

Ordinary Meeting of Council Agenda

**to be held on Tuesday 3 December 2019 at 7.00pm
Fitzroy 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.

www.yarracity.vic.gov.au

Order of business

- 1. Statement of recognition of Wurundjeri Woi-wurrung 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. Acknowledgment of Country

“Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra.

We acknowledge their creator spirit Bunjil, their ancestors and their Elders.

We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have never ceded sovereignty and retain their strong connections to family, clan and country despite the impacts of European invasion.

We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra.

We pay our respects to Elders from all nations here today—and to their Elders past, present and future.”

2. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

- Cr Misha Coleman (Mayor)
- Cr Mi-Lin Chen Yi Mei (Deputy Mayor)
- Cr Danae Bosler
- 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		Page	Rec. Page	Report Presenter
4.1	Matters prejudicial to Council and/or any person			
4.2	Proposed developments			
4.3	Matters prejudicial to Council and/or any person			

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 prejudicial to Council and/or any person
 - (b) Proposed developments
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

Nil

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 Mayor to ask your question, please come forward, take a seat at the microphone, state your name clearly for the record and:

- direct your question to the Mayor;
- refrain from making statements or engaging in debate
- not raise operational matters which have not previously been raised with the Council administration;
- not ask questions about matter listed on the agenda for the current meeting.
- refrain from repeating questions that have been previously asked; and
- if asking a question on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have asked your question, please remain silent unless called upon by the Mayor to make further comment or to clarify any aspects.

8. Delegate's reports

9. General business

10. Questions without notice

11. Council business reports

Item		Page	Rec. Page	Report Presenter
11.1	Review of Council Committee Terms of Reference	9	15	Rhys Thomas - Senior Governance Advisor
11.2	Potential for Yarra to support Environmental Upgrade Agreements	36	44	Michael Oke - Sustainability Unit Manager
11.3	Draft Consultation Climate Emergency Plan	45	48	Michael Oke - Sustainability Unit Manager
11.4	Brunswick Street Streetscape Masterplan	95	103	David Walmsley - Manager City Strategy
11.5	Micromobility (Bike, e-bike and e-scooter share) proposals	261	275	Simon Exon - Unit Manager Strategic Transport
11.6	Elizabeth Street Bike Lane Upgrades	277	300	Simon Exon - Unit Manager Strategic Transport
11.7	Safe Travel Strategy - 2019 Progress Report	313	318	Dennis Cheng - Manager Traffic and Civil Engineering

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 Mayor to make your submission, please come forward, take a seat at the microphone, state your name clearly for the record and:

- Speak for a maximum of five minutes;
- direct your submission to the Mayor;
- confine your submission to the subject under consideration;
- avoid repetition and restating previous submitters;
- refrain from asking questions or seeking comments from the Councillors or other submitters;
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have made your submission, please remain silent unless called upon by the Mayor to make further comment or to clarify any aspects.

12. Notices of motion

Item		Page	Rec. Page	Report Presenter
12.1	Notice of Rescission No. 2 of 2019 - Officers to present a report on the operation of Yarra Youth Services	331	332	Jackie Fristacky - Councillor

13. Urgent business

Nil

11.1 Review of Council Committee Terms of Reference

Trim Record Number: D19/195562

Responsible Officer: Group Manager Chief Executive's Office

Purpose

1. To confirm the Terms of Reference for the Advisory Committees to operate through the 2019/2020 Council year.

Background

2. On 16 July 2019, Council endorsed a Council Committees Policy which established consistent framework for the operation of Council Committees.
3. Since the adoption of that policy, the Terms of Reference for each Committee have been reviewed to ensure that it is simplified and is consistent with the policy. The outcomes of these reviews are as follows:

Active Ageing Advisory Group

4. The Terms of Reference of the Active Ageing Advisory Group was adopted in March 2016.
5. An administrative review of the Active Ageing Advisory Group Terms of Reference was conducted and it was determined that the Terms of Reference was substantially consistent with the Council Committee Policy. This review was conducted in consultation with the membership of the existing committee. This process retained the same purpose and objectives as the current committee (with some changes to wording to reflect contemporary language and priorities). The following specific changes are proposed:
 - (a) removal of the preamble (which can still be appended to the Terms of Reference for publication if desired, but is not proposed to form part of the adopted Terms of Reference);
 - (b) specific references to persons aged '50+' rather than 'older persons' to provide clarity;
 - (c) increase in the number of community members from six to eight;
 - (d) modification of the terms of membership so that rather than staggering the expiry dates of terms (with half being replaced every two years), all member terms expire at the sunset of the committee after each Council election; and
 - (e) removal of administrative and other provisions which are now covered by the policy.
6. It should be noted that the endorsement of this modified Terms of Reference will have the effect of altering the appointment terms of all existing members so that they all conclude on 30 June 2021. This will extend some terms, and shorten others and will remove the need to conduct an expression of interest process for new members early in 2020.
7. *The outcomes of the review of the Terms of Reference can be found at **Attachment One**.*

Arts Advisory Committee

8. The Terms of Reference of the Arts Advisory Committee was adopted in October 2014.
9. An administrative review of the Arts Advisory Group Terms of Reference was conducted and it was determined that the Terms of Reference was largely consistent with the Council Committee Policy. As a result, the only changes that were required were to alter the format and remove references to matters now provided for in the policy.
10. The effect of the changes are limited to areas where the Terms of Reference and the Policy were inconsistent. These are:
 - (a) The Senior Coordinator Arts, Culture and Venues is no longer a member of the Committee;
 - (b) The Chair will be a Councillor, alternating between the two appointed Councillors;

- (c) The appointment of members is done by Council, not the CEO (except casual vacancies);
- (d) The Terms of Reference allows for co-opted members of the two working groups (i.e. those that are not members of the Committee); and
- (e) Removal of provisions which are now covered by the policy.

11. *The outcomes of the review of the Terms of Reference can be found at **Attachment One**.*

Bicycle Advisory Committee

- 12. The Terms of Reference of the Bicycle Advisory Committee was adopted in 2011.
- 13. On 12 November 2019, Council resolved that “*Officers prepare a report on the feasibility of forming an Active Transport Advisory Committee to Council, such Committee to incorporate the Bicycle Advisory Committee; the report include a proposed Terms of Reference for this Committee; and the Bicycle Advisory Committee continue to operate in the meantime.*”
- 14. In light of this resolution, an administrative review has been conducted of the Bicycle Advisory Committee Terms of Reference with a view only to ensuring the Terms of Reference is compliant with the Council Committees Policy until such time as the report above is presented to Council. No other changes have been made at this stage.
- 15. *The outcomes of the review of the Terms of Reference can be found at **Attachment One**, noting that a report on the feasibility of forming an Active Transport Advisory Committee will be brought to Council early in 2020.*

Business Advisory Group

- 16. The Terms of Reference of the Business Advisory Group was adopted in December 2014.
- 17. An administrative review of the Business Advisory Group Terms of Reference was conducted and it was determined that the Terms of Reference was consistent with the Council Committee Policy. As a result, the only changes that were required were to alter the format and remove references to matters now provided for in the policy.
- 18. *The outcomes of the review of the Terms of Reference can be found at **Attachment One**.*

Community Awards Committee

- 19. The Community Awards Committee was established by Council resolution on in June 2018. The Committee has operated without a Terms of Reference.
- 20. In order to comply with the Council Committees Policy, the administration propose that Council adopt a Terms of Reference which sets out the existing obligations of the Committee based on previous practice and have developed a proposed Terms of Reference on this basis.
- 21. In order to comply with the Local Government Act, the proposed Terms of Reference clarifies that the role of the Committee is to ‘recommend’ the recipients of the awards, rather than make a final determination. This distinction is important because a Committee cannot be delegated a decision-making power on behalf of Council without triggering a range of other requirements (including advertising meeting details, allowing the public to attend, publishing agendas and minutes and adopting a formal Instrument of Delegation). Instead it is proposed that the Committee’s recommendations be provided to the Chief Executive Officer for endorsement. In the event that the Chief Executive officer is not prepared to endorse the Committee’s recommendation, a report would instead be presented to the full Council.
- 22. *The proposed new Terms of Reference can be found at **Attachment One**.*

Disability Advisory Committee

- 23. The Terms of Reference of the Disability Advisory Committee was adopted in October 2017.
- 24. An administrative review of the Disability Advisory Committee Terms of Reference was conducted and it was determined that the Terms of Reference was consistent with the Council Committee Policy. As a result, the only changes that were required were to alter the format and remove most references to matters now provided for in the policy.

25. The review does propose that an exception be applied to the Committee in relation to the policy requirement that the names of members and the minutes of meetings be published on Council's website. It is proposed that due to the nature of the members and the fact they often speak about their personal experiences living with a disability in the community an exception to this requirement is warranted. Instead it is proposed that meeting summaries be made available, and that the names of members only be published if requested by them.
26. *The outcomes of the review of the Terms of Reference can be found at **Attachment One**.*
Early Years Reference Group
27. The Terms of Reference of the Early Years Reference Group was adopted in September 2005.
28. An administrative review of the Early Years Reference Group Terms of Reference was conducted and it was determined that the Terms of Reference was consistent with the Council Committee Policy, although it did not include the details of the Committee membership. In discussion with the relevant officers, it was determined that the Reference Group, as it currently operates, fits better with the classification of an 'Interest group' rather than a more formal Advisory Committee. The distinction is made because the Early Years Reference Group functions more as a network of aligned professionals and organisations operating in the family and children's services sector.
29. As a result, proposed Terms of Reference alters the language slightly to reflect this situation, and proposes an 'open membership' where all representatives of organisations meeting the criteria set out in the Terms of Reference are welcomed to participate. This reflects the current practice.
30. *The outcomes of the review of the Terms of Reference can be found at **Attachment One**.*
Environment Advisory Committee
31. The Terms of Reference of the Environment Advisory Committee was adopted in September 2015. On 12 November 2019, Council resolved that "*the Yarra Environment Advisory Committee in its current form be extended for a further twelve months*".
32. While this resolution has the effect of ensuring that the current membership of the Committee (which was otherwise due to reach the end of their term) can remain members of the Committee for the time being, it still leaves a number of matters unresolved. These are:
 - (a) The compliance of the Committee Terms of Reference with the Council Committees Policy;
 - (b) The future of the Environment Advisory Committee's Waste and Recycling Working Group (established by Council resolution in February 2017 and sun-setted on 6 June 2019); and
 - (c) The role of the aligned Urban Agriculture (Community Gardens) Advisory Committee.
33. In light of this resolution and to address the outstanding matters, an administrative review has been conducted of the Environment Advisory Committee Terms of Reference. This review proposes that a modified Terms of Reference be presented for Council's consideration that:
 - (a) broadens the scope of the Environment Advisory Committee and specifies a number of specific policy areas where advice is sought;
 - (b) increases the number of community members from 12 to 16;
 - (c) more clearly describes the advisory nature of the Committee and its role in Council's strategic policy development across a range of environmental portfolio areas.
 - (d) provides for a policy exemption to permit co-opted members (who are not members of the Advisory Committee) to be invited onto working groups that the Committee may form in order to provide specialised expertise and advice; and
 - (e) removes provisions which are now covered by the policy.

34. It is envisaged that the recruitment of the additional members will draw on the expertise of the members of the Waste and Recycling Working Group and the Urban Agriculture (Community Gardens) Advisory Committee.
35. It is further envisaged that the Environment Advisory Committee will establish working groups to address specific areas where advice is sought by Council, including that formerly considered by the existing Waste and Recycling Working Group and the Urban Agriculture (Community Gardens) Advisory Committee.
36. *The outcomes of the review of the Terms of Reference can be found at **Attachment One**.*
Heritage Advisory Committee
37. The Terms of Reference of the Heritage Advisory Committee was adopted in December 2017.
38. An administrative review of the Heritage Advisory Group Terms of Reference was conducted and it was determined that the Terms of Reference was largely consistent with the Council Committee Policy. As a result, the only changes that were required were to alter the format and remove references to matters now provided for in the policy.
39. The effect of the changes are limited to areas where the Terms of Reference and the Policy were inconsistent. These are:
- (a) The presentation of a Delegate's Report after each meeting is no longer 'mandatory';
 - (b) The Chair does not have a 'casting' vote;
 - (c) There are no 'quorum' provisions unless a 'vote' is actually being taken;
 - (d) The termination of members (for example those who miss meetings) is slightly different; and
 - (e) The planned sunset of the Committee in December 2021 has been brought forward to June 2021 (in line with all Committees).
40. *The outcomes of the review of the Terms of Reference can be found at **Attachment One**.*
Multicultural Advisory Group
41. The Terms of Reference of the Multicultural Advisory Group was adopted in November 2015.
42. An administrative review was conducted in light of the endorsement of the Multicultural Partnerships Plan 2019-2023 by Council on 2 July 2019. The review maintained the provisions of the 2015 Terms of Reference of the Multicultural Advisory Group and proposes a Terms of Reference that includes:
- (a) A change to reflect the timeframe of the updated Multicultural Partnerships Plan;
 - (b) removal of 'Council Officers' from among the list of committee members to align with the new policy;
 - (c) removal of provisions relating to the annual review and evaluation (which can still occur, but do not need to be mandated in the Terms of Reference); and
 - (d) removal of provisions which are now covered by the policy.
43. *The outcomes of the review of the Terms of Reference can be found at **Attachment One**.*
Performance Review Sub Committee
44. The Performance Review Subcommittee has operated to date without a formal Terms of Reference.
45. In order to comply with the Council Committees Policy, the administration propose that Council adopt a Terms of Reference which sets out the existing obligations of the Committee based on previous practice and have developed a proposed Terms of Reference on this basis. It is further proposed that the Terms of Reference contain the following provisions:

- (a) Re-naming the Committee to the Performance Review Committee (rather than Sub Committee) for the sake of consistency and to avoid confusion with the lesser role of 'subcommittees' as set out in the Council Committees Policy; and
- (b) Changing the membership from "The Mayor plus any number of other Councillors" to "All Councillors" to reflect the long standing practice of all Councillors making up the Committee.

46. *The proposed new Terms of Reference can be found at **Attachment One**.*

Urban Agriculture (Community Gardens) Advisory Committee

- 47. The Urban Agriculture (Community Gardens) Advisory Committee was established (in its former name of Community Gardens Advisory Committee) in November 2009. It operated without a Terms of Reference until August 2011, when Council adopted the current Terms of Reference of the renamed committee. That Terms of Reference included a provision that *"the establishment of the Urban Agriculture (Community Gardens) Advisory Committee will be for a period of two years from the first meeting and will be subject to a review at the end of that period."* Following an administrative review after the initial two years, it was determined that the Committee continue to operate for successive terms. The most recent two year term commenced on 4 July 2017, with the Committee concluding its term on 4 July 2019. Having now reached the end of its current term, the Urban Agriculture (Community Gardens) Advisory Committee has no further meetings scheduled.
- 48. In conducting the review of the Environment Advisory Committee described above, it is now proposed that the Urban Agriculture (Community Gardens) Advisory Committee be allowed to sunset, and its members be invited to apply for membership to the newly expanded Environment Advisory Committee, or one of its working groups (once established).
- 49. *Given the proposal to allow the Committee to sunset, no Terms of Reference are presented.*

Yana Ngargna Advisory Group

- 50. The Terms of Reference of the Yana Ngargna Advisory Group (formerly Aboriginal Advisory Group) was adopted in March 2003.
- 51. An administrative review was conducted in light of the endorsement of the Yana Ngargna Plan 2020-2023 by Council on 12 November 2019. The review maintained the provisions of the 2015 Terms of Reference of the Aboriginal Advisory Group and proposes a Terms of Reference that includes:
 - (a) a new Committee name as set out in the Yana Ngargna Plan;
 - (b) changed terminology to reference the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community throughout;
 - (c) a number of changes to the listed membership organisations to reflect the changed context since the Terms of Reference was last adopted;
 - (d) An increase in the number of appointed Councillors from one to two;
 - (e) a change to the meeting frequency from 'bimonthly' to minimum of five meetings per to reflect the Yana Ngargna plan; and
 - (f) removal the preamble (which can still be appended to the Terms of Reference for publication if desired, but is not proposed to form part of the adopted Terms of Reference).
- 52. *The outcomes of the review of the Terms of Reference can be found at **Attachment Two**. Given the established process of collaborative decision-making between Council and the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community, it is proposed that Council endorse the Terms of Reference subject to ratification by the Committee itself and that in the event a material change is proposed, they be brought back to Council for endorsement.*

Yarra Health and Wellbeing Plan Advisory Committee

53. The outcomes of a review of the purpose, function and future of the Health and Wellbeing Plan Advisory Committee were considered by Council on 8 October 2019, with Council determining to replace the current Committee with a new Project Consultative Group to guide the development of the next Municipal Public Health and Wellbeing Plan, commencing no less than six months prior to the adoption of the next Council Plan.
54. *This Committee has now been dissolved, so no Terms of Reference are presented.*

Yarra Libraries Advisory Committee

55. The Terms of Reference of the Yarra Libraries Advisory Committee was adopted in June 2012.
56. An administrative review was conducted in conjunction with the scheduled expression of interest process for new Committee members conducted in September and October 2019. The review determined that the Terms of Reference is consistent with the Council Committee Policy and the only changes required were to alter the format and remove references to matters now provided for in the policy.
57. The review recommends that one material change be made to the existing Terms of Reference and that the number of community members appointed be increased from six to ten. This change will enable greater diversity in the group, and allow for the Committee to continue to operate in the event of multiple absences. This change has been recommended following a strong response to the recent expression of interest process and is included in the attached Terms of Reference.
58. *The outcomes of the review of the Terms of Reference can be found at **Attachment One**.*

Youth Advisory Committee

59. The outcomes of a review of the Yarra Youth Advisory Committee were considered by Council on 22 October 2019, with Council determining to dissolve the Committee in favour of a new series of "Your Say Yarra Youth" forums.
60. *This Committee has now been dissolved, so no Terms of Reference are presented.*

External Consultation

61. While no broad community consultation has taken place, discussions have been held at a number of the Council Committee subject to this review. These discussions included a presentation by the Senior Governance Advisor of Council's recently adopted Council Committees Policy and an opportunity for discussion.

Internal Consultation (One Yarra)

62. Discussions have been held with the officers responsible for each of the Committee subject to review.

Financial Implications

63. The advice provided in this Briefing Paper does not have any financial implications.

Economic Implications

64. The advice provided in this Briefing Paper does not have any economic implications.

Sustainability Implications

65. The advice provided in this Briefing Paper does not have any sustainability implications.

Social Implications

66. The advice provided in this Briefing Paper does not have any social implications.

Human Rights Implications

67. The advice provided in this Briefing Paper does not have any human rights implications.

Communications with CALD Communities Implications

68. There has been no external communications undertaken in the development of this Briefing Paper.

Council Plan, Strategy and Policy Implications

69. There are no Council Plan, strategy or policy Implications arising from the matters addressed in this Briefing Paper.

Legal Implications

70. Aside from the need to ensure that Council Committees do not inadvertently purport to have delegated decision-making authority, no further legal implications have been identified arising from the matters addressed in this Briefing Paper.

