Council;
  - (c) Improved transparency measures – including the publication of committee minutes on Council's website;
  - (d) Clarification on the role of committees in directly making submissions to Council or other levels of government;
  - (e) A requirement that where Committee members make a personal submission to Council or someone else and wish to describe themselves as a member of the committee, that they make it clear they are not speaking on behalf of that Committee;
  - (f) Sunset of all committees on 30 June after each Council election (or earlier where required); and
  - (g) Modifications to the associated Appointment of Members to Council Committees Policy to reflect its new status as a procedure.
11. The draft policy can be found at **Attachment One**, with the associated procedure found at **Attachment Two**.

### External Consultation

12. No external consultation has been conducted.

### Internal Consultation (One Yarra)

13. A draft of this policy was first brought to the Executive in August 2018, and feedback on a range of issues was incorporated into the policy. Following that presentation, a draft was sent to all Council officers with Committee responsibilities, as well as a number of key stakeholders with an invitation to provide feedback.
14. A workshop with these staff was held on 11 September 2018, where the issues outlined in the draft policy were canvassed and a number of other relevant matters were raised by officers. This resulted in a number of changes from the earlier version. Following this review, the draft policy was again sent to key stakeholders with an invitation to provide feedback. No negative feedback was received.
15. A draft was discussed at an Executive Meeting on 21 November 2018 where it was agreed to present it to Councillors for their feedback.
16. A draft policy presented to the Councillor Briefing on 2 December 2018, with initial feedback received, and the discussion deferred until a later time. Informal feedback has been received from a number of Councillors since the presentation to that Councillor Briefing.
17. A second presentation was made to the Executive Team on 26 June 2019, and a further discussion was held among Councillors at the Councillor briefing on 2 July 2019 with feedback incorporated in the attached draft.

### **Financial Implications**

18. There are no financial implications arising from this policy, aside from minor costs which may arise from the potential reimbursement of Committee member expenses.

### **Economic Implications**

19. There are no economic implications arising from this policy.

### **Sustainability Implications**

20. There are no sustainability implications arising from this policy.

### **Social Implications**

21. The adoption of this policy would formalise Council's commitment to involving the community in its governance structure through the operation of a meaningful committee structure. The policy also provides for improved transparency and public reporting of committee operations.

### **Human Rights Implications**

22. The proposed policy inclusion to ensure assistance is provided to potential committee members who may not otherwise be in a position to participate (such as those with disabilities, language barriers or carer responsibilities) is designed in part to support the human right to 'take part in public life'.

### **Communications with CALD Communities Implications**

23. No external communication has been conducted.

### **Council Plan, Strategy and Policy Implications**

24. The operation of advisory committees will support Council's processes, in providing advice and assistance in the development of the Council Plan, Strategies and Policies.

### **Legal Implications**

25. The adoption of this draft policy would resolve an anomaly in the Local Government Act where Councils are required to publish a record of assembly of Councillors for each meeting of an 'Advisory Committee', yet the Act does not define what an 'Advisory Committee' is. This policy would provide that definition for the first time.
26. No other legal implications have been identified.

### **Other Issues**

27. There are no other issues arising from this policy.

### **Options**

28. The following options are available to Council:
- (a) Adopt the draft policy and updated procedure;
  - (b) Alter the draft policy and/or procedure by alternative resolution; or
  - (c) Abandon the policy development in favour of the status quo.

### **Conclusion**

29. A draft Council Committees Policy and updated Appointment of Members to Council Committees procedure are presented for Council endorsement.

## RECOMMENDATION

1. That Council:
  - (a) adopt the Council Committees Policy found at **Attachment 1**; and
  - (b) incorporate the changes to the Appointment of Members to Council Committees Policy set out at **Attachment 2**, and endorse its change in status to a Procedure.

**CONTACT OFFICER:** Rhys Thomas  
**TITLE:** Senior Governance Advisor  
**TEL:** 9205 5302

### Attachments

- 1 [↓](#) Council Committees Policy (draft)
- 2 [↓](#) Appointment of Members  
to Council Committees Procedure (draft)

## Attachment 1 - Council Committees Policy (draft)



## Council Committees Policy

<b>Title</b>	<b>Council Committees Policy</b>
<b>Description</b>	Council's policy on the operation of Council Committees.
<b>Category</b>	Governance
<b>Type</b>	Policy
<b>Approval authority</b>	Council
<b>Responsible officer</b>	Group Manager, Chief Executive's Office
<b>Approval date</b>	16 July 2019
<b>Review cycle</b>	Every four years
<b>Review date</b>	16 July 2023
<b>Document Reference (Trim)</b>	
<b>Human Rights compatibility</b>	This policy has been assessed and is compatible with the Victorian Charter of Human Rights of Responsibilities

### 1. Purpose

To record Council's Policy on the operation of the following types of Council Committees:

- Advisory Committees
- Interest Groups
- Project Consultative Groups

### 2. Preliminaries

#### 2.1. Scope

The Policy applies to all Council Committees fitting the definition herein.

For the avoidance of doubt, the policy does not apply to the following:

- A Special Committees established under section 86 of the Act;
- An Audit Committee established under section 139 of the Act; or
- An external body to which Council is entitled or invited to appoint a delegate as its representative.

#### 2.2. Definitions

<b>Term / Abbreviation</b>	<b>Definition</b>
Act	Local Government Act 1989
Committee Member	Means a person appointed to a Council Committee and includes Councillors, Community Members, Organisational Representatives and Staff.

## Attachment 1 - Council Committees Policy (draft)



## Council Committees Policy

Committee Secretariat	Means the Council officer(s) appointed by the manager of the relevant Council as having responsibility for administering the committee, and their line management.	
Community Member	means a person appointed to a Council Committee to represent their own views.	
Council	means the Yarra City Council	
Council Committee	means any of the following types of Committee:	
	Advisory Committee	means a committee established by Council to provide advice to Council, a special committee or a Council officer.
	Interest Group	means a committee established by Council to facilitate networking among members (including Council) on a subject of mutual benefit.
	Project Consultative Group	means a Committee established by Council to provide advice and facilitate consultation in the delivery of a specific project.
Organisational Representative	means a person appointed to a Council Committee to represent the views of an organisation, community group or club.	
Special Committee	Means a committees with delegated authority established under section 86 of the Act.	
Staff Representative	means a member of Council staff appointed to a Council Committee to provide their professional advice and view.	

### 3. Policy

**Council Committees** are committees established by the Yarra City Council to assist the Council in fulfilling its obligations. Council Committees cannot make decisions or form policy on behalf of Council, cannot direct Council officers in the discharge of their responsibilities and are not responsible for expenditure. There are three distinct types of Council Committees:

**Advisory Committees** are defined in section 3 of the Local Government Act 1989 and provide advice to Council, a Special Committee or a Council officer with decision-making authority. Where Advisory Committee advice cannot be acted on within the delegated power of Council officers, it must be referred to Council for formal resolution before being acted on. Advisory Committees are supported by a formal structure and support mechanisms.

**Interest Groups** are established to facilitate networking among the membership (which may include Councillors and staff) on a subject of mutual interest and benefit. These committees are relatively informal, with support provided by Council.

**Project Consultative Groups** are convened in relation to a specific policy development, planning process, capital project or other time limited project and provide a mechanism to

## Attachment 1 - Council Committees Policy (draft)



## Council Committees Policy

engage with the community to achieve specific pre-determined objectives. These groups are established for a fixed period only.