Other Issues

71. No other issues have been identified in the development of this Briefing Paper.

Options

72. It is open to Council to vary the proposed Terms of Reference for any of these Committees by alternate resolution. Further, it is open to Council to defer the review of any of the Terms of Reference and seek a subsequent report at a later meeting.

Conclusion

73. Officers recommend endorsing the Terms of Reference for each of the Committees presented in this report.

RECOMMENDATION

1. That Council endorse the Terms of Reference found at **Attachment One** for each of the following Council Committees:
 - (a) Active Ageing Advisory Group;
 - (b) Arts Advisory Committee;
 - (c) Bicycle Advisory Committee;
 - (d) Business Advisory Group;
 - (e) Community Awards Committee;
 - (f) Disability Advisory Committee;
 - (g) Early Years Reference Group;
 - (h) Environment Advisory Committee;
 - (i) Heritage Advisory Committee;
 - (j) Multicultural Advisory Group;
 - (k) Performance Review Committee; and
 - (l) Yarra Libraries Advisory Committee.
2. That Council endorse the Terms of Reference found at **Attachment Two** for the Yana Ngargna Advisory Group, subject to ratification by the Committee at its meeting in February 2020, noting that any material changes arising from this process will be brought back to Council for further endorsement.
3. That Council note its previous resolutions seeking reports on the establishment of the following Advisory Committees and that these will be presented to Council early in 2020:
 - (a) Active Transport Advisory Committee;
 - (b) Public Transport Advocacy Committee; and
 - (c) Tree Planting Advisory Committee.

4. That Council note the sunset of the following Advisory Committees and record its thanks to those members of the community that a made a contribution:
 - (a) Finance Committee; and
 - (b) Urban Agriculture (Community Gardens) Advisory Committee.
5. That Council note the previous dissolution of the following Advisory Committees:
 - (a) Yarra Health and Wellbeing Plan Advisory Committee; and
 - (b) Youth Advisory Committee.

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

Attachments

- 1 [↓](#) Attachment 1 - Council Committee Terms of Reference
- 2 [↓](#) Attachment 2 - Yana Ngargna Advisory Group Terms of Reference

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

Active Ageing Advisory Committee

TERMS OF REFERENCE



Type	Advisory Committee
Purpose	<p>The Active Ageing Advisory Committee will provide information, support and advice to Council on the needs, interests and well-being of people aged 50 +, with regard to:</p> <ul style="list-style-type: none"> • Development and implementation of the Active Healthy Ageing Strategy and Action Plan • Integration of the eight Age Friendly Cities domains across Council's planning, community development and service provision activities; and • Relevant Federal, State and local government policies and programs.
Objectives	<p>The Active Ageing Advisory Committee collaborates with Council and the community in raising awareness of ageing and promoting a Yarra culture that responds to the needs and aspirations of all people aged 50+.</p> <p>The Advisory Committee is therefore required to:</p> <ul style="list-style-type: none"> • Support a human-rights based approach, where people of all ages and abilities are included, respected and welcomed; • Provide information and strategic advice to Council on matters affecting the needs, interests and well-being of Yarra's people aged 50+. • Act as a conduit for the exchange of information and views between community, Council and other representative bodies on issues affecting the lives of people aged 50 +; • Promote independence, well-being and quality of life for all people as they age; • Promote the positive social and economic contribution people aged 50+ make to families and the community..
Membership	<p>The membership will consist of:</p> <ul style="list-style-type: none"> • Eight members who live, work or study in the City of Yarra • One Councillor (appointed annually)
Chairperson	Chairing is the responsibility of the appointed Councillor.

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

Selection Criteria	<p>Members are selected on the basis of their:</p> <ul style="list-style-type: none"> • capacity to consult and represent a wide range of views; • understanding of the needs of people aged 50+ from diverse backgrounds; • willingness to work with Council to inform stakeholders of activities, outcomes and achievement of the committee; • capacity to analyse information and advice on issues affecting people aged 50+; • strong knowledge of issues facing people aged 50+ now and into the future. <p>Residents who represent the following backgrounds are encouraged to apply:</p> <ul style="list-style-type: none"> • Different cultural and linguistic background; • Gay, Lesbian, Bisexual, Trans and Intersex (GLBTI) background. <p>Member's term of appointment will be up to four years, with terms staggered so that approximately half of the Committee member terms conclude in every second year.</p>
Meeting arrangements	<p>The Advisory Committee will meet between four and six times each year.</p>

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

Arts Advisory Committee

TERMS OF REFERENCE



Type	Advisory Committee
Purpose	To provide a formal mechanism for Council to consult with key stakeholders, seek specialist advice and enable community participation in arts and cultural planning and development.
Objectives	<p>The key role of the Committee is to:</p> <ul style="list-style-type: none"> • provide advice on the implementation of the Arts and Cultural Plan 2011–2015; • provide comment on relevant Council policies and strategies; • make recommendations to Council on the arts streams of the Community Grants Program; • facilitate formal and informal communication and consultation processes with local arts and cultural industries, practitioners, organisations and residents; and • provide advice to Council on issues related to visual arts in the City including to the City of Yarra Art and Heritage Collection and public art; and • provide advice to Council on issues related to creative infrastructure, specifically to the Room to Create Program. <p>To support the Committee in this role it shall establish the following working groups:</p> <ul style="list-style-type: none"> • Visual Arts Panel • Room to Create Panel
Membership	<p>Eight members, comprising:</p> <ul style="list-style-type: none"> • Two Councillors • Six community members
Chairperson	Meetings shall be chaired by an appointed Councillor on an alternating basis.
Selection Criteria	<p>Members may be appointed for a term of up to three years and are eligible for re-appointment.</p> <p>Members must demonstrate a strong link to the City of Yarra, such as be a resident, own a property or business, work, study in the City of Yarra.</p> <p>Membership consists of a reasonable representation from across art forms and interests relevant to the Yarra community. Where possible, membership will have a balance of continuing and new members.</p>
Meeting arrangements	Meetings four times per year (plus working group meetings as required).
Departures from the Council Committees Policy	<p>The following additional provisions apply to this Committee:</p> <ul style="list-style-type: none"> • Each of the Committee's working groups will comprise up to ten members and must include at least one appointed Councillor, at least one community member and additional co-opted members appointed by the Senior Coordinator of Arts, Culture and Venues.

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

Bicycle Advisory Committee

TERMS OF REFERENCE



Type	Advisory Committee
Purpose	To provide the local community with an opportunity to provide regular input to Council on bicycle infrastructure and policy development in Yarra.
Objectives	<p>Objectives</p> <ul style="list-style-type: none"> • To support and enhance safe and efficient cycling in the City of Yarra. • To improve the awareness of the rights of cyclists and encourage responsible riding. <p>Strategies</p> <ul style="list-style-type: none"> • Provide user perspective on proposed cycle projects and the existing network in Yarra. • Develop educational/information programs for cyclists and develop programs to reward/recognise good cyclists/drivers. • Work with individuals, other community and cycling groups to promote bicycle use and lift the recognition of cyclists as road users. <p>Actions</p> <ul style="list-style-type: none"> • Review concepts for bike projects and routes as funding becomes available. • Assess existing bicycle network as required. • Provide feedback on new initiatives/products as they become available.
Membership	<p>Membership comprises:</p> <ul style="list-style-type: none"> • One Councillor • Any number of members of the Yarra community interested in enhancing cycling in Yarra.
Chairperson	The Chairperson shall be the appointed Councillor
Selection Criteria	The Committee has an 'open membership' and is open to members of the Yarra community interested in enhancing cycling in Yarra.
Meeting arrangements	Meetings six times per year.

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

Business Advisory Group

TERMS OF REFERENCE



Type	Advisory Committee
Purpose	Create and maintain a forum for business representatives to provide Council with feedback and practical advice regarding ways in which Council can engage with and further assist key sectors within the business community.
Objectives	<p>To provide considered advice and recommendations to Council:</p> <ul style="list-style-type: none"> • On the local economy and industry specific challenges and opportunities that effect the local business community • That help shape the development, implementation and promotion of Councils Economic Development Strategy • On policies and strategic objectives concerning Yarra's business community • On how best to engage the business community on matters of significance to the whole of Yarra community
Membership	<p>Members comprise of the following:</p> <ul style="list-style-type: none"> • Councillors • 16 business representatives
Chair	The Chair shall be a Councillor and will alternate between Councillors where there is more than one Councillor appointed to the Business Advisory Group.
Selection Criteria	<p>Members are selected from among any interested Yarra business having regard to the existing composition of the group and the following key elements:</p> <ul style="list-style-type: none"> • Representation across the municipality • Representation of different size businesses • Representation of different business sectors • Local business proprietor, property owner and/or employee based in Yarra • Business experience, skills and relevant network connections; and • A strong interest in the ongoing development of a prosperous economy in Yarra
Meeting arrangements	<p>Four meetings are held throughout the year (March, May, July and September). The meetings are approximately 2 hours in duration and held on the third Thursday of the month from 8am – 10 am.</p> <p>The meetings are held in various locations throughout Yarra.</p>

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

Arts Advisory Committee

TERMS OF REFERENCE



Type	Advisory Committee
Purpose	To provide a formal mechanism for Council to consult with key stakeholders, seek specialist advice and enable community participation in arts and cultural planning and development.
Objectives	<p>The key role of the Committee is to:</p> <ul style="list-style-type: none"> • provide advice on the implementation of the Arts and Cultural Plan 2011–2015; • provide comment on relevant Council policies and strategies; • make recommendations to Council on the arts streams of the Community Grants Program; • facilitate formal and informal communication and consultation processes with local arts and cultural industries, practitioners, organisations and residents; and • provide advice to Council on issues related to visual arts in the City including to the City of Yarra Art and Heritage Collection and public art; and • provide advice to Council on issues related to creative infrastructure, specifically to the Room to Create Program. <p>To support the Committee in this role it shall establish the following working groups:</p> <ul style="list-style-type: none"> • Visual Arts Panel • Room to Create Panel
Membership	<p>Eight members, comprising:</p> <ul style="list-style-type: none"> • Two Councillors • Six community members
Chairperson	Meetings shall be chaired by an appointed Councillor on an alternating basis.
Selection Criteria	<p>Members may be appointed for a term of up to three years and are eligible for re-appointment.</p> <p>Members must demonstrate a strong link to the City of Yarra, such as be a resident, own a property or business, work, study in the City of Yarra.</p> <p>Membership consists of a reasonable representation from across art forms and interests relevant to the Yarra community. Where possible, membership will have a balance of continuing and new members.</p>
Meeting arrangements	Meetings four times per year (plus working group meetings as required).
Departures from the Council Committees Policy	<p>The following additional provisions apply to this Committee:</p> <ul style="list-style-type: none"> • Each of the Committee's working groups will comprise up to ten members and must include at least one appointed Councillor, at least one community member and additional co-opted members appointed by the Senior Coordinator of Arts, Culture and Venues.

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

Disability Advisory Committee

TERMS OF REFERENCE



Type	Advisory Committee
Purpose	To provide information, advice and guidance to Council at both a strategic and operational level on universal access and mainstream participation of people with disability and ongoing support to Council in ensuring that disability rights are integrated into the core business of Council.
Objectives	<p>The Committee may provide advice and be consulted on the following:</p> <ul style="list-style-type: none"> • The provision of forums for the discussion of contemporary issues affecting the well-being of people with disabilities and their carers; • Any proposed strategies, programs, services and initiatives developed by all levels of Government and Non-Government Organisations to respond to access and inclusion issues; • Community development initiatives across the City of Yarra; • Systemic advocacy issues; • Development, implementation and review of Council's Access and Inclusion Policy and Strategy; • Review of Council's plans, strategies and policies; • Accessible and inclusive Council services, programs and events; • Council's major capital works and infrastructure; • Influence community attitude and perceptions
Membership	<p>Fourteen members, comprising:</p> <ul style="list-style-type: none"> • Two Councillors • Twelve community representatives
Chairperson	The Chairperson shall be a Councillor appointed by the Committee at the first meeting in each Council year.
Selection Criteria	<p>As far as practicable the composition of the community members will reflect the widest access and inclusion perspectives of people with a disability, and their families and carers, including:</p> <ul style="list-style-type: none"> • People with disability from the Aboriginal and Torres Strait community; • People with disability from Culturally, Religiously and Linguistically Diverse (CRALED) backgrounds; • People with disability from the Lesbian, Gay, Bisexual, Transgender, Intersex (LGBTI) community; • People with disability from a variety of life stages. <p>Community representatives can be someone who resides, works, studies or receives services in Yarra.</p> <p>Community members will be eligible for selection if they;</p> <ul style="list-style-type: none"> • Have a disability; or • Are a carer or a family member of a person with a disability; and • Have experience, knowledge and understanding of disability issues; and • Are able to represent the views of other Yarra residents with disability; and • Demonstrate ability to work effectively as a member of an Advisory Committee.

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

	Staff members who are (paid) workers of disability service provider organisations, should not be considered for appointment.
Meeting arrangements	Meetings ten times per year. Meetings shall be approximately two hours in length.
Departures from the Council Committees Policy	The following additional provisions apply to this Committee: <ul style="list-style-type: none"> • The names of community members shall not be published on Council's website unless specifically requested by that person. • Minutes of meetings shall not be published on Council's website. Instead, a meeting summary shall be produced which will outline the subject matter discussed by the Committee. The meeting summary will not include private information about Committee members.

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

Early Years Reference Group

TERMS OF REFERENCE



Type	Interest Group
Purpose	To facilitate networking and dialogue among those promoting and advocating for the needs and aspirations of children and their families in Yarra with a particular focus on vulnerable and disadvantaged children and families.
Objectives	<p>The Reference Group will:</p> <ul style="list-style-type: none"> • provide an opportunity for high-level consultation engagement and advice for Yarra organisations with an interest in family and children's services. • support Council in the development of a policy framework for the planning, development and delivery of family and children's services. • contribute to the evidence base and service planning process for future service provision by Council and other providers to 2030. • share information and advice on potential planning and service delivery issues, with a view to predicting and resolving issues.
Membership	<p>The Reference Group has an open membership and welcomes participation from representatives of the following organisations:</p> <ul style="list-style-type: none"> • public housing tenants associations in Yarra • community and private child care operators in Yarra • charitable and benevolent organisations delivering support to Yarra's families and children. • Umbrella bodies representing organisations with a focus on the delivery of family and children's services (such as Community Child Care Association Victoria). • North and West Metropolitan Region, Department of Human Services <p>In addition, one Councillor will be appointed by Council.</p>
Chairperson	The Chairperson shall be the appointed Councillor.
Selection Criteria	<p>The Reference Group has an open membership and welcomes participation from any person who fits the membership criteria.</p> <p>Person interested in attending should contact the City of Yarra on 9205 5555 and ask to speak to the Coordinator Children's Services.</p>
Meeting arrangements	Meetings four times per year.

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

Environment Advisory Committee

TERMS OF REFERENCE



Type	Advisory Committee
Purpose	To represent interests pertaining to all aspects of urban environmental sustainability including (but not limited to) climate change; resource efficiency across water, waste and energy; urban greening and natural capital; local food systems; and the built environment, by providing advice to Council on policy, strategy and other strategic opportunities to progress the organisation's response to these issues.
Objectives	<p>To capitalise on the knowledge, experience and skills available in the Yarra community to provide advice to Council in respect to:</p> <ul style="list-style-type: none"> • Emerging and evolving environmental sustainability issues, challenges and opportunities relevant to the City of Yarra; • The delivery of its Council Plan in relation to environmental sustainability issues; • Development and strategic implementation of environment-related council strategies, including (but not limited to) the Yarra Environment Strategy, Climate Emergency Plan, Waste Minimisation and Resource Recovery Strategy, Urban Agriculture Strategy, Urban Forest Strategy, Nature Strategy and Integrated Water Strategy (as updated from time-to-time); • Key policy development on relevant issues; • Design and delivery of specific environment sustainability programs and projects by Council; • Engagement with the wider City of Yarra community to build awareness of environmental sustainability issues and activities; • Identifying strategic opportunities to collaborate with other organisations and groups to progress initiatives related to environmental sustainability issues. <p>From time to time, to establish working groups to further support the Committee in advising Council in specific policy areas or projects, such as responding to the climate emergency, waste minimisation, and urban agriculture and nature.</p>
Membership	<p>Two Councillors plus 16 community members made up of a minimum of two members from each the following specific subject areas:</p> <ul style="list-style-type: none"> • Climate emergency • Waste management • Local food systems • Biodiversity and nature • Water
Chairperson	The Chairperson shall alternate between the two appointed Councillors.
Selection Criteria	<p>Council seeks applicants with an ability to work collaboratively with other members and Council, a strong interest and proven understanding of local environmental sustainability issues.</p> <p>Applicants will be selected on the basis of their capacity to form a committee with the following attributes:</p>

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

	<ul style="list-style-type: none"> • Diversity of environmental interests and knowledge including climate change; waste; transport; community development; engagement and behaviour change; urban agriculture; biodiversity; water; and built environment, or • Technical knowledge and experience in one of the following subject areas: <ul style="list-style-type: none"> ○ Climate emergency ○ Energy ○ Waste management ○ Local food systems ○ Biodiversity and nature ○ Water • Representation of members of different local community groups; • Representation of a variety of sectors in the municipality, including community agencies, business, education, and interested citizens; • A mix of skills and attributes to complement other members of the Committee.
Meeting arrangements	Meetings six times per year.
Departures from the Council Committees Policy	<p>The following additional provisions apply to this Committee:</p> <ul style="list-style-type: none"> • The Committee may establish working groups, each of which must include at least one Advisory Committee member and may include additional co-opted members appointed by the Secretariat.

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

Heritage Advisory Committee

TERMS OF REFERENCE



Type	Advisory Committee
Purpose	To provide advice to Council on heritage matters including Yarra's natural, built and cultural heritage.
Objectives	<p>To provide advice and recommendations to Council on:</p> <ul style="list-style-type: none"> the monitoring and implementation of the Yarra Heritage Strategy; the ongoing review of Yarra's heritage policies, plans and strategies; any further work required to document and protect Yarra's natural, built and cultural heritage; issues affecting heritage across the municipality (eg trends in development, sustainability or neglect of heritage places); policy and strategic objectives concerning City of Yarra's responsibilities for the World Heritage Environs Area within Yarra's boundary; the effective promotion of Yarra's heritage including raising public awareness of heritage matters and services; and nominations of state, national and world heritage significance.
Membership	<p>Fifteen members, comprising:</p> <ul style="list-style-type: none"> Three Councillors (one from each ward) Eleven community or local heritage and community group representatives from across the City of Yarra, subject to: <ul style="list-style-type: none"> at least one third of the twelve members having specific expertise from a range of sectors including but not limited to conservation architecture, landscape architecture, aboriginal heritage, history and cultural planning; at least two members who are no more than 30 years of age at the time of nomination; and a membership which includes a representation mix of gender. One representative from the National Trust.
Chairperson	The Chairperson shall be one of the appointed Councillors on a rostered basis.
Selection Criteria	<p>Applicants will be requested to submit a short statement of capabilities addressing the following criteria:</p> <ul style="list-style-type: none"> A demonstrated interest or expertise in heritage. That they have the approval of their respective local heritage /community group to be their representative; An understanding of community needs, concerns and issues relating to heritage in the City of Yarra. An understanding of the role that Local Government has in heritage matters. Ideas on how the promotion of heritage services could be undertaken. An ability and commitment to consider and value a wide cross section of community views. A commitment to participate in six meetings per year, and at other times as determined necessary by the Committee. <p>A requirement that committee members with long standing involvement in, or who hold a position in a local heritage / community groups, are a formal representative of</p>

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

	<p>that local heritage/community group at the Committee;</p> <p>Community representatives shall be formally appointed by the Council for a period of four years.</p> <p>As far as practical, the membership will reflect diversity in gender, cultural background and locality representation.</p> <p>Existing members may nominate to renew their membership on the Committee.</p>
Meeting arrangements	<p>Meetings will be held every two months.</p>

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

Multicultural Advisory Group

TERMS OF REFERENCE



Type	Advisory Committee
Purpose	To provide a structure for on-going communication and consultation between multicultural communities and Yarra City Council across a broad range of issues impacting on those communities.
Objectives	<ul style="list-style-type: none"> • Provide feedback on the implementation of the Multicultural Partnerships Plan 2019-2023. • Provide feedback and advice to Council on its policies, plans and services that impact multicultural communities. • Consider and provide advice on key Government initiatives, programs and reviews. • Advocate on behalf of multicultural communities. • Share information and resources between community groups and their representatives. • Assist Council to promote the benefits of cultural diversity within the Yarra municipality and beyond. • Provide advice to Council with its communication, engagement and consultation with multicultural communities.
Membership	<p>The Advisory Group has an open membership and welcomes participation from:</p> <ul style="list-style-type: none"> • Any member of Yarra's culturally religiously and linguistically diverse community; • Residents; • Community organisations, agencies and service providers who have a focus on provision of services to multicultural communities in Yarra; • Community groups in Yarra. <p>In addition, one Councillor will be appointed by Council.</p>
Chair	The Chairperson shall be the appointed Councillor.
Selection Criteria	<p>The Advisory Group has an open membership and welcomes participation from any person who fits the membership criteria.</p> <p>Person interested in attending should contact the City of Yarra on 9205 5555 and ask to speak to the Team Leader Community Partnerships.</p>
Meeting arrangements	Meetings four times per year.
Departures from the Council Committees Policy	<p>The following additional provisions apply to this Committee:</p> <ul style="list-style-type: none"> • Meeting minutes will be published in English, but meeting summaries will be prepared in other languages on request.

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

Performance Review Committee

TERMS OF REFERENCE



Type	Advisory Committee
Purpose	The role of the Committee is to support the Council in the performance management process for the Chief Executive Officer.
Objectives	<p>To provide the following to Council:</p> <ul style="list-style-type: none"> • Advice regarding the development of Key Performance Indicators. • Advice regarding the ongoing performance of the Chief Executive Officer as assessed against the adopted Key Performance Indicators. • A report to enable Council to satisfy its obligation to conduct an annual review of the performance of its Chief Executive Officer in accordance with section 97A(1) of the Local Government Act 1989.
Membership	Membership comprises all Councillors
Chair	The Committee shall be chaired by the Mayor (or Deputy Mayor where the Mayor is absent).
Selection Criteria	Not applicable.
Meeting arrangements	<p>The Committee meets approximately seven times per year.</p> <p>The meetings are typically held on Monday evenings prior to Councillor Briefings.</p>

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

Yarra Libraries Advisory Committee

TERMS OF REFERENCE



Type	Advisory Committee
Purpose	To provide advice on issues relating to public library services across the City of Yarra.
Objectives	<p>Objectives of the Yarra Libraries Advisory Committee</p> <ul style="list-style-type: none"> • To contribute the views of library users regarding the Library Service's role in meeting community needs • To contribute at an early stage, to review of services which will impact on library users • To contribute ideas and suggestions for the improvement and enhancement of Library Services in the City of Yarra • To provide a response from a user perspective to Library Service statistical reports and assessments of performance <p>Responsibilities of the Committee are to:</p> <ul style="list-style-type: none"> • Provide effective and timely advice by library users and community representatives into library policy, service planning and development • Promote consultation and representation of community views in library policy, service planning and development • Provide an additional avenue for dissemination of information about the library service • Propose and participate in relevant working parties, forums and workshops on library issues
Membership	<ul style="list-style-type: none"> • Ten library users who live, work or study in the City of Yarra • Two Councillors (appointed annually)
Chair	The Chair shall alternate between the appointed Councillors.
Selection Criteria	<p>The criteria for selection to the Committee will include:</p> <ul style="list-style-type: none"> • experience and understanding of public library services and issues; • a commitment to make a positive and constructive contribution to the objectives of the Committee and Yarra Libraries; • a commitment to consider and value a wide cross section of community views; • relevant skills and experience; and • availability for meetings. <p>Council will also seek to ensure an overall balance in terms of gender, cultural background and branch representation.</p>
Meeting arrangements	Four meetings are held throughout the year. The meetings are one to two hours in duration and held in the evening.

Attachment 1 - Attachment 1 - Council Committee Terms of Reference

<p>Departures from the Council Committees Policy</p>	<p>The following additional provisions apply to this Committee:</p> <ul style="list-style-type: none"> • Community committee appointments will be approved by the Chief Executive Officer on the basis of a recommendation from the Manager Library Services. • Members will be appointed for two years and will be eligible to serve no more than two consecutive terms. Retired members may subsequently re-apply for membership.
---	---

Attachment 2 - Attachment 2 - Yana Ngargna Advisory Group Terms of Reference

Yana Ngargna Advisory Group

TERMS OF REFERENCE



Type	Advisory Committee
Purpose	The Yana Ngargna Advisory Group has been established as a partnership between Yarra City Council and the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community.
Objectives	<p>The objectives of the Yana Ngargna Advisory Group are to:</p> <ul style="list-style-type: none"> • provide a structure for on-going consultation between the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community and Yarra City Council across a broad range of issues such as health, housing, legal, sport and recreation, culture, heritage, environment, employment, training and childcare; • provide Council with strategic advice regarding issues pertinent to the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people and issues pertaining to social justice for Aboriginal Australians; and • assist Council to identify its on-going role in regards to issues affecting the local Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community. <p>In order to achieve the above objectives, the Yana Ngargna Advisory Group will include the following roles and responsibilities:</p> <ul style="list-style-type: none"> • To improve communication, consultation and information sharing between the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community and Yarra City Council; • To provide advice to Council on Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people community issues; • To provide support in the ongoing development of the <i>Yana Ngargna</i> Plan between the City of Yarra and Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people. • To guide the development of Council's strategic approach including an action plan to address social justice issues concerning local Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people. • To increase cross-cultural awareness by ensuring that Council incorporate Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community interests in its policy, planning and service delivery activities; • To increase Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community participation in municipal affairs; • To work with Council to improve access for Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community to local resources; and • To increase the responsiveness of Council on issues affecting the local Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community.

Attachment 2 - Attachment 2 - Yana Ngarna Advisory Group Terms of Reference

Membership	<p>In addition to two Councillors, the membership will consist of representatives from local Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community and organisations, as well as City of Yarra representatives including:</p> <ul style="list-style-type: none"> • Wurundjeri Woi Wurrung Elders • Torres Strait Islander Community members • Aboriginal Affairs Victoria • The Neighbourhood Justice Centre • ConnectingHome • AFL SportsReady • Ngwala • Djirra • Department of Health and Human Services • Department of Premier and Cabinet • Melbourne Aboriginal Youth Sport and Recreation • Victorian Aboriginal Community Controlled Health Organisation • Victorian Aboriginal Community Services Association Ltd. • Victorian Aboriginal Education Association Inc. • Victorian Aboriginal Health Services Cooperative • Victorian Aboriginal Legal Service • Local Aboriginal community members • 3KND • Parkies • Local Aboriginal artists • Other locally based Aboriginal organisations
Chairperson	Chairing is a shared responsibility between a City of Yarra Councillor, and a Wurundjeri Woi Wurrung Elder
Selection Criteria	<p>Membership of the Advisory Group is to be open to all Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community members and organisations.</p> <p>A minimum of six Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community members to be elected by Yarra Council onto a core group, representing the local community at the Advisory Group. These six community members will be elected through an Expression of Interest process. They will be expected to attend no less than four of the five Advisory Group meetings held each year, and will hold these formal positions for a minimum of a two year period.</p> <p>Elections of membership to be a representative of this core group to be held every two years.</p>
Meeting arrangements	The Advisory Group will determine its meeting schedule. It is anticipated that there will be a minimum of five meetings annually.
Departures from the Council Committees Policy	<p>The following additional provisions apply to this Committee:</p> <ul style="list-style-type: none"> • Meetings are co-chaired by a Wurundjeri Woi Wurrung Elder and a Councillor.

11.2 Potential for Yarra to support Environmental Upgrade Agreements

Executive Summary

Purpose

To provide Councillors with a review of the value proposition for Council to support Environmental Upgrade Agreements (EUA) in the City of Yarra, and potential options for their delivery.

Key Issues

Environmental Upgrade Agreements enable lenders to partner with Councils to provide secured lending to local businesses for Environmental Upgrades.

Under EUA, lenders provide finance to a building owner for environmental upgrades, with the local Council then collecting the repayments through its rates system and remitting the funds to the lender. Use of the Council rates system means that loans become a statutory charge secured by the property, allowing lenders to offer more competitive loan terms.

Yarra Council is able to offer EUA under the Local Government Act, but currently does not. There are 35 Councils in Victoria who are offering EUA.

To offer EUA, Council would need to engage a Third Party Administrator, of which *Better Building Finance* is the sole provider. *Better Building Finance* is owned by the *Sustainable Australia Fund*, who is also the sole lender offering Environmental Upgrade Finance.

On the basis that Council has declared a climate emergency and is aiming to do all that it can to reduce emissions, enacting Environmental Upgrade Agreement and engaging BBF as a Third Party Administrator is recommended.

Financial Implications

There is no cost to Council to engage BBF as the Third Party Administrator.

The financial implications to offer base level services are not expected to be significant and are able to be covered by existing budgets and resourcing.

PROPOSAL

That Council:

- (a) note the officer report regarding Environmental Upgrade Agreements;
- (b) support Environmental Upgrade Agreements, and proceed to establish the program;
- (c) appoint Sustainable Australia Fund to establish, administer and support the delivery of Environmental Upgrade Agreements under the Better Building Finance brand;
- (d) delegate to the Chief Executive Officer the power to enter into an Environmental Upgrade Agreement on behalf of the Council; and
- (e) delegate to the Chief Executive Officer the power to declare and levy an environmental upgrade charge.

11.2 Potential for Yarra to support Environmental Upgrade Agreements

Reference: D19/216144

Authoriser: Director Planning and Place Making

Purpose

1. To provide Councillors with a review of the value proposition for Council to support Environmental Upgrade Agreements (EUA) in the City of Yarra, and potential options for their delivery.

Background

2. Enacted in January 2016, the Local Government Legislation Amendment (Environmental Upgrade Agreements) Act 2015 enables lenders to partner with Councils to provide secured lending to local businesses for environmental upgrades (i.e. renewable energy, energy efficiency, water saving). Prior to this the scheme was initiated by and limited to City of Melbourne.
3. Environmental Upgrade Agreement (EUA) is the legislation and framework for this service, where Environmental Upgrade Finance (EUF) is the program and how this is communicated to businesses. In practice, in many ways these can be read as interchangeable.
4. The key purpose of EUF is to help businesses access funding for sustainable building works. Under EUA, lenders provide finance to a building owner for environmental upgrades, with the local Council then collecting the repayments through its rates system and remitting the funds to the lender. Use of the Council rates system means that loans become a statutory charge secured by the property, allowing lenders to offer more competitive loan terms.
5. Council currently does not support the provision of EUA locally, but 35 Councils in Victoria do.
6. Total lending since origination has been \$30.44m with an estimated saving of 21,488 tCO₂ per annum. Of the 72 loans, 67 have been provided to Owner Operators and 5 to property investors with a cost passed through to the tenant.
7. In most Councils, uptake has been in the order of zero to two EUAs signed per annum. The two most successful municipalities have been the City of Melbourne who supported 11 between 2011 and 2014 (two since), and Mornington Peninsula who have supported 12 in the 2-3 years since they joined.
8. Reviewing the current value proposition to support EUA in Yarra is important in light of Council's Climate Emergency Declaration and commitment to undertake urgent action, and changes in the EUA market and growth of this program and its delivery. This also responds to a specific action in the Yarra Environment Strategy (2013-17), and requests from the Yarra Energy Foundation Yarra to support EUA.
9. Supporting EUA in Yarra would demonstrate Council's commitment in assisting the business community in addressing the ongoing barriers to investment in energy efficiency and renewable energy outcomes.
10. Supporting the program is not expected to require significant internal investment in systems or resources. The program is supported by Better Building Finance (BBF) as a Third Party Administrator, and by the Yarra Energy Foundation as the promotion and delivery agent.
11. BBF provides the basic services to facilitate the program free of charge to Councils. They recoup an establishment fee plus an ongoing admin fee of 0.05% from the borrowers.
12. Under the Local Government Act Council is already able to offer EUA locally.
13. To establish the program Yarra must appoint BBF as a Third Party Administrator, and provide authority to the CEO to sign-off each EUA.

How is EUA different to other financing options?

14. EUA's are different from other financing options in the following ways:
 - (a) repayment is a Statutory Charge, invoiced on the Council rates notice;
 - (b) if the property is leased then (subject to tenant agreement) the Statutory Charge, or part thereof, can be passed through to the tenant as an Outgoing and recovered by the land lord from the tenant;
 - (c) the loan is secured by the property and remains attached to the property (subject to agreement with the new owner, as the benefit stays with the building); and
 - (d) no consent or approval is required from an existing financier nor is there a requirement to take out a mortgage, as the statutory charge provides equivalent rights.

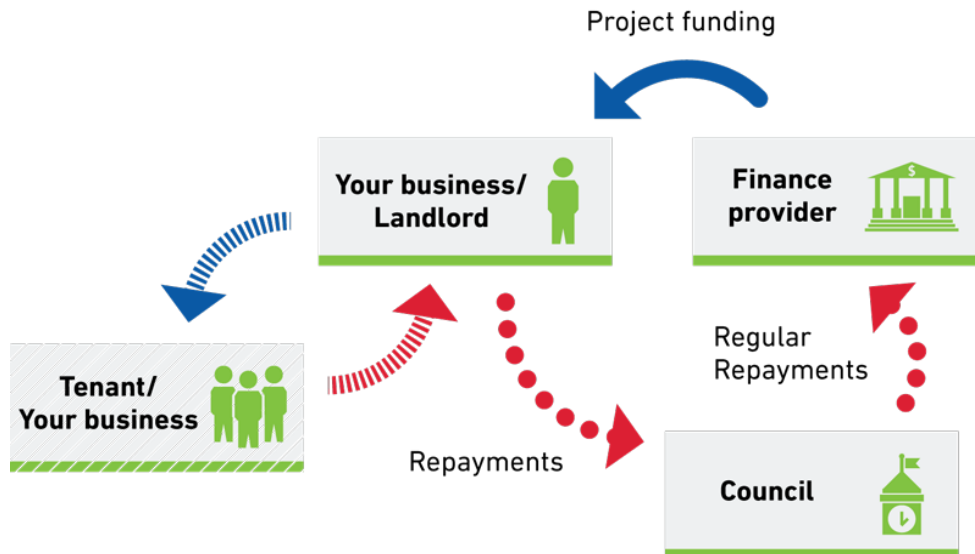


Figure 1: Flow Diagram of EUF (Source: Sustainability Victoria Website)

15. The funding structure enables some borrowers to access finance outside of their existing bank lines and in some cases the repayments and debt will sit outside a borrowers financial covenants with their existing lenders, enabling the borrower to borrow more money.
16. EUA is generally more expensive than traditional mortgage backed finance. Pricing is comparable with asset backed finance, however the available terms are longer than most asset backed finance options. This reduces the quarterly payments as it stretches the amortisation and for some businesses better suits their cash flow profile, but it also results in purchasers paying more interest over the duration (increasing the total cost). Interest rates for EUF appears to be currently around ~5.5% - ~8% depending on credit quality and term.
17. As the repayment is a statutory charge, landlords can pass it through to tenants as an outgoing, in theory helping to encourage landlords to upgrade buildings and recoup the costs from tenants. In practice take up of this element has been low.
18. As a non-bank lender SAF is regulated by ASIC rather than APRA, they are financed by a \$230m Warehouse Facility provided by Bank Australia.
19. Council hasn't seen details of the SAF lending policies and are cognisant that the terms being offered of up to 20 years are materially longer than competitors in the market. BBF have advised that these terms are only provided where equipment is warranted to 25 years, and no loans of 20 years have been signed yet.

Council's role in the provision of EUA

20. Council's initial role is to promote EUA and refer potential applicants to BBF. Yarra Energy Foundation (YEF) is expected to provide the lead role in this.

21. Council's also have a specific role in the provision of EUA's to issue the *Environmental Upgrade Charge* (EUC) as part of the Quarterly Rates Notice, and then remit the payment onto the lender to repay the loan. It is the lender that provides the loan funds and takes the credit risk.
22. Council is not liable for any outstanding charges, and the amended Local Government Act 1989 specifically provides that Councils are not liable for the failure of a borrower to pay a EUC.
23. Council is required to follow-up any payments not received within 6 days of falling due and if arrears stretch beyond 90 days Council is responsible for calling an 'Event of Default' and initiating collection procedures. BBF and the Lender will communicate with the borrower in the interim period. Council is expected to follow the same process as if rates were not paid (section 172 of Local Government Act). So far, one borrower has defaulted over the 8 years of the program.
24. Council must consent to all new loans originating under a EUA within its rates jurisdiction and provide confirmation that the *Borrower* has a strong rates payment history.
25. Documentation and Service Level Agreements need to be reviewed by the relevant areas, but it is expected that they will be acceptable given the number of other Councils that have already signed up, and the process was originally established by Melbourne City Council.