### Summary of policy provisions

Type of Committee	Advisory Committee	Interest Group	Project Consultative Group
<b>3.1 Establishment</b>	Council	Council	Council or delegate
<b>3.2 Purpose</b>	Terms of Reference	Terms of Reference	Project Management Framework
<b>3.3 Composition</b>	Councillors Community Members Organisational Reps	Councillors Community Members Organisational Reps Council officers	Councillors Community Members Organisational Reps Council officers
<b>3.4 Selection</b>	Council	Council	Council or delegate
<b>3.5 Chair</b>	Councillor	Committee Member	None
<b>3.6 Working Groups</b>	Yes	No	No
<b>Reporting to Council</b>	Delegates Reports	Delegates Report	Project status reports
<b>Record of meetings</b>	Minutes	Meeting Notes	Meeting Notes
<b>Assemblies of Councillors</b>	Yes	No	No
<b>Public reporting</b>	Minutes	Meeting Summaries	Consultation results

### 3.1. *Establishment of Committees*

#### Advisory Committees and Interest Groups

Advisory Committees and Interest Groups can only be established by resolution of Council.

Prior to the establishment of either type of Committee, Council shall consider a report setting out the case for the establishment of the committee. At a minimum, the report is to include:

- the role of the committee and why it is required;
- a Terms of Reference for the committee;
- the membership composition of the committee, including how a diverse range of experiences and views will be achieved; and
- the resource implications of the committee, including direct costs and secondary costs associated with staff time, venue operations and commitment of resources.

**Attachment 1 - Council Committees Policy (draft)****Council Committees Policy****Project Consultative Groups**

Project Consultative Groups can be established by resolution of Council or by a Council officer acting under delegated authority.

In addition to the relevant matters set out for an Advisory Committee, a decision to establish a Project Consultative Group is to include consideration of:

- the specific tasks or deliverables expected of the committee; and
- the appropriate lifespan of the committee.

A Project Consultative Group is to be seen as an addition to a consultation program, and should not be interpreted as a replacement for wider consultation of affected persons or communities.

**3.2. Terms of Reference**

Each Advisory Committee and Interest Group is to be supported by a Terms of Reference which sets out specific details of the Committee, including:

- the type of the committee;
- the purpose of the committee,
- the general or specific objectives of the committee;
- the make-up and total number of members to be appointed to the committee;
- the make-up and numbers of each classification of members;
- the term of appointment of members;
- the manner of the appointment of a Chair;
- any specific skills, experience, qualifications or categories of expertise or representation sought in members to be appointed to the particular committee;
- the expected frequency and timing of meetings.

In addition, each Terms of Reference shall spell out the circumstances where the operation of the committee departs from this policy (if any).

The structure of a Project Consultative Group is to be set out in the Project Management Framework for the specific project.

**3.3. Composition**

The membership of a Council Committee will vary depending upon its specific role, and may comprise a combination of:

- Councillors;
- Community Members;
- Organisational representatives; and/or
- Council officers (except for an Advisory Committee).

**Councillors**

All Advisory Committees shall include one or more Councillors, with each Councillor being appointed for a term of twelve months. Councillor appointments are made each year at the special Ceremonial Council Meeting.

Interest Groups and Project Consultative Groups are not required to include a Councillor, but where they do so, that Councillor is appointed for the life of the Committee or on other terms set out at the time of appointment.

**Attachment 1 - Council Committees Policy (draft)****Council Committees Policy****Community Members**

Where Council Committees provide for Community Members, they shall either be selected following a public expression of interest process or, in the case of a committee with 'open membership', following confirmation that they fit the membership criteria.

Community Members are expected to bring their personal views to committee discussions, and not be answerable to another organisation, community group or club.

**Organisational Representatives**

Where Council Committees provide for Organisational representatives, they shall be appointed on the basis of advice from their supporting organisation.

Organisational representatives are expected to represent the views of their supporting organisation, but are not required to seek formal endorsement of every position before contributing it to the discussion. Organisational Representatives are also expected to provide periodic reporting back to their supporting organisation about the subject matter of discussions.

**Guests and Observers**

Council Committees are not public meetings, and only appointed Committee Members, Observers and the Committee Secretariat may attend without an invitation from the Chair.

Observers play a role in some Council Committees as described in the Terms of Reference, and may freely participate in committee discussions. All Councillors have a standing invitation to attend Council Committees as an observer.

Guests may attend meetings by invitation in order to make presentations, provide specialist advice, participate in discussions or for any other reason. The Chair has discretion to the degree of participation by any committee guests.

**3.4. Appointment of Chair and Committee Members****Appointment of Chair**

The manner of appointment of the Chair shall be set out in the Terms of Reference. Unless otherwise provided for in the Terms of Reference, in the event of the Chair (or joint Chairs) not being in attendance, the Council Committee will appoint another member to chair that meeting.

**Appointment of Committee Members**

The selection of committee members is to be conducted in an inclusive and transparent manner.

Councillors are appointed to committees annually, at Council's Ceremonial Meeting in November.

Community Members and Organisational Representatives are appointed in accordance with the *Appointment of Members to Council Committees Procedure*. In cases where a committee has been established by a Council officer under delegation, then the members may be appointed by that same delegate.

Where a Council Committee is identified as having an 'open membership', then a formal selection process is not required, as all persons fitting the criteria set out in the terms of reference are welcome to attend. To facilitate this attendance, interested persons are required to notify the relevant Council officer of their wish to participate in advance of the meeting.

**3.5. Working Groups**

Working Groups may be formed by Advisory Committees only. Except where specifically provided for in the Terms of Reference, membership of Working Groups is limited to members of the relevant

**Attachment 1 - Council Committees Policy (draft)****Council Committees Policy**

Advisory Committee. Working Groups cover a specific area of interest relating to the Advisory Committee and have a narrower focus than the Advisory Committee itself.

Working Groups should be inclusive in design and informal in operation, with all Advisory Committee members having the opportunity to participate. Minutes are not required to be kept of Working Group meetings, but they are expected to report back to the next meeting of the Council Committee, with that report incorporated into the Advisory Committee minutes.

Working Groups are not Assemblies of Councillors as defined in section 3(1) of the Local Government Act 1989.

**3.6. Operation of Committees****Setting the Agenda**

The determination of matters for inclusion on the agenda shall be the responsibility of the Committee Secretariat, in consultation with the Councillors on the committee. In making this decision, the Committee Secretariat shall seek to focus the Committee on matters of interest to Council and relevant to the development and delivery of policies and programs within Council's control and to Council's broader advocacy agenda.

In addition to any formal committee business, all meetings shall provide an opportunity for 'general business' or 'matters from the membership' to enable all members to raise issues of interest to the group. While this provides an opportunity for the committee to address of mutual interest, if it is the Committee's view that Council officers should undertake further investigation, research or policy development, this request must form part of a subsequent Delegate's Report and be subject to Council resolution.

**Consensus decision-making**

Council Committees are to operate on a consensus basis. Instead of voting for items to identify a majority, a committee using consensus is committed to finding solutions that everyone actively supports or accepts. This ensures that all opinions, ideas and concerns are taken into account. Through listening to each other, the group aims to develop proposals that work for everyone.

Where consensus is unable to be achieved, committees should explore the development of advice that identifies differing positions and highlights the key issues for Council's consideration.

In rare situations where a formal position of an Advisory Committee is desired and a consensus position cannot be reached, the Chair may accept motions moved and seconded by Committee Members and conduct a vote in accordance with Council's meeting procedures. In order to conduct a vote:

- at least a majority of Committee Members must be present;
- only Committee Members may vote; and
- in the event of an equal number of votes, the matter is lost and the Chair may not exercise a casting vote.

Any advice provided by the Council Committee on the basis of a non-consensual position (ie following a vote) is to be qualified by the fact that the position was not unanimous and where relevant, a dissenting position is to be provided.