Third Party Administrator role

26. To date all Council's in Victoria which are supporting EUA do so via a Third Party Administrator (TPA).
27. The TPA is responsible for overarching support for EUA and its documentation, and more specifically to support business through the program, receive/process applications, create contracts, monitor performance, and support creation of leads through links to the business community.
28. BBF is the sole supplier to undertake the role as a Third Party Administrator in Australia. To engage BBF in this capacity, Council would be required to sign a *Third Party Administrator Agreement* and a *Service Level Agreement* with Sustainable Australia Fund (SAF) on behalf of BBF. Should another Administrator or Lender come into the market with their own documentation, Yarra would be open to supporting them as well.
29. There is no cost to Council to engage BBF to act as a Third Party Administrator. Originally the cost of this service was \$5-20k p.a.
30. BBF is owned by the Sustainable Australia Fund (previously Sustainable Melbourne Fund). The Sustainable Melbourne Fund was initially set up by City of Melbourne as a \$5 million low interest loan facility for environmental upgrades, with all interest received growing the fund.
31. Sustainable Australia Fund (and BBF) was privatised in Feb 2019 with Melbourne City Council repaid in full. Sustainable Australia Fund (SAF) is owned by a group of impact investors and Sustainable Australia Fund senior management team.
32. Sustainable Australia Fund is currently the only providing EUF in Australia, and SAF only provide EUF loans.
33. BBF was chosen as the winner of the 2019 National Economic Development Awards for Excellence in the Partnerships category, recognising the collaboration between ARENA (Federal), State and local governments.
34. Council has investigated the potential to run the program internally (i.e. not engage a Third Party Administrator). Whilst this is possible, the costs are expected to be prohibitive as there aren't any standardised documents available in Victoria. As such new documentation would have to be drafted at Councils expense and then agreed with SAF and any future lenders.

35. Given SAF own BBF, and SAF is the only lender advertising EUA's, it is recommended that Council remove from the proposed documentation both the exclusivity clause and the requirements for Council to solely refer enquiries to BBF. If a Lending competitor emerges at a later date with their own documentation Council be open to supporting them as well.

Expected uptake in Yarra

36. Take up of EUA in Yarra is expected to be limited, based on the experience from other Councils. However, their provision provides a strong incentive for particular businesses to undertake environmental upgrades using EUF where they may not have been able to get appropriate finance elsewhere.
37. Owner occupier businesses are the most likely candidates in Yarra to take up EUA, consistent with other Councils.
38. Council has spoken with three leads provided by YEF who are interested in EUA and will look to move forward with investigations should Yarra begin accepting applications.
39. Whilst EUA can cover all sustainability upgrades, and potentially multi-million dollar projects, the expectation is that this would largely be limited to small-medium scale projects, especially solar PV. However, there are large businesses in Yarra who could potentially seek finance for much larger scale building management upgrades.
40. The program is also expected to be expanded to include residential properties, via updated State Government legislation, with current drafting of the Local Government Bill 2019 removing the requirement for the property to be a commercial property. This is not initially expected to result in significant uptake of EUA in Yarra, but could open up additional avenues, and is further reason to support it.
41. This EUF program is one of a number of finance programs for environmental works. Alternatives include, standard asset finance, energy service agreements, and behind the meter power purchase agreements. There are also State and Federal Government Grants which are available for smaller scale upgrades.
42. Whilst businesses may not ultimately choose to finance their project via EUF, the availability of EUF may engage the business in its development and lead to environmental retrofit projects occurring that otherwise may not have.

Resource implications

43. Enacting EUA will have resource implications for Council, mostly in the establishment phase, reviewing and approving all documentation, updating and aligning systems to allow the EUC to be processed.
44. Additionally for each EUA Council is required to confirm eligibility and sign off, monitoring of payments and following up late payments for each EUA signed.
45. These resource implications are not expected to be onerous, and can be incorporated into existing workloads and budgets.
46. Rather than seen in isolation, it would be preferable for Council to be able to provide business with expanded and up-to-date provisions of information about finance and other mechanisms to support business retrofits for energy efficiency and renewable energy. This fits within the consultation draft Climate Emergency Plan (and annual budget planning process) for the provision of a new Sustainable Business Officer who (subject to budget approval) would be able to undertake this role amongst others.
47. The specific implications at program establishment and roll out for EUA would include:

PROGRAM ESTABLISHMENT

Sustainability	Overall coordination, including liaison with BBF and YEF
YEF	Confirm roles and responsibilities
Governance	Review the EUA documentation and template contract.
Revenue Services	Modify Council process to be able to add this charge to Council Rates
BBF	Support program establishment into Council

Council	Pass resolution to enact EUA and allow the CEO to sign-off each EUF.
----------------	---

PROGRAM ROLL OUT

Sustainability	Overall responsibility for managing program within Council. Obtain CEO's signature of approval for each EUA.
YEF	Overall responsibility for developing business programs to seek business uptake of EUF. Support local businesses to understand EUA.
BBF	Responsible for overarching support for EUA for business to support them through the program once engaged. Receive/process applications, create contract, and monitor performance. Support creation of leads through links to the business community.
Eco Dev	Participate in a project working group and communicate the program to the business community.
Property Services	If business seeks to engage EUA - confirm property exists in municipality and is used for non-residential purposes.
Revenue Services	If business seeks to engage EUA - Confirm Rates Eligibility, levy Environmental Upgrade Charge (EUC), collect rates payments, notify BBF of any late payments, charge default interest rates on late payments. Note that BBF are working on the development of an automated system to enable issuance of the notices on behalf of councils, expected July 2020.
Finance	Once business participating on EUA – Remit payments to lender
Communications	Support promotions and marketing.

External Consultation

48. Officers have consulted with:

- (a) Yarra Energy Foundation (YEF);
- (b) Better Building Finance (BBF);
- (c) Australian Energy Foundation;
- (d) Sustainable Victoria;
- (e) Other Councils including:
 - (i) Mornington;
 - (ii) Wyndham;
 - (iii) Dandenong;
 - (iv) Monash;
 - (v) Moira;
 - (vi) Darebin; and
 - (vii) Melbourne.

49. YEF has requested Council enable the offering of EUA's, and believe this will enhance their ability to assist businesses reduce their environmental footprint, as well as adding to the reputation of Yarra as a leader in this space.

50. Consultation with other Councils confirmed that there are no unforeseen resource implications to offering EUA.

Internal Consultation (One Yarra)

51. Consultation has occurred with the teams across Council that would be impacted by enacting EUF, *as detailed under Resource implications and next steps to enact EUA.*

Financial Implications

52. There is no cost to Council to engage BBF as the Third Party Administrator.
53. The financial implications to offer base level services are not expected to be significant and are able to be covered by existing budgets.
54. Council has the ability to provide a charge to businesses to participate in EUA's to cover costs. No other Councils have chosen to do this to date and it is not recommended.
55. Rather than seen in isolation, it would be preferable for Council to be able to provide business with expanded and up-to-date provision of information about finance and other mechanisms to support business retrofits for energy efficiency and renewable energy. This fits within the consultation draft Climate Emergency Plan (and annual budget planning process) for provision of a new Sustainable Business Officer who would be able to undertake this role amongst others.

Economic Implications

56. Enacting EUA would encourage and allowing some businesses to invest in sustainability retrofits, and reduce their ongoing utility costs.

Sustainability Implications

57. Enacting EUA is expected to have positive sustainability implications by encouraging and allowing some businesses to invest in sustainability retrofits, and reduce their environmental impacts.

Social Implications

58. There are no known social implications.

Human Rights Implications

59. There are no known human rights implications.

Communications with CALD Communities Implications

60. If Yarra enacts to support EUA's Council will need to ensure this is also communicated to CALD businesses.

Council Plan, Strategy and Policy Implications

61. Reviewing EUAs form part of actioning Council's Yarra Environment Strategy (2013-17), with the specific action to *investigate the potential benefits from establishing Environmental Upgrade Agreements.*

Legal Implications

62. To engage BBF as the Third Party Administrator, Council would need to sign a *Third Party Administrator Service Agreement* and a *Service Level Agreement* which details some of Councils obligations:
- (a) the SLA would lock the Council into collection of the Environmental Upgrade Charges for the duration of the loans. This could be up to 20 years and may continue beyond the life of the agreements with BBF (which can be terminated on 1 months' notice);
 - (b) Council would be responsible for collection of EUA payments via the rates notice until the repayment of all EUA arrangements, some may extend up to 20 years;
 - (c) Council would be responsible for monitoring of payments and follow up should payments be more than 6 days overdue; and

- (d) Council would be responsible for initiating collections procedures should repayments fall 90 days in arrears.
- 63. Whilst the BBF is the sole provider of the service as a Third Party Administrator, and this service is free to Council, they are a for-profit entity and access to this market has pecuniary interest to them. This is both from the administration fees they charge businesses for their service, as well as the interest charged by SAF (who own BBF). SAF is owned by a small group of investors including the Executive Manager of BBF who provides the key liaison with business. SAF is working towards a Bcorp accreditation, which is afforded to companies who make decisions to make a positive impact on their workers, customers, suppliers, community and the environment.
- 64. Officers believe that this above relationship is appropriate but recommend that, the co-ownership is disclosed to prospective borrowers and that Council or YEF marketing clearly state that EUA are not the sole finance option or the best for all business in all situations. Businesses should look at all available finance packages for Environmental Upgrades and seek independent financial advice where they are unsure. As a reference point the Sustainable Victoria website is a good starting point for other available options.

Other Issues

- 65. No other issues have been identified.

Options

- 66. The three options are:

Option 1 (recommended)

- 67. Enact Environmental Upgrade Agreement and engage BBF as a Third Party Administrator.
 - (a) There is no costs to Council to engage BBF, and limited developmental and ongoing resource implications; and
 - (b) EUA provides a preferable option for investment in energy efficiency and renewable energy for some businesses, and supports Councils environmental credentials and climate emergency declaration.

Option 2 (not recommended)

- 68. Enact Environmental Upgrade Agreement without a Third Party Administrator to support.
 - (a) This would require the Council to negotiate and agree SLA's with all lenders, have a legal team draft documentation and fresh EUA's, have the EUA's accepted by the Lenders and then retain responsibility for updating the EUA's if any legislative changes occur; and
 - (b) Whilst it may be possible, it isn't feasible as the upfront costs and logistics would be very significant given the forecast uptake.

Option 3 (not recommended)

- 69. Not enact Environmental Upgrade Agreement.
 - (a) EUA provides a preferable option for investment in energy efficiency and renewable energy for some businesses, and not providing this option is disadvantaging these businesses and reflects poorly on Councils environmental credentials.

Conclusion

- 70. On the basis that Council has declared a climate emergency and is aiming to do all that it can to reduce emissions, enacting Environmental Upgrade Agreement and engaging BBF as a Third Party Administrator is recommended.
- 71. EUA is only a small piece of the finance puzzle and while it may not be widely utilised, the costs and risks to Council are low and it is considered to provide an important avenue to facilitate some businesses accessing finance for Environmental Upgrade who can't otherwise do so. There is also the potential that this supports some large-scale retrofits in Yarra.

72. Supporting EUA's also ensures Council aligns with neighbouring Councils in doing all they can to drive adoption of a low carbon economy.

RECOMMENDATION

1. That Council:
 - (a) note the officer report regarding Environmental Upgrade Agreements;
 - (b) support Environmental Upgrade Agreements, and proceed to establish the program;
 - (c) appoint Sustainable Australia Fund to establish, administer and support the delivery of Environmental Upgrade Agreements under the Better Building Finance brand;
 - (d) delegate to the Chief Executive Officer the power to:
 - (i) enter into an Environmental Upgrade Agreement on behalf of the Council; and
 - (ii) declare and levy an environmental upgrade charge.

CONTACT OFFICER: Michael Oke
TITLE: Environment Coordinator
TEL: 9205 5723

Attachments

There are no attachments for this report.

11.3 Draft Consultation Climate Emergency Plan

Reference: D19/216140

Authoriser: Director Planning and Place Making

Purpose

1. To present the consultation draft *Climate Emergency Plan* to Council seeking authorisation to proceed to community consultation.

Background

2. On 18 December 2018 Council resolved to “*rename the Community Greenhouse Action Plan a Climate Emergency Plan in light of scientific advice that we have just 12 years to dramatically reduce greenhouse gas emissions before runaway climate change*”.
3. In April 2019 Council received an update which detailed the work to date and an update on the anticipated timeline.
4. The consultation draft Climate Emergency Plan (2020-2024) has now been developed based on significant internal, and some key external engagement, and is considered ready for broad community consultation.
5. The purpose of this consultation draft is to allow strong and targeted community engagement and feedback.
6. Responding effectively to the climate emergency requires a sustained, collective and large-scale action across all levels of government, businesses and the community. Yarra Council will need to play a strong role in bringing people together and building the community's capacity to push for meaningful and effective change.
7. The draft plan also outlines how Council will also significantly accelerate emission reductions and ensure infrastructure, assets and community are resilient to climate impacts,
8. Yarra Council's first Climate Emergency Plan sets longer term objectives for the response to the climate emergency and identifies strategic priorities and actions to focus work over the next four years. This will need to involve an adaptive approach to implementation, to learn as action is taken and be flexible to respond to new opportunities and changes over the period.
9. The longer term *objectives* to be realised through the climate emergency response are:
 - (a) achieve zero-net emissions across the entire Yarra community as soon as possible, and accelerate the removal of excess carbon;
 - (b) ensure our community is engaged, healthy and resilient - especially those most vulnerable to severe climate impacts;
 - (c) create a city which is adapted to a changing climate and ecologically healthy for all species; and
 - (d) lead by example with a best-practice climate emergency response, which inspires other local governments, businesses and communities to take strong climate action.
10. To prioritise actions over the next four years the document sets our five *strategic priorities*, with detailed actions provided under each of these. The strategic priorities are:
 - (a) mobilise and engage the community to respond to the climate emergency;
 - (b) accelerate renewable energy, zero carbon buildings and efficient operations;
 - (c) create a climate adapted city;
 - (d) transition to zero emissions transport; and
 - (e) move towards zero waste and conscious consumption.

External Consultation

11. Initial community consultation occurred as part of the *Greenhouse Action Plan* and *Yarra Environment Strategy* consultation in 2018, including; online and face-to-face surveys, future group workshops and engagement with key Advisory Committees.
12. Additional engagement and consultation has occurred with the following key external stakeholders, including:
 - (a) *Yarra Energy Foundation*;
 - (b) *Yarra Environment Advisory Committee*;
 - (c) *Yarra Climate Action Now*;
 - (d) *Northern Alliance for Greenhouse Action*; and
 - (e) Other Local Governments who have declared a Climate Emergency.
13. A further session was held with the *Futures Group* in November 2019 to provide feedback on an internal draft version of the Climate Emergency Plan.
14. Public exhibition of the consultation draft Climate Emergency Plan will now provide additional consultation opportunities at an optimal point of the Plan development.
15. Consultation is proposed to run for nine weeks from early December to early February, and include:
 - (a) a consultation page on *Your Say Yarra* online platform, with opportunity to provide feedback to key consultation questions;
 - (b) promotion that Council is seeking feedback on the consultation draft Climate Emergency Plan via the usual Council channels and partners, as well as direct correspondence with all who have registered interest, key stakeholder, and advisory committees;
 - (c) in-person consultation with key stakeholder groups; and
 - (d) a public workshop.

Internal Consultation (One Yarra)

16. Significant internal consultation has occurred on the development of this Consultation Draft with all areas impacted and influencing Councils' climate emergency response.

Financial Implications

17. There are no direct financial implications in considering this consultation draft Climate Emergency Plan – NB. it is likely to be updated based on community feedback.
18. New actions and resourcing requirements to implement a Climate Emergency Plan have been submitted as internal budget requests (20/21) for Council consideration. These can be modified in line with the updated Climate Emergency Plan in early 2020.
19. Current resource requirements for year one in the draft Climate Emergency plan are approximately \$2.7M in additional funding, plus three new resources. Note: a significant proportion of these costs are for actions which would provide a positive financial return to Council through reduced energy costs with a less than ten year payback, such as streetlight upgrades and expansion of solar panels on Council Buildings for energy production.

Economic Implications

20. The consultation draft Climate Emergency Plan includes actions which would have positive economic benefits, including a focus on sustainable business practices and renewable energy purchase, transition to electric vehicles in the community, and improved climate resilience.

Sustainability Implications

21. The consultation draft Climate Emergency Plan provides a strong framework for how Council can respond to the Climate Emergency.
22. Climate change is an extraordinary and dangerous threat to all life on earth. It is not a problem for the future; impacts are being felt here and now.
23. Alongside the growing scientific evidence of the climate emergency, more and more people are joining numerous movements calling for significant action beyond business as usual.

Social Implications

24. The consultation draft Climate Emergency Plan includes actions which would have social benefits, including a focus on greater equitability for the whole community transitioning to energy efficiency and renewable energy, and a cooler more resilient municipality with reduced climate vulnerability.

Human Rights Implications

25. There are significant human rights implications of not taking urgent action to mitigate climate change, and respond to the effects being felt by Yarra citizens.
26. Climate change impacts are not likely to be felt by all Yarra citizens equitably, rather they are likely to be disproportionately felt by vulnerable citizens in Yarra.
27. Additionally, climate change has world-wide human rights implications.
28. Inaction, or ineffective action to reduce world-wide greenhouse emissions to below a 1.5°C temperature increase will have catastrophic impacts. This will be disproportionately felt by disadvantaged and vulnerable populations.

Communications with CALD Communities Implications

29. Consultation on the draft Climate Emergency Plan, as well as implementation of its actions, will follow Council process for communications with CALD communities.

Council Plan, Strategy and Policy Implications

30. The development of a Climate Emergency Plan responds to the following:
 - (a) Council Plan Strategy 3.3 *Leads in sustainable energy policy and deliver programs to promote carbon neutral initiatives for the municipality;*
 - (b) the 2019/20 Annual Plan *Action 3.02 Climate Emergency*, December Milestone:
 - (i) *December: Present draft Climate Emergency Plan to Council.*
 - (c) Council's commitments under the Global Compact of Mayors for Climate and Energy, to "*Develop [Municipal] Action Plans for both climate change mitigation and adaptation (climate resilience) within 3 years of becoming a signatory*" (March 2020).

Legal Implications

31. There are no legal implications of authorising a consultation draft Climate Emergency Plan for exhibition.

Other Issues

32. The draft Climate Emergency Plan seeks significant action in Yarra, and in this regard, outlines a number of actions beyond the Council's current trajectory of environmental actions.

Options

33. The Council can:
 - (a) authorise the consultation draft Climate Emergency Plan for exhibition, or
 - (b) defer consideration; or

- (c) seek further changes.

NB. Any delays in consultation would then delay consideration of a final plan by approximately 3 months.

Conclusion

- 34. This report presents a draft of Yarra's first Climate Emergency Plan. This has occurred based on significant engagement with, and feedback from internal units and stakeholders. The consultation draft is now ready for public consultation.
- 35. This consultation draft provides a strategic direction to respond effectively to the climate emergency which requires sustained, collective and large-scale action across all levels of government, businesses and the community.
- 36. Yarra Council will need to play a strong role in bringing people together and building the community's capacity to work together for meaningful and effective change
- 37. It is important that at this stage Council hears from the broad community and key stakeholders prior to developing the final draft. A nine week active engagement process is proposed from early-December to early February.
- 38. Once this feedback has been provided a further report will be provided to Council with:
 - (a) a summary of submissions, and
 - (b) a revised Climate Emergency Planfor Council consideration.
- 39. It is anticipated that this report will be able to be presented to Council in April 2020.