**3.7. Expectations of Committee Members****Behaviour**

Committee Members are expected to support the objectives of the Committee, and participate in meetings in a positive and constructive manner. Committee Members have been brought together to

**Attachment 1 - Council Committees Policy (draft)****Council Committees Policy**

share diverse views, actively listen to contrary arguments and be open to different interpretations and suggestions.

**Attendance**

An appointed member absent for three or more consecutive meetings without leave or reasonable explanation may be requested to explain their absence. In the event that absenteeism of a member is ongoing, the Committee Secretariat may request the Chief Executive Officer (in consultation with Councillors) to declare the position vacant.

**Public statements**

Committee members, with the exception of the Chair, must not make statements to the media or on social media about Council business or items discussed by the Council Committee in a way that purports to represent the views of the Council or Council Committee or discloses or reveals confidential information provided to them in the course of committee business.

**Privacy and Confidentiality**

Information discussed, received, used or created by the Committee is confidential. Any member of a Council Committee must not disclose information that they know, or should reasonably know, is confidential information (in accordance with Section 77 of the Act).

A Committee member must not in any way disclose, record, retain, or reproduce confidential information; nor may they permit non-members to do so.

**Dissent**

Committee members are not expected to agree with all advice of the Committee and are free to respectfully express their dissenting view during meetings of Council Committees.

Committee Members who are repeatedly unable to agree with or support the advice of the Council Committee are advised to consider their ongoing membership of the Council Committee.

**Conflict of interests**

If a Committee Member has a direct or indirect conflict of interest (ie interest by close association, financial interest, conflicting duty, personal gain or loss, or future interest as stated in Section 77A and 77B of the Act) in an item to be considered or discussed by the Committee while they are in attendance, the Committee Member must disclose this to the Chair.

Where the Chair is of the opinion that the circumstances of the conflict warrant it, the Committee Member may be asked to leave the meeting while the matter is discussed.

**Elections (Community Members and Organisational Representatives only)**

If a Community Member or Organisational Representative of a Council Committee nominates for election to Council, State Parliament or Federal Parliament they must seek leave of absence from their Committee position from the time of declaring they have nominated (or intend to nominate). Upon election, they are deemed to have resigned from the Committee.

**Resignation**

A member may resign from a Council Committee at any time by advising of their resignation in writing to the Chair, Mayor or Chief Executive Officer. Any additional appointment to fill the vacancy for the remainder of the term shall be made in accordance with the *Appointment of Members to Council Committees Procedure*.

Committee members are appointed by Council, and their appointment may be terminated at Council's sole discretion at any time without reason, irrespective of their term of appointment.

**Attachment 1 - Council Committees Policy (draft)****Council Committees Policy****3.8. Expectations of Council Officers**

The manager of the relevant Council Department is responsible for the appointment of a Committee Secretariat - the Council officer(s) to undertake administrative tasks of the Council Committee and to attend all meetings. The Committee Secretariat the primary contact for all Committee Members in relation to the business of the Council Committee.

While Council officers may participate freely in discussions, they are to recognise the purpose of the Committee is to hear diverse viewpoints and that the Council officer's role is not to direct or seek to influence this discussion. Council officers are primarily present to provide a professional viewpoint and provide technical advice.

**3.9. Providing Advice to Council****Delegates Reports**

Following each meeting of an Advisory Committee, a Delegate's Report may be provided by the Councillor(s) appointed to the committee at a subsequent ordinary meeting of Council. This Delegate's Report provides an opportunity to formally present the committee's advice to the Council and table any background reports, research findings or policy recommendations to the Council. While the Responsible Officer may assist in providing material to support the development of a Delegate's Report, responsibility for its preparation and submission rests with the relevant Councillor(s).

At a Councillor's request, and with the leave of the Mayor, a Community Member or Organisational representative may address the Council in the presentation of this report.

Similarly, if a Councillor is appointed to an Interest Group, they may submit a Delegate's Report if they choose to do so, either following a meeting or on a periodic basis.

Delegate's Reports are not submitted in relation to Project Consultative Groups, as their discussions are included in relevant project status reports and consultation results.

Delegate's Reports are to be presented to Council with a motion for noting only. Any business arising from such meetings requiring a Council resolution is to be presented as an item of General Business or Notice of Motion.

**Committee Submissions to Council**

Council meetings provide an opportunity for members of the public to make submissions on matters before the meeting. Council Committees may not use this opportunity to make submissions on behalf of the Council Committee, as the appropriate mechanism for a Committee to provide advice to Council is through a Delegate's Report. Committee members may address the Council in relation to these Delegate's Reports as provided for above.

**Committee Submissions to external parties**

From time to time, opportunities will arise to make submissions to other organisations in relation to the subject matter of the Committee. In these circumstances, Council may request the Council Committee to provide advice in relation to the development of a Council submission. While the Council Committee may provide significant advice, any final Council submission must be approved by the Council or Council officer under delegation, and must not be submitted by the Council Committee itself.

## Attachment 1 - Council Committees Policy (draft)



## Council Committees Policy

### Submissions by Committee Members

Members of Council Committees are free to make individual submissions to Council or to third parties provided they:

- do not purport to speak on behalf of the Council or Council Committee;
- do not suggest they speak with the Council or Council Committee's endorsement or support;
- either do not describe themselves as a member of a Council Committee or, if they do so, make it expressly clear that they do not speak in this capacity;
- do not disclose or draw on any confidential information or research provided to them in the course of the Council Committee operation.

### 3.10. Transparency

In order to maintain transparency of Committee operations, the following information is to be published on Council's website in respect of each Advisory Committee:

- the Terms of Reference
- the names of all members \*
- adopted minutes of each meeting
- Delegates Reports (in minutes of Council meetings)
- records of Assemblies of Council (in agendas of Council meetings)

\* *Council has the discretion to appoint persons to a Council Committee without disclosing their name publicly if such disclosure would, or would be reasonably likely to, endanger the life or physical safety of that person. Where a person is appointed to a Council Committee in such circumstances, their name shall be redacted from publicly available Committee documents, including meeting minutes.*

In the case of Interest Groups, the following information is to be published on the website:

- the Terms of Reference
- the names of all members \*
- A Meeting Summary listing the items discussed at each meeting
- Delegates Reports (in minutes of Council meetings)

In the case of Project Consultative Groups, information is to be made publicly available through project community updates, progress status reports to Council and publication of consultation results. The mechanism for publication of this information is to be determined on a case by case basis.

### 3.11. Administrative Arrangements

#### Meeting Agendas

Agendas of Council Committee meetings are to be circulated to all Committee Members at least seven days in advance of each meeting, with a copy available to all Councillors on request. Agendas should include all associated materials, such as background reports, research papers and officer reports.

The structure of an agenda may be determined by the Council Committee, but must include:

- a statement of recognition of Wurundjeri land;
- attendance and apologies;
- declarations of conflict of interest;
- adoption of minutes of the previous meeting; and
- business arising from the previous meeting.

**Attachment 1 - Council Committees Policy (draft)****Council Committees Policy****Minutes of Meetings**

Minutes of Advisory Committee meetings are to be circulated to all Committee Members following each meeting, and a copy is to be available to all Councillors. At the latest, the minutes are to be circulated within 14 working days of the meeting. The Minutes shall include:

- the name of the meeting;
- the date, time and place of the meeting;
- the time at which the meeting commenced and concluded and the times of any adjournment and resumption of the meeting;
- the names of the members or guests present and a record of their attendance during the whole meeting;
- details of any conflicts of interest disclosures made;
- a listing of the matters considered and discussed and, where a consensus position was reached, the details of that position; and
- in the event of a formal motion, the names of the mover and seconder and the outcome of any vote or division.

Meeting minutes should not contain any material that is confidential or prohibited from release under the Privacy and Data Protection Act 2014.

Meetings of Interest Groups and Project Consultative Groups do not require formal minutes – meeting notes kept by the Committee Secretariat are sufficient.

**Assembly of Councillors**

An Assembly of Councillors as defined in section 3(1) of the Local Government Act 1989.

Relevantly, the following are Assemblies of Councillors:

- an Advisory Committee with one or more Councillors present;
- an Interest Group with five or more Councillors present; or
- a Project Consultative Group with five or more Councillors present.

and the following are not Assemblies of Councillors:

- an Advisory Committee with no Councillors present;
- an Interest Group with less than five Councillors present; or
- a Project Consultative Group with less than five Councillors present.

Where a Council Committee meeting is an Assembly of Councillors, the Committee Secretariat is responsible for the completion of a record of an Assembly of Councillors form and its submission to the Governance Support Unit within seven days of the meeting.

**Changes to the Terms of Reference**

It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to a Council Committee Terms of Reference. Where an update does not result in material change, such change may be made administratively. Examples include a change to the name of a Council or government department, an alteration to reflect an endorsed change to Council policy, a change resulting from a Council resolution and an update to legislation which does not have a material impact.

Any proposed change or update which materially alters the Terms of Reference must be made by resolution of Council.

**Practical support for diverse membership**

The Committee Secretariat is responsible for providing any necessary assistance to ensure barriers to participation in Council Committees are reduced. In particular, the Committee Secretariat shall ensure that meeting arrangements and selection processes do not discriminate against participants on the

**Attachment 1 - Council Committees Policy (draft)****Council Committees Policy**

basis of the protected characteristics set out in the Equal Opportunity Act 1994. Examples of such assistance might include a flexible meeting schedule to suit participants, use of accessible venues, provision of support for languages other than English or assistance with transport to/from meetings.

**Reimbursement of Expenses**

Members of Council Committees are not remunerated for their participation.

For Community Members and Organisational Representatives, reimbursement of reasonable expenses associated with attendance may be made, subject to prior agreement and approval. Such reimbursement may include (for example) costs associated with transport, child care or interpreting services.

For Councillors, expense reimbursements are to be made in accordance with the Councillor Support and Reimbursement of Expenses Policy.

**3.12. Caretaker**

The operation of Council Committees shall be suspended upon the commencement of the election period ahead of a general Council election. During that period, Council Committee meetings will not be held, although any outstanding Delegate's Reports may still be reported to an ordinary meeting of Council during this period.

Council Committees shall resume meeting following the election and the appointment by the incoming Council of Councillors to each committee.

**3.13. Sunset**

All Council Committees will sunset on 30 June following each Council election.

Council's Governance Support Unit will be responsible for presenting a report to Council in advance of this date that recommends a committee structure to support the implementation of the Council Plan. This report will include recommendations on:

- the proposed committee structure;
- the endorsement of Terms of Reference for each committee; and
- the process for appointment of members to each committee.

Where it is recommended that an existing committee continue in operation, the report will provide advice on the treatment of the existing Terms of Reference and the existing membership.

Where it is desirable for a decision on the future of an existing committee to be made earlier than the 30 June sunset date, a report can be made to Council any time following the swearing in of Councillors after the election.

**4. Related Documents****Council Documents**

- Individual Committee Terms of Reference
- Appointment of Members to Council Committees Procedure
- Councillor Support and Reimbursement of Expenses Policy
- Election Period Policy

**Legislation**

- Local Government Act 1989
- Privacy and Data Protection Act 2014

## Attachment 2 - Appointment of Members / to Council Committees Procedure (draft)



## Governance - Appointment of Members to Council Committees Policy Procedure

<b>Title</b>	<b>Governance -Appointment of Members to Council Committees</b>
<b>Description</b>	Council's <u>policy on procedure for</u> the appointment of community and/or other members to Council Committees
<b>Category</b>	Governance
<b>Type</b>	<u>Policy Procedure</u>
<b>Approval authority</b>	Council
<b>Responsible officer</b>	Group Manager, Chief Executive's Office
<b>Approval date</b>	<u>23 August 2016</u>
<b>Review cycle</b>	Every four years
<b>Review date</b>	<u>22 August 2020</u>
<b>Document Reference (Trim)</b>	D15/149998
<b>Human Rights compatibility</b>	This <u>policy procedure</u> has been assessed and is compatible with the Victorian Charter of Human Rights of Responsibilities

### 1. Purpose

To record Council's Policy on the procedure for the invitation, selection and appointment of community and/or other members, to a Council Advisory Committee OR Consultative Committee OR Community Committee (or however titled).

### 2. Procedure Policy

#### 2.1. Scope

The Policy procedure applies to the appointment of members to all Council Committees (by whatever title), whether by the Council or Council Officers acting under delegated authority.

For the avoidance of doubt, this policy does not apply to Special Committees established under section 86 of the Local Government Act 1989 or to an Audit Committee established under section 139 of the Local Government Act 1989.

#### 2.2.—Definitions

<b>Term / Abbreviation</b>	<b>Definition</b>
<u>Advisory Committee</u>	<u>Committee appointed by Council to provide advice to Council</u>
<u>Consultative Committee</u>	<u>Committee appointed by Council to assist Council in consultation on specific subjects or issues</u>
<u>Community Committee</u>	<u>Committee appointed by Council and primarily comprising individual members of the Yarra community rather than representatives of organisations, groups or other stakeholders.</u>

**Document Name:** Governance - Appointment of Members to Council Committees Policy  
**Responsible Officer:** Group Manager, Chief Executive's Office

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**Attachment 2 - Appointment of Members / to Council Committees Procedure (draft)**



**Governance - Appointment of Members to Council Committees Policy Procedure**

**2.3.—~~Policy statement~~**

~~Council from time to time determines to establish a Committee to assist it with tasks of sometimes, an on-going nature, and sometimes a one-off nature.~~

~~Such Committees may comprise a membership of Councillors and/or Officers and/or Community Members and/or other specific representatives.~~

~~Such Committees may be given a variety of titles, including but not restricted to:~~

- ~~• Advisory Committee, or~~
- ~~• Consultative Committee, or~~
- ~~• Community Committee.~~

~~To ensure consistency in the process of appointing Councillor and non-Councillor members to such Committees, the following policy shall apply:~~

**Part A— Establishment of a Committee**

~~Council shall formally resolve to:~~

- ~~• establish a Committee (by whatever title);~~
- ~~• adopt Terms of Reference setting out specific details of the Committee, including:-~~
  - ~~○ the purpose of the Committee,~~
  - ~~○ the make-up and total number of members to be appointed to the Committee,~~
  - ~~○ the make-up and numbers of each classification of members (i.e. community, Councillors, officers, or other),~~
  - ~~○ the term of appointment of members,~~
  - ~~○ any specific skills, experience, qualifications or categories of expertise or representation sought in members to be appointed to the particular Committee,~~
  - ~~○ any other special requirements relating to the particular Committee, and~~
  - ~~○ the make-up of any assessment panel appointed to review and report back to Council on Expressions of Interest (EOI) received.~~

**2.2. ~~Part B— Appointment of Membership~~**

**Step 1:**

~~Upon the establishment of a new Committee or the expiry of the term of an existing Committee, Council officers shall place public notices in newspapers circulating in the municipality, on the Council's public website, newsletters, social media feeds and/or and any other relevant media, referencing the details as incorporated in Part A above, and:~~

- ~~• summarising the purpose of proposed Committee and its makeup,~~
- ~~• noting any desired attributes or skills of interested community or other non-Councillor representatives,~~
- ~~• inviting Expressions of Interest from suitably qualified or experienced persons seeking to be considered,~~
- ~~• noting that the Council will, following consideration of EOI's received, formally resolve to appoint the selected members.~~

**Step 2:**

## Attachment 2 - Appointment of Members / to Council Committees Procedure (draft)



## Governance - Appointment of Members to Council Committees **Policy Procedure**

Following receipt of Expressions of Interest, the relevant Council Officer shall:

- prepare a summary report including a listing of submitted names, the appropriate experience/qualification of the nominee/s (where applicable) and any other relevant information as required by the Terms of Reference of the particular Committee which is being established;
- convene **the relevant** assessment panel for the purpose of reviewing the submitted EOI list of names and prepare a report for presentation to Council setting out the background to the Committee and the required composition of the membership. The report should include a confidential attachment which provides recommendation/s of names being presented to Council for final determination, including a detailed outline as to why/how the recommended names best meet the Terms of Reference requirements to the particular Committee.