RECOMMENDATION

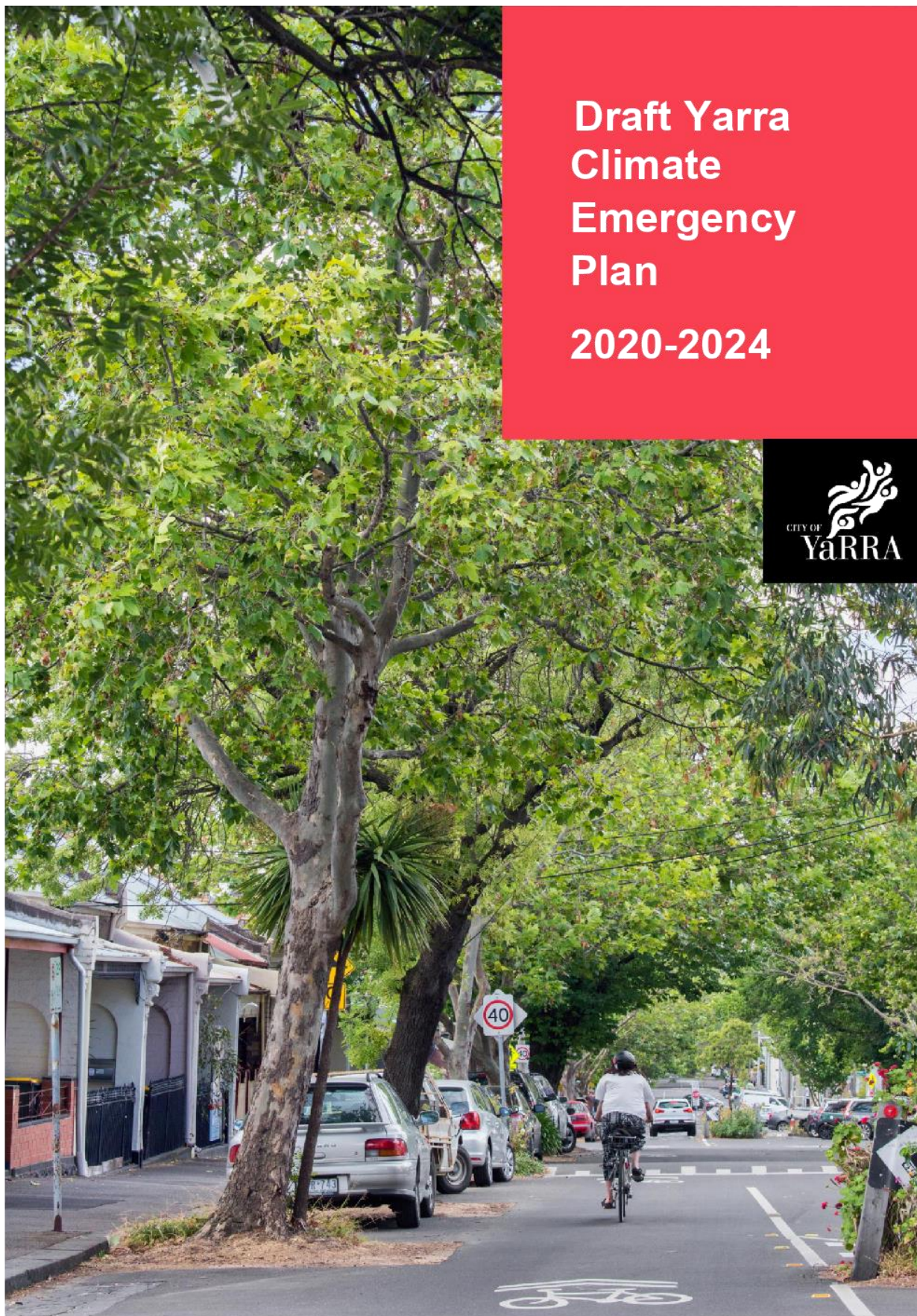
- 1. That Council:
 - (a) note the officer report regarding the draft Climate Emergency Plan;
 - (b) note the attached draft Climate Emergency Plan and the action plan;
 - (c) endorse the consultation draft Climate Emergency Plan, as attached, to proceed to broad community consultation; and
 - (d) place the consultation draft Climate Emergency Plan on exhibition from early December until early February 2020, as outlined in paragraphs 14-15 of the report.
- 2. That Officers provide a further report to Council by April 2020 on the submissions received, officer recommendations and a final draft for consideration.

CONTACT OFFICER: Michael Oke
TITLE: Environment Coordinator
TEL: 9205 5723

Attachments

- 1 [📄](#) Draft Climate Emergency Plan

Attachment 1 - Draft Climate Emergency Plan



Attachment 1 - Draft Climate Emergency Plan

Contents

ACKNOWLEDGEMENT OF COUNTRY	3
EXECUTIVE SUMMARY	4
INTRODUCTION	7
The climate emergency	7
Local climate impacts	8
Yarra's emissions profile	9
Responding to the climate emergency.....	12
Yarra Council's role	13
YARRA'S CLIMATE EMERGENCY RESPONSE.....	14
Focussing on areas of greatest opportunity	14
Climate emergency response objectives	14
Strategic priorities.....	14
Timeframes and review	15
Strategic Priority 1: Mobilise and engage the community	16
Strategic priority 2. Accelerate renewable energy, zero carbon buildings and efficient operations ...	21
Strategic Priority 3. Create a climate adapted city	29
Strategic Priority 4: Transition to zero emissions transport.....	34
Strategic Priority 5. Move towards zero waste and conscious consumption	40
Monitoring and review.....	44
GLOSSARY	45

Attachment 1 - Draft Climate Emergency Plan

Acknowledgement of country

Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. We acknowledge their creator spirit Bunjil, their ancestors and their Elders. We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have survived European invasion and never ceded sovereignty. We also acknowledge the significant contribution made by the many other Aboriginal and Torres Strait Islander people to life in Yarra.

We acknowledge that Fitzroy and Collingwood are areas of special significance to Aboriginal and Torres Strait Islander people—as the cradle of Aboriginal and Torres Strait Islander affairs in Victoria, the birthplace of important Aboriginal and Torres Strait Islander organisations, the centre of political activism and a meeting place for Aboriginal and Torres Strait Islander people to link in with family, community and services. We acknowledge the role played by past federal and state government policies in the social and cultural dispossession of Aboriginal and Torres Strait Islander people—and the dispossession of land—which has caused the current disadvantages faced by many Wurundjeri Woi Wurrung Aboriginal and Torres Strait Islander people. And we believe that having an awareness of, and taking steps towards, mending this disadvantage is the shared responsibility of all residents in the City of Yarra.

Council pays its respects to all in the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community and Elders from all nations here today—and to their Elders past, present and future.

Attachment 1 - Draft Climate Emergency Plan

Executive summary

Yarra City Council recognises that the climate emergency presents an unprecedented challenge – both globally and locally. Our planet's climate is already too hot, with dangerous heatwaves, droughts, storms and flooding becoming more intense and destructive. Climate change is now considered by the world's leading climate scientists and many others to be a 'climate emergency'.

The impacts of the climate emergency are being felt here and now and will continue to worsen if we do not act with emergency speed and scale. Transformational change is needed across our society and economy to rapidly reduce carbon emissions and drawdown¹ emissions from the atmosphere in order to restore a safe climate. The magnitude of the climate emergency means that incremental change or a business-as-usual response is no longer adequate. The climate emergency requires rapidly changing our resource intensive ways of life, as well as adapting to living on a hotter planet.

This major transition needs to occur in a fair and equitable way. The most vulnerable people have typically made the least contribution to the problem and often have less capacity to respond and cope with the impacts. Everyone should have the opportunity to benefit from climate solutions, such as clean energy and healthier homes, while not taking on an unfair burden of climate impacts.

Responding effectively to the climate emergency requires sustained, collective and large-scale action across all levels of government, businesses and the community. Yarra Council will play a strong role in bringing people together and building the community's capacity to effect change.

Within our own operations, we will accelerate emission reductions, ensure our infrastructure, assets and community are resilient to climate impacts, and embed climate emergency considerations across Council's strategies, policies and decision-making processes.

Our climate emergency response

Yarra Council's first Climate Emergency Plan sets longer term objectives for our response to the climate emergency and identifies strategic priorities and actions to focus our work over the next four years. We will take an adaptive approach to implementation, to learn as we act and be flexible to respond to new opportunities and changes over the period.

Through our climate emergency response we aim to:

- Achieve zero-net emissions across the entire Yarra community as soon as possible, and accelerate the removal of excess carbon;
- Ensure our community is engaged, healthy and resilient — especially those most vulnerable to severe climate impacts;
- Create a city that is adapted to a changing climate and ecologically healthy for all species, and
- Lead by example with a best-practice climate emergency response that inspires other local governments, businesses and communities to take strong climate action.

¹ The removal of excess greenhouse gases from the atmosphere with the aim of restoring a safe climate.

Attachment 1 - Draft Climate Emergency Plan

Our strategic priorities and key commitments in the plan are to:

1. Mobilise and engage the community to respond to the climate emergency

- Deliver a significantly expanded suite of community mobilisation and engagement programs to enable widespread community-led climate action
- Enable and support key sectors, including businesses, households, neighbourhood houses, community groups, schools and young people to take effective, sustained and collective climate action
- Dedicate a pool of community grant funds to accelerate community-led climate action
- Provide additional support to the most vulnerable in our community to prepare and cope with climate related impacts
- Collaborate with others in the climate emergency movement, including other local governments, to advocate for urgent climate action at other levels of government

2. Accelerate renewable energy, zero carbon buildings and efficient operations

- Assist Yarra residents and businesses to transition to renewable energy, moving the municipality towards 100% renewable electricity by 2030
- Use planning processes to transition towards zero-carbon buildings and precincts
- Facilitate energy efficient home upgrades for vulnerable community members
- Transition all Council buildings away from gas
- Accelerate the conversion of public lighting to the most energy efficient technologies

3. Create a climate adapted city

- Accelerate street tree planting and enhance our urban forest to increase canopy cover, diversity and climate resilience
- Plan and design streetscapes, open spaces and precincts considering increasing climate vulnerability, such as urban heat, flood risk and vulnerable communities
- Adapt land management practices to ensure our parks, reserves and green spaces are climate resilient and ecologically healthy, and provide food growing spaces
- Improve the climate resilience of our assets, such as buildings, roads and drainage to climate related impacts
- Develop an Integrated Water Management Plan to manage water as a valuable resource, support healthy green spaces and waterways, and mitigate drought, heat and flood
- Embed climate resilience into Council's strategies, policies and decision-making processes

4. Transition to zero emissions transport

- Develop an Integrated Transport Plan to prioritise evidence-based actions that facilitate greater sustainable transport use and reduce car use
- Deliver additional sustainable transport infrastructure, including safe cycling infrastructure, traffic calming solutions, reduced speed zones and additional green areas
- Trial infrastructure improvements, including reallocation of car spaces, car free zones and curfews
- Develop a Parking Management Plan to reduce parking as necessary, and enable improvements to sustainable transport infrastructure and public spaces
- Transition Council's fleet pool and non-commuter vehicles to zero emissions by 2030
- Facilitate and support electric vehicle charge points in new developments and across the municipality

Attachment 1 - Draft Climate Emergency Plan

5. Move towards zero waste and conscious consumption

- Promote and support alternative consumption models through a range of high profile, engaging campaigns
- Seek to implement a municipal wide food and organic waste collection service, informed by the results of the Waste Revolution trial
- Work with other councils and state government to enhance waste management systems and infrastructure
- Engage the community to practice food waste avoidance and improve recycling behaviours

Attachment 1 - Draft Climate Emergency Plan

Introduction

The climate emergency

Our planet's climate is already too hot, with dangerous heatwaves, droughts, storms and flooding becoming more intense and destructive. It is not a problem only for the future - impacts are being felt here and now. It is widely understood by the world's leading climate scientists that the unprecedented rate of global heating is destroying ecosystems, raising sea levels and undermining food and water security for many of the world's people². These impacts will dramatically worsen as global temperatures continue to increase.

An emergency situation is a threat to life, health, property or the environment which has the potential to overwhelm and requires urgent intervention. The current level of planetary heating has reached this emergency condition.³ The use of the term 'emergency' signals both the gravity of the climate crisis and the need for urgent interventions that go well beyond business-as-usual.

Global heating is primarily due to burning fossil fuels, such as coal, gas and other fuels that are used to power our buildings and vehicles and create the products and services we consume. Burning fuels releases carbon emissions into the air, trapping heat in the atmosphere. Generating waste and clearing vegetation further worsens the problem.

To date, action to reduce greenhouse gas emissions and mitigate the resulting climate impacts has been too slow. The planet has already warmed by more than 1°C over the last century with 13 of the 14 hottest years on record occurring this century. Global heating of 1.5°C or higher further increases the risk associated with long-lasting or irreversible changes. The UN Intergovernmental Panel on Climate Change warns that unless global emissions are halved within 10 years and virtually eliminated by 2050, the risk of mass-extinction, ecosystem loss, drought, floods, extreme heat and poverty of hundreds of millions of people is high⁴. Further, our collective consumption of natural resources is greatly exceeding the earth's ecological limits.

The climate emergency will disproportionately impact the most vulnerable people in our communities, both globally and locally, who often have far less capacity to respond and cope with the impacts. The people who are unfairly impacted are typically those living on low incomes, the aged and very young, people who are chronically ill, Indigenous, people experiencing homelessness, and those from culturally and linguistically diverse backgrounds.

The places that Australians identify with and the wildlife we cherish are suffering because of intensifying climate impacts⁵. The natural ecosystems that underpin human life, wildlife and biodiversity are at risk due to the speed and scale of the climate changing, the consequent extreme weather events including catastrophic bushfires, as well as land clearing and habitat loss. Devastation to the natural environment is exacerbated by the inability of many species to adapt at the same pace as the climatic change and the changing risk of pests and disease.

² United Nations Intergovernmental Panel on Climate Change, 'Global Warming of 1.5°C', 2018, <https://www.ipcc.ch/sr15/>

³ Breakthrough National Centre for Climate Restoration, <https://www.breakthroughonline.org.au/>

⁴ United Nations Intergovernmental Panel on Climate Change, 'Global Warming of 1.5°C', 2018, <https://www.ipcc.ch/2018/10/08/summary-for-policymakers-of-ipcc-special-report-on-global-warming-of-1-5c-approved-by-governments/>

⁵ Climate Council, 'This is What Climate Change Looks Like', 2019, <https://www.climatecouncil.org.au/resources/new-report-unique-aussie-wildlife-threatened-by-climate-change/>

Attachment 1 - Draft Climate Emergency Plan

Local climate impacts

In Melbourne, we are seeing an increase in the frequency of extreme heat events, with January 2019 being the hottest-ever month on record. As global heating continues, periods of extreme heat will also increase. In Melbourne, between 1981 and 2010, we experienced an average of 8 days per year when the temperature exceeded 35°C. By the 2050's with increased emissions and heating, this is expected to rise to between 13 and 21 days on average⁶. Correspondingly, it is estimated that the number of days where there is a high fire risk in Melbourne will increase by 42 per cent by the 2050's.

These trends will significantly impact our natural environment, ecosystems, agriculture, the built environment, and importantly, the health and wellbeing of our community⁷ (Refer to Figure 1). It will also place increased pressure on the economy with the expected annual cost to Victoria from heatwave events predicted to reach \$179 million by 2030⁸.

A hotter climate is expected to bring more heavy rainfall events, which will increase the potential for infrastructure, waterway and property damage and associated mental and physical health risks.

While future rainfall is difficult to predict, on average rainfall in Melbourne has declined by 100-200mm per year with 1°C of global heating already experienced. It is likely that as the planet continues to heat and our population grows, Melbourne's water resources will be placed under increased pressure, with greater incidence of drought and water shortages. Ensuring a continuous and secure water supply will no doubt be a significant challenge in the future.

GREATER MELBOURNE CLIMATE RISKS



Figure 1 – Climate emergency risks for Melbourne⁷

As a highly-urbanised, high to medium density municipality, Yarra experiences higher urban heat and reduced surface permeability, which in turn increases vulnerability as the planet heats up (Refer to Figure 2). People who are most vulnerable during extreme heat (especially if coupled with power outages) are those living in intense urban heat islands, older people, the very young, people who are chronically ill, those experiencing homelessness, socio-economic disadvantage and Indigenous and culturally and linguistically diverse communities⁹. Those living on low incomes are often concerned about the energy cost of air-conditioning and have less access to cool spaces. This is substantiated by data which shows a close correlation between vulnerability and ambulance call-outs in Melbourne on hot summer days.

⁶ Department Environment, Land, Water and Planning, 'Greater Melbourne Climate Projections', 2019, https://www.climatechange.vic.gov.au/_data/assets/pdf_file/0019/60742/Greater-Melbourne.pdf

⁷ Australian Bureau of Meteorology, 'State of the Climate report', 2018, <http://www.bom.gov.au/state-of-the-climate/future-climate.shtml>

⁸ Department Environment, Land, Water and Planning, 'Greater Melbourne Climate Projections', 2019, https://www.climatechange.vic.gov.au/_data/assets/pdf_file/0019/60742/Greater-Melbourne.pdf

⁹ National Climate Change Adaptation Research Facility 'A spatial vulnerability analysis of urban populations during extreme heat events in Australian capital cities', 2013. https://www.nccarf.edu.au/sites/default/files/attached_files_publications/Loughnan_2013_Spatial_vulnerability_analysis.pdf

Attachment 1 - Draft Climate Emergency Plan

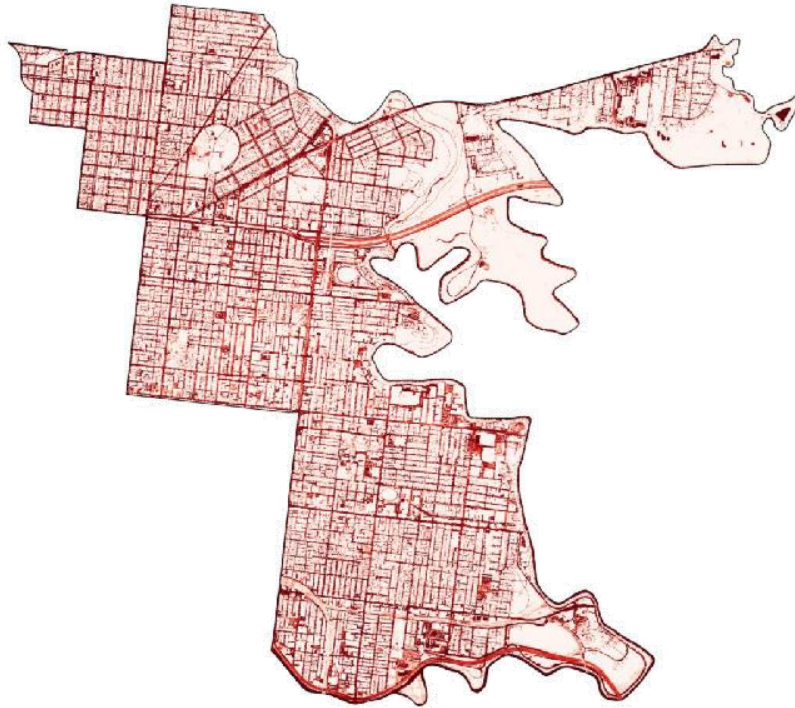


Figure 2: Aerial thermal imaging of the City of Yarra showing thermal hotspots (in dark red) Source: *Yarra Urban Forest Strategy*.