### Step 3:

An Officer's report shall be presented to Council in open session, with a Councillor including the recommended names in the motion, which shall then be included in the Minutes of the meeting and made public.

In the event that a Councillor wishes to alter the names recommended for appointment, Council may resolve to close the meeting to the public before debating the merits of a particular nominee.

### Step 3:

The Council will **by resolution** make the final determination on the selection and appointment of members to any Council Committee (~~Advisory, Consultative, Community, etc~~).

The Council may also choose to appoint the Chairperson of the Committee at this time if the Terms of Reference for the Committee require it.

#### 2.4.2.3. **Part C – Casual Vacancies**

Where a position becomes available due to the resignation or departure of one or more individual Committee Members, the following process shall be initiated:

- The Council Officer responsible for the Committee shall advise the Chief Executive of the vacancy.
- The Chief Executive shall make a determination as to whether the vacancy requires filling. In making this determination, the Chief Executive shall have regard to:
  - Whether the vacancy leaves an absence of diversity, viewpoint or representation that limits the Committee's capacity to fulfil its Terms of Reference;
  - The number of vacancies as a proportion of the Committee size;
  - The length of time remaining in the current Committee term;
  - Advice from the Council Officer responsible for the Committee;
  - The views of the Mayor, Councillors and Committee members (where known).
- If the Chief Executive determines that the vacancy requires filling, they shall determine the most appropriate process for recruitment from one of the following options:
  - Identification of an appropriate candidate from among Council's existing networks.
  - Identification of an appropriate previously unsuccessful candidate from the most recent Expression of Interest process.
  - Conduct of a full Expression of Interest process as set out in **Part B, Step 1** above.

**Attachment 2 - Appointment of Members / to Council Committees Procedure (draft)**

## Governance - Appointment of Members to Council Committees **Policy Procedure**

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- Following the identification of a replacement Committee Member, the Chief Executive shall notify all Councillors of the intention to make an appointment, and provide relevant details of the recommended appointee to support their candidature. The Chief Executive shall provide seven days for Councillors to raise any objections to the appointment of that candidate.
- If, after a period of seven days, no Councillor objects to the intended appointment, the Chief Executive shall appoint the recommended appointee to the Committee.
- If a Councillor does object to the Committee appointment within seven days, the Chief Executive may:
  - Submit the identified candidate to a Council Meeting for Council's determination;
  - Identify an alternative candidate and submit their name to Councillors; OR
  - Abandon the process and determine not to appoint a candidate.

Where a position becomes available due to the resignation or departure of a Committee Member that has been appointed to represent a particular organisation (the sponsoring organisation), the following process shall be initiated:

- The sponsoring organisation shall nominate an alternative Committee Member who is able to serve on the Committee.
- The Chief Executive shall provide relevant details of the recommended appointee to support their candidature. The Chief Executive shall provide seven days for Councillors to raise any objections to the appointment of that candidate.
- If, after a period of seven days, no Councillor objects to the intended appointment, the Chief Executive shall appoint the recommended appointee to the Committee.
- If a Councillor does object to the Committee appointment within seven days, the Chief Executive may:
  - Submit the sponsoring organisation's candidate to a Council Meeting for Council's determination;
  - Ask the sponsoring organisation to identify an alternative candidate and submit their name to Councillors; OR
  - Abandon the process and determine not to appoint a candidate.

Nothing in this policy limits the ability of Council, by resolution, to appoint or revoke the appointment of members of Committees, to alter the Terms of Reference of Committees or to dissolve Committees.

### 3. Related Documents

- Local Government Act 1989
- Individual Committee Terms of Reference

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## 11.5 Place Naming Policy

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Trim Record Number: D19/114796

Responsible Officer: Group Manager Chief Executive's Office

### Purpose

1. To present Council with a draft Place Naming Policy for adoption.

### Background

2. Place naming in the City of Yarra is currently governed by the *Naming of Roads, Features and Localities Policy*. That policy was last updated in September 2014 and is due for review. Council officers have undertaken a review which, combined with recent experience in street naming, has identified a number of opportunities for improvement. These are:
  - (a) The current policy is essentially procedural in nature and provides no policy context about Council's approach to place naming;
  - (b) The current policy provides no guidance about which naming proposals Council officers should support. Officers have essentially been operating by following past practice, rather than any clear direction from Council;
  - (c) The current policy does not provide for circumstances where Council is seeking to identify a place to name after a particular person (such as the Dyer Street example);
  - (d) The current policy does not provide any direction about the level of community support required before re-naming an existing street;
  - (e) The current policy draws heavily on the *Victorian Guidelines for Geographic Names 2010 Version 2* - a state government document which has since been superseded;
  - (f) The current policy expresses a desire to use Woi wurrung language where possible, but the process still requires calling for suggestions even after a suitable Woi wurrung word has been identified;
  - (g) The current policy provides delegation to enable Council officers to assign street names without a Council resolution in some (albeit limited) circumstances. This authority has not been exercised to date as officers have been of the view that a Council resolution is more appropriate;
  - (h) The current policy does not allow for proactive naming proposals to address a desire to introduce place names with a particular theme (such as street names honouring prominent women); and
  - (i) Large parts of the current policy essentially duplicate the procedural elements set out in the legislation and the accompanying statutory requirements.
3. The draft Place Naming Policy found at **Attachment 1** incorporates all of these elements, as well as fine tuning the existing procedure to improve the timeliness of the process (current naming processes take more than six months).
4. In addition, the draft policy proposes to replace the existing *Street Sign Names Policy* with identical provisions, plus:
  - (a) a provision for the inclusion of a simple translation of Woi wurrung language where used in street naming;
  - (b) a provision for the inclusion of brief biographical information for signs named in recognition of an individual; and
  - (c) a provision to enable members of the community to seek the replacement of an existing sign with a new one that includes biographical information, provided they meet the changeover cost.

5. The attached draft policy addresses all of the matters set out above. Importantly, the policy provides that while operational matters are largely delegated to Council officers, no decision to assign a name can be made without a resolution of Council.

#### **External Consultation**

6. Following the inclusion of the draft policy in the 5 February 2019 Council meeting agenda and its subsequent withdrawal from consideration, a written submission was received from one resident which raised a number of specific issues with the policy as drafted. This submission has been considered, and a number of amendments have been made to the draft policy as a result. These amendments do not materially affect the policy as it had been previously presented.
7. Aside from this unsolicited response, no external consultation has been conducted.

#### **Internal Consultation (One Yarra)**

8. Internal consultation has been conducted with a focus on the operational aspects of the policy regarding external communication, processes, the website and signage.
9. The draft policy was presented at a Councillor Briefing on 1 July 2019.

#### **Financial Implications**

10. There are no financial implications arising from this policy, aside from minor costs which may arise from the installation of street signs containing additional information.

#### **Economic Implications**

11. There are no economic implications arising from this policy.

#### **Sustainability Implications**

12. There are no sustainability implications arising from this policy.

#### **Social Implications**

13. The adoption of this policy continues Council's commitment to involving the community in place naming proposals, and to reflecting the nature and history of the community in the names it selects.

#### **Human Rights Implications**

14. There are no human rights implications arising from this policy.

#### **Communications with CALD Communities Implications**

15. No external communication has been conducted.

#### **Council Plan, Strategy and Policy Implications**

16. The operation of advisory committees will support Council's processes, in providing advice and assistance in the development of the Council Plan, Strategies and Policies.

#### **Legal Implications**

17. The draft policy has been developed to ensure compliance with the *Geographic Place Names Act 1998* and the *Naming Rules for Places in Victoria*.
18. No other legal implications have been identified.

#### **Other Issues**

19. Council's Gender Equity Strategy 2016-2021 sets out a vision "*for an organisation which positively and proactively demonstrates a gender-inclusive culture that encourages leadership, participation and contribution from a diverse workforce.*"
20. Previous street naming processes have identified the disparity in streets being named in recognition of the contribution of women to Yarra's history, with the overwhelming majority of Yarra's eponymous street names recognising men.

21. The introduction of the proactive naming program outlined in the draft Place Naming Policy provides a mechanism to acknowledge this shortcoming. It is recommended that following the adoption of this policy, Council officers develop a proactive program to compile community suggestions for street names that recognise women with a view to identifying street naming proposals for Council's consideration.

### **Options**

22. The following options are available to Council:
  - (a) Adopt the draft policy;
  - (b) Alter the draft policy by alternative resolution; or
  - (c) Abandon the policy development in favour of the status quo.

### **Conclusion**

23. A draft Place Naming Policy is presented for Council endorsement.

### **RECOMMENDATION**

1. That Council:
  - (a) revoke the existing Naming of Roads, Features and Localities Policy;
  - (b) revoke the existing Street Sign Names Policy; and
  - (c) adopt the Place Naming Policy found at **Attachment 1**.
2. That Council officers develop a proactive program to compile community suggestions for street names that recognise the contribution of women to Yarra's history in accordance with the vision of Council's Gender Equity Strategy 2016-2021.

**CONTACT OFFICER:** Rhys Thomas  
**TITLE:** Senior Governance Advisor  
**TEL:** 9205 5302

### **Attachments**

- 1 [↓](#) Place Naming Policy (Draft)

## Attachment 1 - Place Naming Policy (Draft)



## Place Naming Policy

<b>Title</b>	<b>Place Naming Policy</b>
<b>Description</b>	A policy to guide the naming of roads, features and localities within the City of Yarra.
<b>Category</b>	Assets
<b>Type</b>	Policy
<b>Approval authority</b>	Council
<b>Responsible officer</b>	Senior Governance Advisor
<b>Approval date</b>	
<b>Review cycle</b>	Every four years
<b>Review date</b>	
<b>Document Reference (Trim)</b>	
<b>Human Rights compatibility</b>	This policy has been assessed and is compatible with the Victorian Charter of Human Rights of Responsibilities

## 1. Purpose

A policy to guide Council in exercising its powers as a naming authority under the Local Government Act 1989 and the Geographic Place Names Act 1998 to name or rename roads, features and localities within the City of Yarra in accordance with the Naming Rules for Places in Victoria: Statutory requirements for naming roads, features and localities 2016.

## 2. Definitions

In this policy:

<b>feature</b>	means a unique geographical place or attribute that is easily distinguished within the landscape (including a park, open space, watercourse or sports ground).
<b>locality</b>	means a geographical area that has identifiable community and/or landscape characteristics (commonly known as a 'suburb').
<b>Naming Rules</b>	means the document titled "Naming Rules for Places in Victoria: Statutory requirements for naming roads, features and localities 2016" which is published in accordance with the Geographic Place Names Act 1998, and any subsequent updates of that document.
<b>proactive naming</b>	means a naming proposal that is triggered by Council seeking to recognise a particular theme or to apply a particular name to a place.
<b>responsive naming</b>	means a naming proposal that is triggered by the identification of an unnamed place that requires a name, or a named place that requires renaming.
<b>road</b>	means a public road as defined in the Road Management Act 2004.
<b>street naming stakeholders</b>	means all local historical societies, people who have subscribed to Council's place naming mailing list and anyone who has made a submission in relation to a particular street naming proposal.
<b>Wurundjeri</b>	means the Wurundjeri Land and Compensation Cultural Heritage Council Aboriginal Corporation.

## Attachment 1 - Place Naming Policy (Draft)



## Place Naming Policy

### 3. Scope

This policy applies to all requests to name or rename roads, features or localities for which Council is the naming authority and where the *Naming Rules* apply. Council facilities (such as buildings, meeting rooms, scoreboards and playgrounds) are not subject to the *Naming Rules*, and therefore can be named directly by Council without referral to the Registrar for Geographic Names as appointed by the Minister under the Geographic Place Names Act 1998. In these situations, the principles in this policy shall be used as a guide only, subject to any modifications deemed necessary.

### 4. Policy

#### The importance of place names

Place names are an important part of Yarra's cultural, historical and geographic environment. The naming of new places and the preservation of existing ones contributes to a sense of belonging and reflects the cultural values of communities both of today and of Yarra's rich past. Place names are therefore of major social importance. Council must bear the responsibility for taking care of the place name heritage and making sure that place name planning is conducted in a way that preserves our cultural heritage while responding and developing with our ever-evolving municipality.

Place names also serve an important practical purpose, providing property addresses for deliveries and visitors, aiding emergency services in time critical responses, and guiding motorists and other users of our road network.

#### Preserving our history

Places in Yarra were first known by many names to the Wurundjeri-willam people of the Kulin Nation, who mainly spoke the Woi wurrung language, but also spoke other languages of their nation. Perhaps the most significant of these was *Birrarung*, a place we know today as the Yarra River and from which Council gets its name. It is important that traditional place names and their meanings are preserved for posterity as part of the public domain we all share.

Yarra's first streets as we know them today were Brunswick and Gertrude Streets which date from the first subdivision that followed the sale late in 1839 of large rural allotments outside Hoddle's grid. As Newtown and subsequent suburbs were developed, their streets were named after British and colonial public figures including municipal councillors. While new streets are rarely constructed in Yarra now, the established street network provides many opportunities for street naming, with more than two-thirds of Yarra's public roads remaining unnamed to this day.

These opportunities mean that as a general rule it is neither necessary nor desirable to rename existing places merely to 'update' or 'revise' our naming. While it is acknowledged that contemporary views of many historical events has evolved over time, this alone should not be a reason to rename places named in recognition of persons, places or events that arguably would not warrant such an honour today.

Except in extraordinary circumstances, it is Council's policy to preserve and protect existing place names as they are an integral part of Yarra's history.

#### Selecting new names

In selecting names for places, Council will consult the community both locally and more broadly, as well as reach out to key stakeholders and interested persons as appropriate. Council will seek wherever possible to connect place names to the places they will come to represent.

Council is committed to recognising the past and ongoing custodianship of land in the municipality by the Wurundjeri people and this policy gives primacy to the recognition of places through the use of names in the Woi wurrung language. Requests to use Woi wurrung words shall be subject to consultation with the Wurundjeri – the Registered Aboriginal Party operating in the City of Yarra, and no Woi wurrung naming request shall be supported without their approval.