The climate emergency has serious consequences for food production and supply in Australia. The food supply chain is highly exposed to disruption from increasingly extreme weather, with farmers already dealing with more frequent and intense droughts, fires and changing weather patterns¹⁰. In these circumstances crop yields and quality will be compromised, and food prices impacted. This has the potential to increase food insecurity for the most vulnerable in our community.

Yarra's emissions profile

In 2017/2018 the total annual carbon emissions for the Yarra community was approximately 1,900kt CO₂-e. The majority of these emissions (approximately 69 per cent) come from stationary electricity, that is, coal-fired electricity used in residential and commercial buildings and industrial processes. The other main source of carbon emissions is gas usage (approximately 14 per cent), transport (approximately 15 per cent) and waste (approximately 2 per cent, including wastewater).

¹⁰ Climate Council, 'Feeding a Hungry Nation: Climate Change, Food and Farming in Australia', 2015, <https://www.climatecouncil.org.au/resources/foodsecurityreport2015/>

Attachment 1 - Draft Climate Emergency Plan

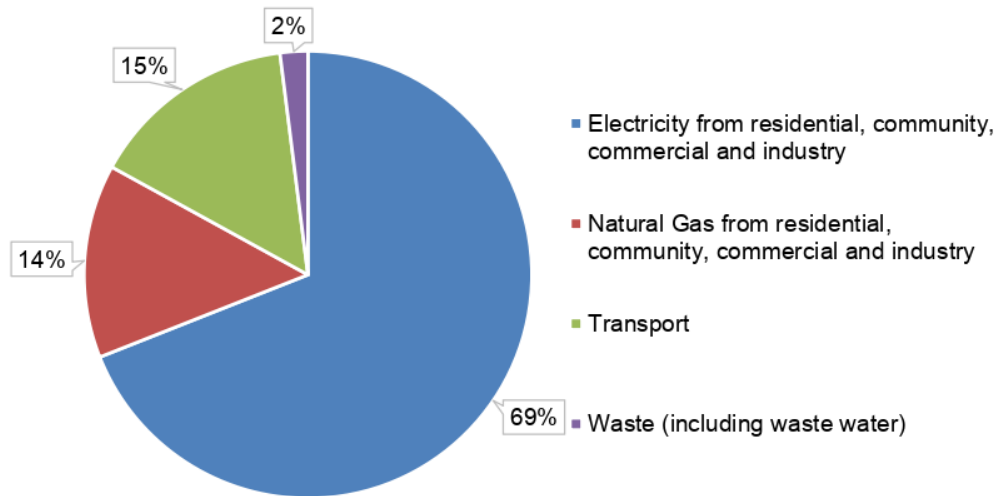


Figure 3: Yarra community carbon emissions profile 2017/18

There are also significant embodied emissions produced from goods, services and activities, that are not accounted for in the emissions profile. These include emissions produced from extracting or growing raw materials, processing and manufacturing, transport, use and disposal. Air travel and the food we consume — especially meat and dairy — are particularly carbon and resource-intensive. While the exact quantity of emissions attributable to our lifestyles is complex to properly calculate and attribute, it is widely accepted that the planet cannot sustain this level of consumption, associated carbon emissions and waste generation.

Since January 2019, all of Yarra Council's organisational electricity needs have been met by 100 per cent renewable electricity, through rooftop solar generation across 38 council sites, and the remainder from wind power supplied by the Melbourne Renewable Energy Project. This means the main opportunities to reduce our organisation's emissions are now transitioning away from natural gas (making up around 45 percent of emissions) and reducing emissions from transport (currently around 42 percent) (see Figure 4). Over ten years, the total emissions from Yarra Council as an organisation have reduced substantially from 16,194 tCO₂e in 2008/09 and projected to be approximately 4,500 tCO₂e for the 2019 calendar year.¹¹

¹¹ Note slight changes in Council carbon emissions inventory boundary have occurred over time.

Attachment 1 - Draft Climate Emergency Plan

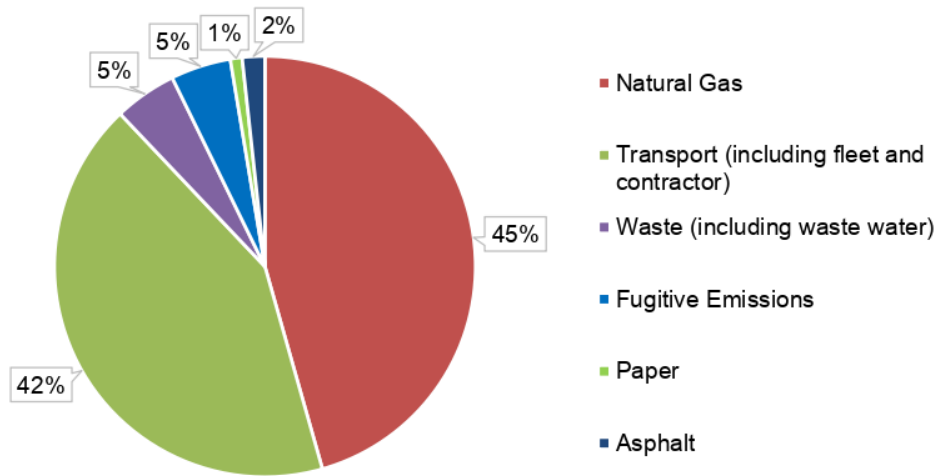


Figure 4 - Organisational carbon emissions profile July 2019

Since 2012 Yarra Council has been operating as a certified carbon neutral organisation (under the National Carbon Offsetting Standard), meaning certified carbon offsets have been purchased to cover the residual emissions, bringing overall emissions to net zero. Yarra Council was just the second local government in Australia to achieve this accreditation.

Attachment 1 - Draft Climate Emergency Plan

Responding to the climate emergency

Yarra was one of the first local governments in the world to declare a climate emergency, acknowledging both the scale and urgency of action needed to avoid the catastrophic impacts of climate change.

Effectively responding to the climate emergency requires transformational societal and economic change. Both globally and locally, we must rapidly reduce carbon emissions and drawdown excess carbon dioxide from the atmosphere to restore a safe climate (refer to 'Drawdown' in box below). It will require changing our resource intensive ways of life, as well as adapting to living on a hotter planet.

Drawdown

Carbon (or greenhouse gas) emissions from past human activity continues to have a destructive impact on our planet by trapping heat in the atmosphere and creating climate conditions that are unsafe for humans, other species and ecological systems. In order to restore a safe climate, excess emissions need to be removed (or drawn down) from the atmosphere, such as through storing carbon in soils, vegetation, trees, oceans and via other biological processes.

Many carbon removal techniques are not currently deployable at the scale needed, may be unproven and have other implications for land and natural resource use¹². There is a need to focus on reducing emissions to achieve zero net emissions while also supporting action that contributes to carbon storage, such as tree planting and vegetation management.

Yarra Council acknowledges that effective drawdown of emissions globally will require large-scale actions, such as the creation of vast carbon sinks and changes in land management practices that are well beyond the direct control of local governments. We will stay up to date with emerging thinking and approaches to drawdown, and partner with others to advocate for further investigation into effective and scalable drawdown methods.

Across the world, millions of people are calling for urgent and significant action to address the climate emergency. While there may be various interpretations of a 'climate emergency response' depending on context, it can be considered to mean:

- Mobilising the community to take collective action on the climate emergency and advocate for urgent and meaningful change¹²
- Taking action to reduce emissions at a scale and speed commensurate with the magnitude of the climate emergency. It does not mean taking action which is considered business-as-usual or making incremental change
- Climate action being greatly accelerated across our society — by all levels of government, businesses and the wider community
- Acknowledging we are in uncharted territory and it requires experimentation and new ways of operating

Responding proportionately to the climate emergency will at times involve uncomfortable change and the need to make hard choices. Relatively affluent countries like Australia, have greater capacity to respond, and arguably a moral obligation to take on a considerable share of the work to be done and to assist others to transition.

¹² Climate Reality Cost – After Paris, counting the cost, <https://www.breakthroughonline.org.au/>

Attachment 1 - Draft Climate Emergency Plan

Both Yarra Council and the Yarra community have a long history of environmental action and advocacy. The community advocated to Council to declare a climate emergency, taking the view that we need stronger policies and programs to reduce carbon emissions and to protect the community, particularly its most vulnerable members, from the impacts already present.

Responding effectively to the climate emergency requires a collective effort across all levels of government, businesses and the community. As a council we have several key roles to play. Within our own operations Yarra Council will significantly accelerate emission reductions and ensure our infrastructure, assets and community are resilient to climate impacts. Many of the necessary responses to the climate emergency are outside the direct control of local governments and will require significant policy reform and intervention at other levels of government. Council has a strong role to play in bringing people together and building the community's capacity to push for meaningful and effective change.

Yarra Council's role

In responding to the climate emergency, Yarra Council has the following roles to play:

- Operating as a carbon neutral organisation, rapidly reducing carbon emissions from our own operations prior to purchasing carbon offsets
- Planning, designing and building a city that is adapted to climate impacts
- Supporting the community to be healthy and resilient in a climate impacted world
- Enabling and supporting community-led climate action and advocacy
- Partnering with other organisations such as Yarra Energy Foundation to implement solutions to reduce emissions (refer break out box)
- Partnering with others – businesses, community and other key stakeholders – to recognise the global climate emergency and take action
- Advocating to state and federal governments to commit to and deliver the transformational changes required to avoid overwhelming climate damage
- Embedding climate resilience into all of Council's work and supporting Council staff to understand the climate emergency and to deliver climate responses as part of their roles

Yarra Energy Foundation

The *Yarra Energy Foundation* (YEF) is an independent organisation working to support a zero-carbon future in the City of Yarra. Established by Yarra Council in 2010, YEF receives core funding to deliver programs that support households, schools, community groups and businesses to participate in energy efficiency and renewable energy programs to move towards a zero-carbon city.

Yarra Council has strategic partnerships which assist with accelerating climate action. These include:

- *Global Covenant of Mayors for Climate and Energy*: the world's largest global alliance for city climate leadership, with over 10,000 participants promoting and supporting voluntary action to combat the climate emergency and move to a low emissions, resilient society.
- *Northern Alliance for Greenhouse Action (NAGA)*: a partnership between nine local governments in Melbourne's north that delivers carbon reduction programs and advocacy across municipal borders.
- *Cities Power Partnership (CPP)*: Australia's largest local government climate network, with 115 participants sharing information and building connections in order to accelerate local action.
- *Resilient Melbourne*: a collaboration between inner-Melbourne councils to address the chronic stresses and acute shocks facing our city.
- *Take 2*: A state-government led pledge program working across all sectors towards achieving zero-net emissions for Victoria.

Attachment 1 - Draft Climate Emergency Plan

Yarra's climate emergency response

Focussing on areas of greatest opportunity

Many of the solutions to rapidly reduce carbon emissions are viable and available now – it is often a question of scaling up their implementation. Over the years, considerable robust, evidence-based work has been carried out to identify the areas of greatest opportunity to reduce emissions across the Australian economy, such as by Climate Works and Beyond Zero Emissions. Internationally, the 'Drawdown' project brought together peer-reviewed science on the top 100 impactful climate solutions, highlighting the benefits and costs of each. At the municipal-level, we have analysed the emissions profiles of both Yarra Council and the community and identified emission reduction opportunities, along with climate adaptation actions. A review of the work at the national, international and local level has informed the development of this plan to focus on actions with the potential for the greatest impact.

Our first Climate Emergency Plan sets longer term objectives for Yarra Council's response to the climate emergency and identifies strategic priorities to focus our work over the next four years.

Climate emergency response objectives

- Achieve zero-net emissions across the entire Yarra community as soon as possible, and accelerate the removal of excess carbon;
- Ensure our community is engaged, healthy and resilient — especially those most vulnerable to severe climate impacts;
- Create a city that is adapted to a changing climate and ecologically healthy for all species, and
- Lead by example with a best-practice climate emergency response that inspires other local governments, businesses and communities to take strong climate action.

Strategic priorities

We have set five strategic priorities to focus our climate emergency response:

1. Mobilise and engage the community to respond to the climate emergency

Vision: The Yarra community and Yarra Council are engaged and taking local action as part of a global climate movement.

2. Accelerate renewable energy, zero carbon buildings and efficient operations

Vision: Yarra homes, businesses, and community buildings are of the highest energy efficiency standard and powered by renewable energy.

3. Create a climate adapted city

Vision: Yarra's natural and built environments are healthy and resilient in a climate impacted world.

4. Transition to zero emissions transport

Vision: Sustainable transport is the most attractive, safe and convenient way to travel in and through Yarra.

5. Move towards zero waste and conscious consumption

Vision: The Yarra community are conscious consumers who actively avoid and reduce waste, preserving resources for current and future generations.

Attachment 1 - Draft Climate Emergency Plan

Timeframes and review

This plan sets out actions to be carried out over the next four years. It has been designed with flexibility to adapt to emerging opportunities and other changes. We will take an adaptive approach to implementation, responding to new opportunities and changes over the period. The actions will be reviewed and updated every two years.

Attachment 1 - Draft Climate Emergency Plan

Strategic Priority 1: Mobilise and engage the community

Vision: *The Yarra community and Yarra Council are engaged and taking local action as part of a global climate movement.*

The sheer scale and complexity of the climate emergency challenge requires that we work together — the actions of individuals, particular institutions or sectors cannot solve it alone. There is an urgent need to increase people's understanding of the climate emergency, and support the community to lead effective, sustained and collective climate action and advocacy.

In a climate emergency context, Yarra Council has a greater role to play in bringing people together and building their capacity to be active citizens working collectively for change. We will deliver a significantly expanded and comprehensive suite of community mobilisation and engagement programs, including a 'climate connectors' initiative, and skills-building to assist community members and groups to take climate action, build momentum for change and undertake grassroots resilience projects.

These projects will inevitably be as diverse as our communities and draw upon their unique strengths, while addressing community needs. We will dedicate a substantial pool of community grant funds to accelerating community-led climate action, with an emphasis on projects that support people who are most vulnerable to climate impacts and increase social connectivity.

Yarra Council will engage across sectors — households, businesses, neighbourhood houses, community groups, schools and young people, as well as vulnerable and harder-to-reach people — to build a greater understanding of the climate emergency and the various ways people can take action. Building partnerships with business and community stakeholders that have broad and considerable influence within our community, will be critical to achieving large-scale mobilisation.

We will deliver a range of communications campaigns to encourage and promote community-led climate action, as well as events to share practical ways people can reduce their carbon emissions and environmental impacts. We'll continue to partner with Yarra Energy Foundation to accelerate renewable energy uptake and reduce energy consumption and emissions. Furthermore, a new program 'Nature in the Neighbourhood' will aim to connect more people with our natural environment, increasing appreciation and respect for urban biodiversity and ecosystems, and enabling people to take a more active role in ecological restoration.

As we experience more extreme climate impacts, including heat waves, intense storms and flooding, there will be a growing need for community members to support each other. This includes supporting people experiencing climate-related anxiety brought on by the loss of iconic and loved places, landscapes and species; concern about future generations and their ability to live healthy lives on a climate-damaged planet; and other impacts of the climate emergency. Council will work with other partners to strengthen community connections and build people's capacity to support each other.

Additionally, Council will actively work with other councils, community groups and alliances, to influence state and federal governments, to respond to the climate emergency at the scale and speed the crisis requires. Through collaborative partnerships we can scale up our advocacy and amplify our efforts to effect greater change.

Attachment 1 - Draft Climate Emergency Plan

1. Mobilise and engage the community to respond to the climate emergency			
No.	Action description	Resourcing	Who
Community mobilisation and capacity building			
1.1	<p>Design and deliver an expanding suite of community mobilisation and engagement programs to accelerate climate action and advocacy, and support community members to be resilient to climate impacts. Main elements include:</p> <ul style="list-style-type: none"> ▪ Building climate emergency awareness, literacy, action and advocacy across the community. This includes a '<i>community connectors</i>' program to build people's capacity to be active citizens who work together for change, take grassroots action, share knowledge and skills and hold climate conversations in their communities ▪ Communications campaigns and educational events to assist people to understand the climate emergency and how to reduce their carbon emissions and environmental impacts through lifestyle changes ▪ Developing a '<i>100% Renewable Yarra</i>' campaign in partnership with YEF ▪ Facilitating and supporting stronger collaboration between groups and sectors taking climate action ▪ Showcasing community climate action through open days, tours, communications campaigns and other recognition activities ▪ Collaborating with others in the climate emergency movement, including other councils, to advocate for stronger state and federal government climate action 	<p>\$100,000 year 1</p> <p>Year 2 resourcing based on outcomes and lessons from Year 1</p>	<p>Lead: Sustainability</p> <p>Support: Communications</p> <p>Partners: Local environment groups Other community organisations Yarra Energy Foundation Advocacy and Engagement</p>
Support vulnerable communities			
1.2	<p>Support the most vulnerable in our community to prepare and cope with extreme climate impacts, including heatwaves, storms, floods, transport disruptions and power outages through:</p> <ul style="list-style-type: none"> ▪ Targeted communications and in-home support to older people, those who are unwell, have additional needs or are living in unsuitable housing during times of climate related disruption ▪ Communicating heatwave and other climate risk messages and partnering with other organisations to build the capacity of people to prepare for and respond in extreme events 	<p>Within existing resources and resources listed in action 1.1</p>	<p>Partners: Sustainability Aged and Disability Services Health, Safety and Risk Community Planning Municipal Emergency Management Planning partners DHHS</p>

Attachment 1 - Draft Climate Emergency Plan

1. Mobilise and engage the community to respond to the climate emergency			
No.	Action description	Resourcing	Who
	<p>(e.g. community service organisations, emergency response agencies, places of refuge, such as neighbourhood houses, libraries and leisure centres)</p> <ul style="list-style-type: none"> ▪ Providing training that strengthens community connections and builds the capacity of community members to support vulnerable neighbours ▪ Adapting Yarra Council's emergency preparedness and response procedures (Municipal Emergency Management Plan and Business Continuity Plan) and reviewing resourcing needs as climate impacts worsen ▪ Liaising with community organisations and outreach workers, such as those that care for people experiencing homelessness or provide refuge from extreme weather, to review their practices as climate impacts worsen ▪ Assisting older and vulnerable people to upgrade their homes to improve energy efficiency and thermal comfort, through draft proofing, insulation and efficient lighting (Refer action 2.1) 		
Engage key sectors in climate emergency action			
1.3	<p>Work broadly across the Yarra community:</p> <ul style="list-style-type: none"> ▪ Engaging businesses to understand the value in declaring a climate emergency, climate related financial and legal risks, and the opportunities to reduce carbon emissions and transition to renewable energy ▪ Supporting and enabling businesses, households, neighbourhood houses, community groups, schools and young people to: <ul style="list-style-type: none"> ○ discuss the climate emergency in ways that allow people to understand the real impacts on our community and natural environment. This includes coming to terms with the impacts on iconic and loved places, landscapes and species. ○ lead climate action and advocacy within their circles of influence 	<p>Within budget for action 1.1, and additional sustainable business resource in action 2.3.</p> <p>Additional projects subject to annual budget process.</p>	<p>Partners: Sustainability Yarra Energy Foundation Youth Services Aged and Disability Services Local community groups, childcare centres, neighbourhood houses and schools.</p>