## Attachment 1 - Place Naming Policy (Draft)



## Place Naming Policy

In addition to its commitment to recognising Yarra's traditional owners through place naming, Council has identified the opportunity to use place naming as a way of furthering its policy objectives in a range of areas. These policies include, but are not limited to:

- **Council Plan 2017-2021**, which describes Yarra's history, diversity and heritage and commits Council to engaging with communities in decisions that affect them.
- **Gender Equity Strategy 2016-2019**, which includes a commitment to investigate opportunities for naming new streets and other places in Yarra after prominent Yarra female leaders.
- **Multicultural Partnerships Plan 2015-2018**, which includes a strategy to link in with local historical societies to explore opportunities to highlight the multicultural heritage of Yarra (*Note: While this policy is currently under review, it is expected the new policy will include a similar objective*).

Council will have a preference for place names which reflect these policy ambitions.

#### 4.1. Responsive naming (roads and features)

The *Naming Rules* provide that anyone (including the Council itself) may submit a place naming request to Council. The City of Yarra will consider requests from the community in relation to the names of roads or features, including requests for the changes to existing names.

The process for naming or renaming places under the responsive place naming program is as follows:

Process	Responsibility	Next step
1 Naming Request	Anyone may submit a request for a place to be named.	Go to 2
2 Assessment	A Council officer determines whether the place warrants naming using the criteria set out below.	<b>Yes</b> , go to 3 <b>No</b> , process ends
3 Woi wurrung naming	A Council officer contacts the Wurundjeri Tribe to see if they can suggest a suitable Woi wurrung name.	<b>Yes</b> , go to 6 <b>No</b> , go to 4
4 Community naming	A Council officer commences community consultation to see if the community can suggest a suitable name.	Go to 5
5 Proposed name	A Council officer consults with Councillors on community, Councillor and officer suggestions and selects a proposed name (or alternative names) for formal exhibition.	Go to 6
6 Exhibition	A Council officer undertakes targeted consultation with affected owners and occupiers and with street naming stakeholders on the proposed name(s).	Go to 7
7 Submissions	A Council officer receives submissions from the public on the proposed name, prepares a Council report and invites all submitters to the relevant meeting.	Go to 8
8 Decision	Council receives public submissions, considers the report and makes a final decision about the street name.	Council process ends

**Attachment 1 - Place Naming Policy (Draft)**



**Place Naming Policy**

**Assessment of naming requests (streets)**

Before Council names a street, it first needs to be determined whether it warrants naming. In most circumstances, naming processes are triggered when a subdivision occurs and new properties will use an unnamed street as their exclusive access. In these cases, it can be beneficial for properties to be properly addressed as this assists with mail, deliveries, emergency services and visitors.

The City of Yarra contains approximately 2,350 unnamed streets, ranging in size from no more than a short pedestrian pathway, right through to a well-used vehicle thoroughfare with traffic signage and provision for parking. In determining which ones to name, Council will consider a range of factors. Council will not ordinarily support the naming of unnamed streets that continue to serve their original purpose of providing access to the side and rear of properties.

Council officers have the authority to determine whether a naming request shall be supported. In determining whether to support a naming request submitted by a member of the public, Council officers will have regard to the factors set out below.

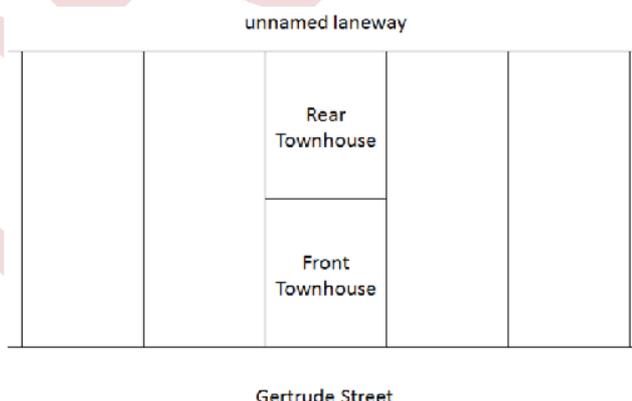
Nothing in this policy limits the ability of Council, by resolution, to determine to support a place naming request.

*Factors in favour of street naming*

- The existence of any new properties that will rely on the street for addressing purposes.
- In the case of situations where properties will be required to change an existing address, the support of at least 80% of affected property owners and occupiers.
- Any identified risk with emergency services access.
- An anomaly within the street network in the area (such as if all other local lanes are named).
- The need to ensure connect the named street network is contiguous (a request to name one street may trigger the need to name another street to ensure it is connected).
- The desirability of recognising the historical significance of a particular location.

**Example**

The redevelopment of a parcel of land on Gertrude Street will result in two new dwellings on the land formerly occupied by a single house. One of the dwellings is accessed solely from Gertrude Street, and the other is accessed solely from what was the rear laneway. The property is located 50 metres from the nearest side street. There are currently no other properties facing the rear lane.



Council officers determine to assign a name to the laneway in order to provide a street address to the new property.

**Attachment 1 - Place Naming Policy (Draft)**



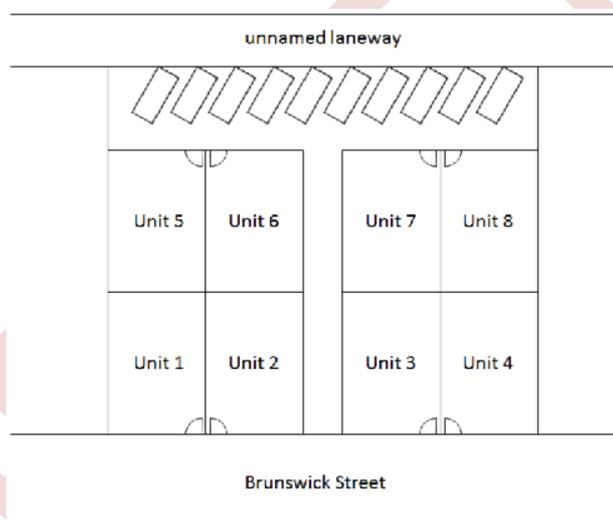
**Place Naming Policy**

*Factors against street naming*

- Whether the installation of directional signage could effectively address issues raised.
- Whether naming the street is likely to increase vehicle traffic beyond capacity.
- Whether naming the street will encourage car parking in a street unsuitable for that purpose.
- In the case of situations where properties will be required to change an existing address, the support of less than 80% of affected property owners and occupiers.
- The costs involved in undertaking the naming process.
- If the street proposed for naming is not a road as defined by the Road Management Act.

**Example**

An eight unit development is proposed on Brunswick Street. Four of the units are accessed directly from Brunswick Street, and the other four are accessed via pedestrian walkway that runs through the centre of the site. Car parking for all units is accessed from the rear laneway.



Council officers determine that the street does not warrant naming, as each of the residences will be assigned a Brunswick Street address, and it can be expected that visitors, emergency services and deliveries will access the rear units via the pedestrian walkway.

**Assessment of naming requests (features)**

While the majority of naming requests relate to street naming, members of the public are also able to request the naming of other places where Council is the naming authority, including (but not limited to) parks, open spaces, watercourses and sports grounds. In determining whether these places warrant naming, Council officers shall have regard to the criteria above for street names, insofar as they are applicable to the place suggested for naming.

While Council officers have the authority to determine that a naming request shall not be supported, no proposal can formally commence without a resolution of Council.

## Attachment 1 - Place Naming Policy (Draft)



## Place Naming Policy

## 4.2. Proactive naming (roads and features)

Council shall, from time to time, undertake a proactive place naming program, where it shall first declare its intention to name a place in recognition of a particular theme, and then subsequently identify a suitable location. Alternatively, it may identify a particular name to be applied, either to an identified location or not. While this process can only be formally commenced by Council resolution, it may arise as a result of an approach by a member of the community or advice from a Council officer.