Attachment 1 - Draft Climate Emergency Plan

1. Mobilise and engage the community to respond to the climate emergency			
No.	Action description	Resourcing	Who
Fund community-led climate action			
1.4	<p>Dedicate a substantial pool of community grant funds to accelerate community-led climate action, with emphasis on projects focusing on:</p> <ul style="list-style-type: none"> ▪ Mobilising community to take climate action, including advocating for change ▪ Supporting the most vulnerable in our community to cope with more extreme weather and rising energy and food costs ▪ Building stronger social connections, especially across demographics ▪ Presenting replicable models to reduce carbon emissions and waste, support local food systems and minimise high consumptive lifestyles 	\$150,000 per annum	<p>Lead: Sustainability</p> <p>Support: Community Partnerships</p> <p>Partners: Local environment groups, Not-For-Profits and other community organisations</p>
Nature in the Neighbourhood			
1.5	<p>Deliver a new 'Nature in the Neighbourhood' initiative focusing on:</p> <ul style="list-style-type: none"> ▪ Reconnecting people with our natural environment, to gain an appreciation of urban biodiversity and understand our interdependence with ecological systems ▪ Engaging the community as stewards of our environment, providing hands-on experiences for people to connect with nature and take a more active role in ecological restoration ▪ Improving connectivity between ecological communities and create habitat, by skilling up the community to plant more vegetation on private land 	To be delivered via Yarra's Nature Strategy (under development)	<p>Lead: Streetscapes and Natural Values</p> <p>Support: Sustainability Communications</p>
Divestment			
1.6	<p>Continue to implement and update Yarra Council's divestment activities, including:</p> <ul style="list-style-type: none"> ▪ Utilising Council's <i>Ethical Procurement and Investment Commitment</i> to actively screen Council's investments to ensure divestment of funds away from banks and other institutions that invest in fossil fuel industries, in line with a climate emergency response ▪ Assisting staff to understand and consider the climate implications of superannuation options including divesting from fossil fuels 	Within existing resources.	<p>Lead: Finance</p> <p>Support: Sustainability</p>

Attachment 1 - Draft Climate Emergency Plan

1. Mobilise and engage the community to respond to the climate emergency			
No.	Action description	Resourcing	Who
Advocacy and partnerships			
1.7	<p>Advocate to other levels of government for stronger climate action by:</p> <ul style="list-style-type: none"> Partnering with other organisations to advocate to state and federal governments to declare a climate emergency and take strong action commensurate with the scale and urgency of the emergency Supporting a formal alliance for local governments delivering a climate emergency response Advocating for policy reform relevant to the climate emergency, including renewable energy, buildings, waste and transport 	Within existing resources.	<p>Lead: Advocacy and Engagement Sustainability</p> <p>Partners: Northern Alliance for Greenhouse Action Other local governments</p>
1.8	<p>Support growth of the climate emergency movement by:</p> <ul style="list-style-type: none"> Collaborating and sharing learnings with others to encourage more councils, organisations, businesses to declare and respond to the climate emergency Working with councils and other organisations that have declared a climate emergency to grow the movement and take collective action 	Within existing resources.	<p>Lead: Sustainability</p> <p>Support: Advocacy and Engagement</p> <p>Partners: NAGA Other local governments</p>

Attachment 1 - Draft Climate Emergency Plan

Strategic priority 2. Accelerate renewable energy, zero carbon buildings and efficient operations

Vision: *Yarra homes, businesses, and community buildings are of the highest energy efficiency standard and powered by renewable energy.*

Energy use, from electricity and gas used in buildings, is the largest source of carbon emissions (83 per cent) in the municipality. To achieve our net-zero emissions, our homes, business, schools and other buildings need to use less energy, be powered by 100 per cent renewable energy and shift away from gas. The technologies and conditions needed for this transition exist, including more effective and affordable solar and battery storage, more grid-supplied renewable energy. There is no reason all-electric shouldn't be the norm for new homes.

There is significant opportunity for Yarra Council to assist the community to reduce energy use and transition to 100 per cent renewable energy. It's also important that those most vulnerable to rising energy costs, and often least able to install solar or buy renewable electricity, are assisted to live in energy efficient, thermally comfortable homes.

Currently 9.5 per cent of rooftops in Yarra have solar, with a total installed capacity of 10,909 kW¹³. This has grown dramatically from 1,200kW in 2010. The amount of solar installed is comparable to other inner-city municipalities with similar constraints including a high portion of medium density, multi-unit housing and rental properties. Even though there has been a strong rate of growth in installations in Yarra over ten years, there is still substantial potential to install additional solar, with considerable roof space not yet utilised.

Although there is potential for much more rooftop solar, even if all viable roof space in Yarra was optimised for solar we wouldn't come close to meeting our city's energy needs. Furthermore, there are considerable portions of our community 'locked-out' from installing solar because they rent (50.3 per cent), live in an apartment (46 per cent) or may own a home with roof space but are living on a low income, such as an aged or disability pension. In addition to more roof top solar, there is a need to prioritise other options to significantly cut emissions, including reducing energy demand and purchasing renewable energy.

The Yarra Council-funded Yarra Energy Foundation (YEF), plays a strong role in supporting solar installations on homes, businesses and community buildings, and advising on purchasing renewable electricity. YEF also facilitates energy improvements in buildings through advising on products and technologies and changing energy behaviours. Council and YEF can provide increased assistance to upgrade the homes of people most vulnerable to energy price rises and extreme heat and cold, including older people and social housing tenants. We can further assist businesses to buy renewable energy and work further with apartment owners, tenants and managers to navigate the complexities of installing solar in multi-unit developments.

While significant emissions reductions are to be made by sourcing renewable energy and upgrading existing housing stock, we need to raise the energy performance requirements for new buildings in Yarra. To transition towards zero-carbon buildings and precincts, we will work with others to advocate to the state government to raise mandatory standards, including pushing for minimum energy performance standards to be met at point of sale and lease for residential and commercial buildings.

¹³ Australian PV Institute, <https://pv-map.apvi.org.au/>

Attachment 1 - Draft Climate Emergency Plan

Yarra Council will continue to lead climate action in our own operations. Council's entire electricity needs are met by 100 per cent renewable power - with gas usage now representing 22 per cent of our organisation's carbon emissions. Hence the focus is on transitioning our buildings away from gas to electricity as soon as practicable. We'll continue a strong focus on energy performance to reduce costs, through public lighting upgrades and optimising building performance with new technologies and approaches. Yarra Council will aim to be at the leading edge of best practice for building design, equipment and management to operate efficient zero emissions buildings.

Attachment 1 - Draft Climate Emergency Plan

2. Accelerate renewable energy, zero carbon buildings and efficient operations			
No.	Action description	Resourcing	Who
Residents			
2.1	<p>Accelerate residential solar installs and the reduction of carbon emissions via tailored programs:</p> <p>Homeowners: Providing expert energy advice and facilitating affordable, quality solar and battery installations and home upgrades including heating and cooling, insulation, lighting, draught proofing, and moving off gas.</p> <p>Vulnerable households: Partnering with aged and community care providers to upgrade the homes of at least 60 of the most vulnerable community members each year (those experiencing energy hardship, with health conditions, frailty and additional needs). Customised energy retrofits may include insulation, lighting, draft proofing, door and window seals, fans and blinds, to improve thermal comfort, reduce bill stress and improve health outcomes.</p> <p>Tenants: Providing energy saving information and facilitate low-cost energy retrofits including draft proofing and lighting changes. Assisting renters to engage property owners and managers around more significant energy improvements.</p> <p>Multi-unit developments: Supporting apartment owners, property managers and tenants to work through the complexities of installing solar and upgrading buildings to improve energy performance.</p> <p>Low-income housing: Exploring options to assist low-income households to buy renewable energy and/or cover the upfront cost of solar system installs with repayments to be made via Council's rates mechanism. Explore partnerships with community housing providers.</p> <p>Offer ongoing support through:</p> <ul style="list-style-type: none"> Online tools to help people prioritise actions to reduce carbon emissions Seeking external funding opportunities to support additional households with energy-efficiency retrofits and solar installs, particularly low income and vulnerable households Remaining at the forefront of emerging technologies and trends, such as micro-grids and virtual networks, as well as partnership and funding opportunities to reduce emissions 	<p>Largely to be delivered by existing Council contribution to Yarra Energy Foundation.</p> <p>Additional \$30,000 per annum for upgrading homes of vulnerable people</p>	<p>Lead: Yarra Energy Foundation</p> <p>Support: Sustainability</p> <p>Partners: Aged and Disability and other related service providers</p> <p>Community service organisations</p> <p>Social and public housing providers, including Office of Housing</p> <p>Funding agencies, such as state government</p>

Attachment 1 - Draft Climate Emergency Plan

2. Accelerate renewable energy, zero carbon buildings and efficient operations			
No.	Action description	Resourcing	Who
2.2	<p>Reduce the complexity for residents seeking to buy ethical, affordable, renewable electricity by:</p> <ul style="list-style-type: none"> ▪ Developing a '100% Renewable Yarra' campaign ▪ Independently reviewing renewable electricity retail options and educating residents about different choices available, particularly those who are unable to install rooftop solar <p>Stay abreast of emerging community energy models, such as solar gardens, or other approaches for the community to invest in renewables and enjoy greater energy independence</p>	<p>Existing resources.</p> <p>An expanded program may require additional resources.</p>	<p>Lead: Yarra Energy Foundation</p> <p>Support: Sustainability</p>
Businesses			
2.3	<p>Support Yarra businesses to transition to 100% renewable electricity and more efficient operations through:</p> <ul style="list-style-type: none"> ▪ Facilitating solar and battery installations and building upgrades, including accessing Environmental Upgrade Finance or other financial incentives ▪ Supporting businesses to increase the uptake of energy audits, and high efficiency technologies and management processes ▪ Supporting businesses to purchase renewable electricity at a lower cost, including the potential for group Power Purchasing Agreements (PPA) for large businesses and other innovative mechanisms for smaller businesses ▪ Including businesses in the '100% Renewable Yarra' campaign to promote and educate on the renewable electricity options and choices ▪ Promoting sustainable businesses in Yarra who are taking strong action, such as purchasing 100% renewable electricity, to show leadership and create brand awareness 	<p>Additional resource required.</p> <p>Year 1 budget: \$30,000</p> <p>Year 2 budget: To be confirmed.</p>	<p>Lead: Sustainability Yarra Energy Foundation</p> <p>Support: Economic Development</p>

Attachment 1 - Draft Climate Emergency Plan

2. Accelerate renewable energy, zero carbon buildings and efficient operations			
No.	Action description	Resourcing	Who
Community organisations			
2.4	<p>Support Yarra community organisations to transition to 100% renewable electricity and upgrade their buildings through:</p> <ul style="list-style-type: none"> Facilitating solar installations and the upgrade of buildings used by community groups, including assisting with access to financial support, such as government grants Supporting access to 100% renewable electricity in the most cost-effective way, via: <ul style="list-style-type: none"> Enabling community organisations operating in Yarra Council buildings to purchase renewable energy as part of Council's long-term renewable electricity contract Supporting other organisations to understand and access options to buy renewable energy including via the '100% Renewable Yarra' campaign 	Existing resources.	Lead: Yarra Energy Foundation Support: Sustainability
Yarra Council buildings			
2.5	<p>Ensure all new Yarra Council buildings are net zero carbon in construction and operation, and aim for net carbon negative, by:</p> <ul style="list-style-type: none"> Setting strong design standards in an updated <i>ESD (Environmentally Sustainable Design) Buildings Policy</i> to ensure new Council buildings demonstrate environmental sustainability and climate resilience principles throughout design, construction and operation Eliminating the use of gas, maximising solar energy generation and battery storage, and powering buildings with 100% renewable energy Incorporating natural cooling and insulation via green walls, roofs and landscaping Utilising partnerships and trialling new and emerging technologies 	<p>Within existing resources.</p> <p>Additional projects subject to annual capital budget process.</p>	Lead: Sustainability Building and Asset Management

Attachment 1 - Draft Climate Emergency Plan

2. Accelerate renewable energy, zero carbon buildings and efficient operations			
No.	Action description	Resourcing	Who
2.6	<p>Ensure all existing Yarra Council buildings are highly efficient and zero emissions. This will be achieved by:</p> <ul style="list-style-type: none"> ▪ Progressively transitioning our facilities off gas, focusing on: <ul style="list-style-type: none"> ○ All sites with relatively simple gas systems (i.e. hot water systems and domestic-type heating) transitioned off gas by the end of year 2 (30 of 38 sites) ○ Sites with highly complex, building integrated, gas systems (i.e. leisure centres and town halls) to be off gas by 2030 where feasible, noting that the ability to shift leisure centres off gas will rely on new technologies and may need to be coupled with site redevelopments ▪ Ensuring all Council buildings' roof space is maximised with solar panels by the end of year 2, including: <ul style="list-style-type: none"> ○ Provision for solar capacity beyond site electricity usage (where roof space allows) to feed additional renewable electricity into the grid ○ Use of integrated battery storage where daytime electricity usage is low ○ Investigating the use of microgrids or other innovative technologies ○ Provision of solar panels on community used Council-facilities ▪ Implementing best-practice energy efficiency and building optimisation by: <ul style="list-style-type: none"> ○ Utilising smart control and monitoring technologies to operate buildings at the highest possible energy and building performance standards ○ Identifying and investing in priority building energy efficiency upgrades, and ensure energy efficiency outcomes are factored into all building project works 	<p>Within existing resources.</p> <p>Year 1 budget: \$710,000</p> <p>Future years subject to budget processes.</p>	<p>Lead: Sustainability</p> <p>Support: Building and Asset Management</p>
Public lighting			
2.7	<p>Accelerate the transition of Yarra's public lighting to the most energy efficient technology and management techniques by:</p> <ul style="list-style-type: none"> ▪ Upgrading all Council owned main road lights to LED in Year 1 ▪ Upgrading all main road lights shared with the Department of Transport in Years 2-3 	<p>Year 1 budget: \$1.4 million (approx.)</p>	<p>Lead: Sustainability</p> <p>Support: Traffic and Civil Engineering</p> <p>Partners: Open Space, Urban Design,</p>

Attachment 1 - Draft Climate Emergency Plan

2. Accelerate renewable energy, zero carbon buildings and efficient operations			
No.	Action description	Resourcing	Who
	<ul style="list-style-type: none"> Reviewing residential street lights to upgrade from T5 to LED when appropriate, based on emerging technology and management practices Reviewing and upgrading other public lighting (e.g. parks, sports fields) as appropriate 	Year 2 budget: (To be confirmed approx. \$700,000)	Department of Transport
Planning requirements for private developments and precincts			
2.8	<p>Seek to transition towards zero-carbon buildings and precincts through the planning process by:</p> <ul style="list-style-type: none"> Working with other partners (e.g. Council Alliance for Sustainable Built Environment (CASBE) / the Inner Melbourne Action Plan (IMAP) to raise the standards for energy performance in the Sustainable Design in the Planning Process (SDAPP) Scheme Increase Council's efforts to ensure planning applicants understand good ESD practice for new developments Foster leadership in the local development industry and promote examples of best practice buildings, such as local commercial and residential developments that have met passive house standards Encourage best practice energy performance in new developments to go beyond current mandatory requirements, such as passive house design and the use of low carbon energy sources Work with energy distributors to plan future energy systems to match projected growth Prepare guidelines aimed at supporting the installation of solar panels on heritage buildings 	Within existing resources.	<p>Lead: Strategic Planning Statutory Planning</p> <p>Support: Sustainability</p> <p>Partners: CASBE Other local governments</p>
Advocacy and partnerships			
2.9	<p>Advocate to other levels of government to improve energy performance of buildings with an ultimate aim of achieving zero carbon buildings, such as through:</p> <ul style="list-style-type: none"> Increasing ESD requirements in all planning schemes across Victoria 	Within existing resources.	Lead: Strategic Planning, Sustainability

Attachment 1 - Draft Climate Emergency Plan

2. Accelerate renewable energy, zero carbon buildings and efficient operations			
No.	Action description	Resourcing	Who
	<ul style="list-style-type: none"> ▪ Dramatically increasing energy performance standards in the National Construction Code ▪ Mandating energy performance disclosure at point of sale and lease for residential and commercial buildings ▪ Introducing minimum energy standards to be met at point of sale and lease ▪ Significant investment of government funds and incentives like rebates, to assist homeowners to upgrade their homes (e.g. insulation, draft proofing etc.) ▪ Advocating to the government and electricity distributors to reduce impediments to installing solar PV on multi-unit developments, such as distribution network constraints, on-site embedded networks and metering arrangements 		Support: Advocacy and Engagement Partners: NAGA, CASBE, Million Homes Alliance
2.10	Advocate to the state government for a rapid transition to 100% renewable grid-supplied electricity and improved energy data provision: <ul style="list-style-type: none"> ▪ Increasing Victoria's Renewable Energy Target (VRET) to 100% by 2030, and ensure a fair and equitable transition for those in the community affected by energy insecurity ▪ Improving access to and analysis of energy and emissions data by sector to inform policies and programs 	Within existing resources.	Lead: Sustainability Support: Advocacy and Engagement Partners: NAGA, Other councils

Attachment 1 - Draft Climate Emergency Plan

Strategic Priority 3. Create a climate adapted city

Vision: *Yarra's natural and built environments are healthy and resilient in a climate impacted world.*

As the climate changes, our city's infrastructure and assets (both natural and built forms), will be placed under increasing pressure due to rising urban heat, storm and flood risks and water insecurity. Continued global heating means that the average number of number of days in Melbourne over 35°C will likely increase to between 13 and 21 by the 2050's. The impact of continued global heating on water supply shows that by 2040 the Yarra catchment area will see evapotranspiration increase by 4.6 per cent and rainfall reduced by 2.7 per cent annually, resulting in an 11 per cent reduction in runoff volume¹⁴.

While these impacts pose significant challenges, they also present an opportunity to create a cooler, more climate resilient city that improves livability. Our city's green spaces, parks and reserves also provide considerable physical and mental health benefits that need to be preserved as people cope with the impacts of a changing climate. To address these challenges, we need to adapt the way we design, build and manage our infrastructure and assets – our parks and reserves, buildings, roads, streetscapes and drainage network. We will implement a range of on-ground solutions and embed climate adaptation approaches across Council's works, strategies and policies.