Depending on Council's initial resolution, there are three different processes for naming places under the proactive program is as follows:

**Option One – Council proposes both the name and place.**

Process	Responsibility	Next step
1 Naming Proposal	Council determines to name a specific places using specific names.	Go to 2
2 Exhibition	A Council officer undertakes targeted consultation with affected owners and occupiers and with street naming stakeholders on the naming proposals.	Go to 3
3 Submissions	A Council officer receives submissions from the public on the proposed name, prepares a Council report and invites all submitters to the relevant meeting.	Go to 4
4 Decision	Council receives public submissions, considers the report and makes a final decision about the street names.	Council process ends

**Option Two – Council proposes the name and seeks suggestions on the place.**

Process	Responsibility	Next step
1 Naming Proposal	Council determines to name places using specific names.	Go to 2
2 Place consultation	A Council officer seeks community suggestions on places that could be named using the proposed names.	Go to 3
3 Proposed places	A Council officer consults with Councillors on community, Councillor and officer place suggestions and selects proposed naming proposals for further consultation.	Go to 4
4 Exhibition	A Council officer undertakes targeted consultation with affected owners and occupiers and with street naming stakeholders on the naming proposals.	Go to 5
5 Submissions	A Council officer receives submissions from the public on the proposed name, prepares a Council report and invites all submitters to the relevant meeting.	Go to 6
6 Decision	Council receives public submissions, considers the report and makes a final decision about the street names.	Council process ends

## Attachment 1 - Place Naming Policy (Draft)



## Place Naming Policy

## Option Three – Council seeks suggestions first on the name, then on the place.

Process	Responsibility	Next step
1 Naming Proposal	Council determines to name places in recognition of a particular theme.	Go to 2
2 Name consultation	A Council officer seeks community suggestions about specific names that are consistent with that theme.	Go to 3
3 Proposed name	A Council officer consults with Councillors on community, Councillor and officer name suggestions and selects proposed names for further consultation.	Go to 4
4 Place consultation	A Council officer seeks community suggestions on places that could be named using the proposed names.	Go to 5
5 Proposed places	A Council officer consults with Councillors on community, Councillor and officer place suggestions and selects proposed places for further consultation.	Go to 6
6 Exhibition	A Council officer undertakes targeted consultation with affected owners and occupiers and with street naming stakeholders on the naming proposals.	Go to 7
7 Submissions	A Council officer receives submissions from the public on the proposed name, prepares a Council report and invites all submitters to the relevant meeting.	Go to 8
8 Decision	Council receives public submissions, considers the report and makes a final decision about the street names.	Council process ends

**Example**

As part of its celebration of International Womens' Day, Council determines to name five streets in recognition of women who have made a significant contribution to the the City of Yarra. It resolves to commence the naming process by calling for community suggestions for suitable women.

Council selects five suitable women from among submissions received and its own research, announces the names to be recognised and calls for community suggestions as to suitable locations.

Council receives a number of suggestions and determines a package of five specific streets, together with the proposed street names.

Council officers write to the owners and occupiers of directly affected properties, as well as street naming stakeholders, seeking their views on the naming proposal.

Council receives submissions from affected persons and makes a final decision regarding the street naming.

## Attachment 1 - Place Naming Policy (Draft)



## Place Naming Policy

**Example**

As part of a celebration of the contribution of community artists to the Yarra community, Council determines that it proposes to find a park in the city to name "Artists Park". It resolves to commence the naming process by calling for community suggestions as to a suitable park in the municipality.

Council receives a number of suggestions and selects a specific park to be named "Artists Park".

Council officers write to the owners and occupiers of directly affected properties, as well as street naming stakeholders, seeking their views on the naming proposal.

Council receives submissions from affected persons and makes a final decision regarding the street naming.

**Example**

Council determines that it proposes to name an identified street as "Wurundjeri Lane".

Council officers write to the owners and occupiers of directly affected properties, as well as street naming stakeholders, seeking their views on the naming proposal.

Council receives submissions from affected persons and makes a final decision regarding the street naming.

**4.3. Locality naming**

In general, Council will not support a request to establish a new locality name, or to alter the boundaries of existing localities within the municipality.

Any request by a member of the community to alter locality names should be submitted to Council together with evidence of support of a significant number of the affected persons. This evidence might include a petition, letters of support, results of a community survey or similar. While achieving support from a majority of affected persons is not necessary at this stage, Council officers will need to be satisfied that such support may be possible before any request will be taken to Council for consideration.

A proposal to alter locality names can only be instigated by Council resolution, and must be conducted in accordance with the process set out in the *Naming Rules*. As these processes are rare, a tailored consultation plan is to be developed and endorsed by Council for each proposal, and will likely include direct mail to affected persons, public advertising, a public survey or poll and, where the locality extends into a neighbouring municipality, consultation with the relevant Council.

All decisions regarding locality naming must be made by resolution of Council.

## Attachment 1 - Place Naming Policy (Draft)



## Place Naming Policy

### 5. Implementation

#### 5.1. Administrative arrangements

##### Place naming website

A page on Council's website will be published to provide information about Council's place naming program. The page will include:

- information about the place naming program
- a list of current naming proposals and their status.
- a link to recently named streets, including information about their history.
- a copy of this policy.
- instructions on how to subscribe to the place naming mailing list.

##### Place naming mailing list

The Governance Support Unit will maintain an email list of interested persons who would like to be notified of place naming proposals and will ensure that any public communications or invitations to participate in a naming process are sent to that list.

##### Mapping services

Following the naming of a road, Council officers shall be responsible for submitting the new name to external mapping services, such as Apple Maps and Google Maps. Because these services are not controlled by Council and rely on community-based submissions, temporary signage shall be erected following the naming of each street to encourage the members of the public to also submit the new names to the mapping services.

#### 5.2. Signage

##### Newly named streets

Upon the gazettal of new street names, street signs showing the new street name shall be installed as soon as practicable and within 30 days. These new signs will include the following information:

Sign Detail	Where it will appear
Street name	On all signs
Street type	On all signs
Property numbers for one block in one or both directions	Where the street crosses a major through street and it is deemed necessary to assist in navigation.
"NO THROUGH ROAD"	Where a cul de sac may be readily mistaken for a through street.
A simplified translation of the street name	Where the street name includes a word in the Woi wurrung language (on one sign only).
Brief biographical information about the subject of a street name (which where possible, has been agreed with the subject's descendants)	Where the street is named in recognition of a specific person (on one sign only).

The overall design, size, colours, font, and any abbreviations on any street sign shall be in accordance with the applicable Australian Standards.

**Attachment 1 - Place Naming Policy (Draft)****Place Naming Policy****Previously named streets**

Where an existing street is named in recognition of a specific person, but no biographical information has been included on the sign, Council will replace the street sign to include such information following a request from a member of the public if:

- the subject of the eponymous street name can be accurately confirmed.
- accurate biographical information is provided and can be readily confirmed.
- the inclusion of biographical information will not be offensive or controversial.
- the inclusion of biographical information will not increase the risk of sign theft or vandalism.
- the member of the public agrees to meet the cost of the sign replacement (calculated on a cost recovery basis).

Following the replacement of a street sign in these circumstances, the sign is the property of Council, which has ongoing responsibility for maintenance and cyclical replacement.

**Other places**

Where other places are named under this policy, the design of appropriate signage will be considered in accordance with the design standards appropriate to that location. Where Woi wurrung words or a person's names are used, appropriate explanatory information shall be included where appropriate.

**6. Related Documents**

- Geographic Place Names Act 1998
- Road Management Act 2004
- Naming Rules for Places in Victoria: Statutory requirements for naming roads, features and localities 2016