As our city warms and we experience more downpours, trees and other vegetation cover will be increasingly important to provide canopy cover, shade buildings, footpaths and roads and to intercept polluting stormwater run-off. As part of our climate emergency response, we will continue to use blue/green infrastructure solutions to help mitigate flood, drought, heat, and enhance habitat and green spaces. This includes increasing water sensitive urban design treatments, such as permeable surfaces and investing in water harvesting and treatment storage solutions. We will create additional green and open spaces where possible, and provide spaces for growing food locally in order to build community resilience and reduce the emissions associated with growing and transporting food.

To inform the adaptive management of our water assets, we will conduct city-wide flood modelling, including climate sensitivity analysis. For Yarra Council's buildings, we will regularly review and raise the ESD standards and design-in climate resilience to deliver shade and use heat reflective, light-coloured surfaces, as appropriate.

In order to protect and enhance our parks, reserves and ecological assets, we need to adapt our land and vegetation management practices. Aboriginal peoples have been living in connection with country for thousands of years, observing, experiencing, and successfully adapting to significant changes in the landscape. This traditional knowledge, handed down through generations, provides a valuable base for adaptive land management in a changing climate¹⁵. Partnering with Traditional Owners, we also need to ensure that areas of cultural significant are protected and resilient to climate impacts and ensure future generations are able to enjoy and pay respect to these important places.

¹⁴ Melbourne Water tool (insert reference)

¹⁵ Adams, M. (2013). Indigenous knowledge and climate change in Australia: Can the traditional knowledge of Australia's indigenous communities keep pace with climate change? *Current Conservation*, 7 (1), 17-21.

Attachment 1 - Draft Climate Emergency Plan

3. Create a climate-adapted city			
No.	Action description	Resourcing	Who
Street trees			
3.1	<p>Significantly enhance our urban forest to increase tree canopy cover, diversity and climate resilience, including:</p> <ul style="list-style-type: none"> ▪ Accelerate street tree planting via Priority Precinct Plans, informed by areas most affected by urban heat and social vulnerability ▪ Adapting tree selection and establishment practices to optimise tree health, lifespan and function in a changing climate ▪ Strategically installing passive irrigation to enable trees to cope with drier, harsher conditions and increasing soil moisture in the wider landscape ▪ Adapting tree management practices as the climate changes, such as monitoring injury due to extreme weather ▪ Partnering with other councils and government agencies to improve vegetation connectivity across borders 	Additional resources required	<p>Lead: Urban Design Streetscapes and Natural Values Drainage and Stormwater City Works</p> <p>Support: Sustainability Asset Management</p> <p>Partners: Resilient Melbourne and other networks</p>

Attachment 1 - Draft Climate Emergency Plan

3. Create a climate-adapted city			
No.	Action description	Resourcing	Who
Local precincts and streetscapes			
3.2	<p>Plan and design streetscapes, open spaces and precincts considering increasing climate vulnerability, such as urban heat, flood risk and vulnerable communities:</p> <ul style="list-style-type: none"> During Local Area Place Making and capital works processes, maximising opportunities for increased permeability and vegetation cover, sustainable infrastructure and enhanced walking and cycling Creating more green and open spaces where possible, via a number of mechanisms, including land acquisition and reclaiming road space Continuing to provide spaces for growing food locally through the Community Growing Spaces program 	<p>Delivered based on capital budget bids</p> <p>Existing resources</p>	<p>Lead: Streetscapes and Natural Values Asset Management Strategic Planning Waste Minimisation and Urban Agriculture</p>
Parks and reserves			
3.3	<p>Ensure climate resilient and ecologically healthy parks, reserves and green spaces by:</p> <ul style="list-style-type: none"> Adapting management practices and managing for diversity to ensure our landscapes, parks and reserves are resilient in the face of a changing climate Partnering with other landholders and government agencies to enhance habitat, canopy cover, carbon drawdown potential, and connectivity between ecological communities Drawing from and engaging with Indigenous cultures and traditional knowledge to assist in managing land as our climate continues to change Providing support to new proposed community garden projects, in line with our guidelines 	<p>Proposed resources in Nature Strategy</p> <p>Existing resources</p>	<p>Lead: Streetscapes and Natural Values Urban Design Waste Minimisation and Urban Agriculture</p>

Attachment 1 - Draft Climate Emergency Plan

3. Create a climate-adapted city			
No.	Action description	Resourcing	Who
Integrated and water sensitive solutions			
3.4	<p>Develop an <i>Integrated Water Management Plan</i> and ten-year capital works program to enhance Yarra as a water smart city, improving liveability, social and economic outcomes of the community.</p> <p>Utilise integrated and water sensitive solutions to intercept run-off, increase soil moisture, manage flood risk throughout the city and enhance green spaces and waterway health by:</p> <ul style="list-style-type: none"> Investing in stormwater harvesting infrastructure at Edinburgh Gardens to achieve a five-fold increase on current storage capacity and reduce reliance on drinking water for irrigation by 80 per cent Investigating the feasibility of stormwater harvesting facilities at a further three locations to reduce reliance on potable water for irrigation Including blue/green infrastructure considerations in future capital projects to achieve multiple water outcomes and support urban cooling Conducting city-wide flood modelling, including climate sensitivity analysis, to adaptively manage our water assets 	<p>Subject to capital budget approval 2020/21.</p> <p>Additional resource required. Capital works identified through the IWM Plan subject to approval in future budgets.</p> <p>IWM Plan development within existing resources.</p>	<p>Lead: Drainage and Stormwater</p> <p>Support: Asset Management and Building Strategic Planning Streetscapes and Natural Values Traffic Strategic Transport Urban Design Open Space</p> <p>Partners: Melbourne Water</p>
Council assets and infrastructure			
3.5	<p>Improve the climate resilience of Yarra Council's assets, such as buildings, roads, and drainage, including through:</p> <ul style="list-style-type: none"> Enhancing road design and construction for climate outcomes, including identifying opportunities for lower embodied energy and recycled content Investigating and trialling smarter and integrated asset management technologies Updating Council's ESD Buildings Policy to ensure our buildings are adapted to future climate impacts (e.g. withstand increased rainfall, back-up power for critical buildings) Partnering with neighbouring Councils and regional alliances to improve cross-border issues, such as flooding and tree corridors 	<p>Existing resources.</p> <p>Additional projects subject to annual budget process.</p>	<p>Lead: City Works Assets and Building Management CityLab Traffic Sustainability</p>

Attachment 1 - Draft Climate Emergency Plan

3. Create a climate-adapted city			
No.	Action description	Resourcing	Who
Planning requirements for private developments and precincts			
3.6	<p>Work through state and local planning mechanisms to facilitate a more climate resilient city, including:</p> <ul style="list-style-type: none"> Ensuring future climate projections are considered in flood risk information that informs flood overlays Continue to update the planning scheme to ensure climate related impacts are addressed in line with evolving best practice 	Subject to annual budget process.	<p>Lead: Strategic Planning</p> <p>Support: Urban Design and Open Space Sustainability</p> <p>Partners: State government</p>
Organisational climate responses			
3.7	<p>Embed climate resilience into Council's strategies, policies and decision-making processes:</p> <ul style="list-style-type: none"> Ensuring new and updated policies, plans and strategies consider climate related risks and plan for climate resilience Identify climate resilience opportunities when undertaking planning for activity centres, precincts and other strategic land use planning processes Planning for intensifying climate impacts when reviewing key plans for heat waves, extreme weather and emergency responses Continue to engage staff around the climate emergency and support staff to deliver climate responses as part of their roles Incorporating climate adaptation considerations into future <i>Asset Management Plans</i> and associated <i>Project Implementation Plans</i> for Council assets Continuing to ensure all new design works are assessed using climate adaptation considerations through Council's <i>Green Infrastructure Guidelines</i>, <i>Climate Adaptation Guidance Tool</i> and <i>Quadruple Bottom-Line Tool</i> (QBL) Remaining at the forefront of adaptation information and technologies and periodically reviewing our approaches to climate adaptation based on the best available evidence 	<p>Year 1 budget: \$10,000.</p> <p>Additional projects subject to annual budget process.</p>	<p>Lead: Sustainability</p> <p>Support: Health, Safety and Risk Various units across Council</p>

Attachment 1 - Draft Climate Emergency Plan

Strategic Priority 4: Transition to zero emissions transport

Vision: *Sustainable transport is the most attractive, safe and convenient way to travel in and through Yarra.*

Carbon emissions from transport make up 15 percent of Yarra community's emissions, with the majority of emissions being a result of car travel. Despite an extensive network of sustainable transport options in Yarra, the number of car trips starting, ending and occurring within Yarra is increasing, and is forecast to reach 42,800 by 2031 – equivalent to a 48 per cent increase from 2011.

There is considerable opportunity to reduce transport emissions and realise a range of co-benefits including reduced congestion, improved air quality, health, amenity and overall liveability of the city. Reducing Yarra's transport emissions largely depends upon reducing car dependency, increasing the portion of trips taken by public transport, walking and cycling, and rapidly transitioning to electric (or other zero emissions) vehicles.

Bike mode share in Yarra has remained static at about 7 per cent over the past ten years, and this is likely to continue unless measures are taken to significantly improve the quality of Yarra's cycling infrastructure. While Yarra has an established cycling culture and cycling levels are high in Yarra compared to most Melbourne municipalities, leading cycling cities in Europe that have a comparable density and urban form to Yarra have a bike mode share of over 25 per cent.

There is, significant opportunity to increase the portion of trips taken by bicycle by improving Yarra's bicycle network to encourage cycling by people who may be interested in riding but currently do not feel safe. In order to reduce car dependency and the number of car trips in Yarra, a range of interventions are needed including additional investment in sustainable transport infrastructure, public transport improvements, car share and other initiatives to discourage car ownership, along with bicycle and pedestrian infrastructure.

To deliver sustainable transport priorities that respond to the climate emergency, Council will implement actions through an *Integrated Transport Plan* (ITP). The ITP will set out Council's strategic objectives for transport and how future projects could be delivered. Council will also develop a new Parking Management Plan, in conjunction with the ITP, to ensure the strategic directions of both plans deliver on climate emergency objectives and transport priorities for Yarra.

The ITP will seek to:

- Set ambitious targets to increase the share of trips by bicycle and public transport and decrease the share by car
- Provide a comprehensive evidence-based update on the status of transport and development in Yarra
- Identify existing and emerging issues and opportunities using an evidence base
- Refine and improve existing Yarra Council transport policy objectives and vision statements
- Identify a list of actions that align with transport objectives
- Provide a monitoring framework for informed decision making
- Collaborate with neighboring councils to improve active and sustainable transport connections
- Use parking provisions, or other mechanisms, to encourage car-share and electric vehicles
- Prioritise efficient use of road space for active transport, public transport, shared transport and zero emissions vehicles
- Highlight new approaches to delivering transport projects, such as pilots and trials, to enable a more innovative and time and cost-effective way of implementing projects
- Inform an update to Yarra's Bicycle Strategy and a Parking Management Plan

Attachment 1 - Draft Climate Emergency Plan

While public and active transport modes are preferenced ahead of vehicular transport, electric vehicles and other low emissions vehicles, present an immediate opportunity in reducing transport emissions. Establishing Yarra as a leading zero emissions vehicle municipality will provide other local benefits, including reduced noise and air pollution. Work to achieve this will include developing a strategic and shared plan for a diverse charge point network in Yarra.

Yarra Council will lead by example by transitioning our fleet to all electric vehicles as soon as practical and help others by sharing our experience. Council currently operates a number of electric vehicles powered by 100% renewable electricity, as part of our operational fleet, including electric bikes and the first electric tipper truck in Australia. Council will also work with our contractors to transition their vehicles to low emission and electric vehicles.

Transitioning how we move, requires urgent improvements across Melbourne's transport network. We will continue to collaborate with local, state and federal governments to deliver an integrated, accessible and convenient transport system for metropolitan Melbourne, in which sustainable transport is prioritised and the most attractive transport option for the community. Yarra Council will advocate for improved public transport connections and capacity, powering public transport with 100% renewable energy, and mechanisms to support the electric vehicle transition.

Attachment 1 - Draft Climate Emergency Plan

4. Transition to zero emissions transport			
No.	Action description	Resourcing	Who
Public and active transport			
4.1	<p>Develop an Integrated Transport Plan to facilitate the uptake of sustainable modes of transport and the long-term reduction of private car use by:</p> <ul style="list-style-type: none"> ▪ Reallocating road and parking space for upgrades, enabling footpath widening, bike lanes, public transport improvements and greening opportunities ▪ Prioritising walking, cycling and public transport through improved infrastructure, with infrastructure improvements based on evidence and future predicted transport modelling ▪ Promoting and facilitating car-sharing and other alternatives to private car ownership ▪ Investigating parking restrictions to facilitate improved access for sustainable modes of transport through changes to allocation of road space 	\$200,000 for years 1 and 2 for strategy development	<p>Lead: Strategic Transport</p> <p>Support: Parking Management</p> <p>Traffic</p> <p>Partners:</p> <p>To be confirmed</p>
4.2	<p>Increase sustainable transport solutions throughout the city including:</p> <ul style="list-style-type: none"> ▪ Using iterative trials for temporary sustainable transport infrastructure, car free zones and curfews and reallocation of car space for sustainable transport modes ▪ Delivering additional safe cycling infrastructure projects and on-going maintenance improvements ▪ Increasing active transport infrastructure, and traffic calming and filtering solutions via Local Area Place Making (LAPM) projects and capital works process, including additional 30km per hour zones ▪ Working with other partners (e.g. Council Alliance for Sustainable Built Environment (CASBE) / The Inner Melbourne Action Plan (IMAP) to increase best practice for sustainable transport for new residential and commercial developments (i.e. Green Travel Plans) in the Sustainable Design in the Planning Process (SDAPP) Scheme 	Within existing works program resources.	<p>Lead: Strategic Transport</p> <p>Support: Traffic</p> <p>Partners: VicRoads</p> <p>Public Transport Victoria</p>

Attachment 1 - Draft Climate Emergency Plan

4. Transition to zero emissions transport			
No.	Action description	Resourcing	Who
4.3	<p>Develop a Parking Management Plan that is informed by the Integrated Transport Plan that would seek to:</p> <ul style="list-style-type: none"> • Apply user-pays principles and remove incentives that preference car use and ownership • Apply the road-use hierarchy to favour active and public transport modes • Develop a model for Council's parking revenue that's financially and environmentally sustainable • Reduce on-street parking, where necessary, to enable improvements to sustainable transport infrastructure and the public realm • Take a restraint-based approach to the provision of off-street parking • Introduce a parking overlay in the Yarra Planning Scheme to reduce the on-site car parking requirements for new developments 	Resourced by the requested additional resource for supporting the Integrated Transport Plan	Partners: Strategic Transport Compliance and Parking Statutory Planning Strategic Planning
4.4	Partnering with neighbouring councils and state government agencies to improve active transport connectivity and improve the safety of local cycling and walking paths	Within existing resources.	Lead: Strategic Transport Support: Traffic
Electric and low emissions vehicles			
4.5	<p>Support the rapid transition to zero emissions vehicles, including the expansion of electric vehicle charging points across private and public spaces within the municipality, and across greater Melbourne by:</p> <ul style="list-style-type: none"> ▪ Developing strong relationships with local businesses with public car parks, to collaborate and coordinate the roll out of public electric vehicle chargers to support residents and local economic development ▪ Incorporating in the planning permit process requirements for new developments to make appropriate provision for electric vehicle charging infrastructure ▪ Collaborating with car-sharing businesses to accelerate the transition to electric vehicles ▪ Supporting, educating and promoting the transition to electric vehicles by Yarra residents and businesses. 	<p>Resourced by the requested additional resource for supporting the Integrated Transport Plan</p> <p>Budget: \$100,000 p.a. for years 1 and 2</p>	Lead: Strategic Transport Support: Sustainability Economic development Statutory Planning Partners: Local businesses NAGA

Attachment 1 - Draft Climate Emergency Plan

4. Transition to zero emissions transport			
No.	Action description	Resourcing	Who
4.6	<p>Support the transition of Yarra Council's fleet to zero emission vehicles and low emissions vehicles including:</p> <ul style="list-style-type: none"> ▪ Converting all Council fleet pool and non-commuter vehicles to zero emissions by 2030 ▪ Converting at least one Council bus to electric by 2022 ▪ Progressively switching to electric or other zero emissions vehicles at time of renewal where possible, utilising full-life cycle cost budgeting rather than purchase price ▪ Utilise lower emissions and hybrid options where zero emissions vehicles/charging infrastructure is not practical ▪ Monitoring vehicle numbers and their usage against organisational needs ▪ Reducing vehicle usage through use of alternative solutions including active transport, e-meetings and remote monitoring. Use telematics to better understand the opportunities ▪ Ensuring Council's service delivery contractors transition as quickly as possible to zero emissions vehicles. Participate in sector-leading pilots and trials for new vehicles or zero emissions fuel opportunities. 	Additional capital costs subject to annual budget process.	<p>Lead: City Works</p> <p>Support:</p> <p>Procurement</p> <p>Sustainability</p>

Attachment 1 - Draft Climate Emergency Plan

4. Transition to zero emissions transport			
No.	Action description	Resourcing	Who
Advocacy and partnerships			
4.7	<p>Advocate to state and federal governments for improved active and public transport infrastructure including:</p> <ul style="list-style-type: none"> ▪ Prioritising public transport infrastructure spending over road infrastructure spending and increased funds for active transport projects ▪ Providing more frequent, increased capacity, and better-connected modes of public transport ▪ Powering all trains with renewable electricity ▪ Zero emissions public transport buses, with trials focused on routes through Yarra ▪ Improving separated bike infrastructure with good interconnectivity across intersecting municipal areas <p>Seek to enhance effectiveness of advocacy through partnerships and collaboration with other local governments and key partners.</p>	Within existing resources.	<p>Lead: Strategic Transport</p> <p>Advocacy and Engagement</p> <p>Support: Sustainability</p> <p>Partners: NAGA</p> <p>Other local governments</p>
4.8	<p>Advocate to state and federal governments to accelerate the uptake of electric vehicles including:</p> <ul style="list-style-type: none"> ▪ Developing a coordinated national electric vehicle strategy and support mechanisms ▪ Implementing best-practice national vehicle emissions standards ▪ Funding and planning for public charge points ▪ Providing financial incentives for businesses and private owners to purchase electric vehicles <p>Seek to enhance effectiveness of advocacy through partnerships and collaboration with other local governments and key partners.</p>	Within existing resources.	<p>Lead: Advocacy and Engagement</p> <p>Support: Advocacy and Engagement</p> <p>Strategic Transport</p> <p>Sustainability</p> <p>Partners: NAGA</p> <p>Other local governments</p>

Attachment 1 - Draft Climate Emergency Plan

Strategic Priority 5. Move towards zero waste and conscious consumption

Vision: *The Yarra community are conscious consumers who actively avoid and reduce waste, preserving resources for current and future generations.*

What and how people consume has a profound impact on our planet. In Australia as a whole, we are over consuming; depleting the Earth's natural resources, generating harmful carbon emissions and creating unnecessary waste. If everyone in the world consumed as many natural resources as the average Victorian today, there would need to be three to four planets to sustain this level of consumption.

To accelerate reductions in carbon emissions and curb the overuse of resources, we need to consume resources more consciously with an understanding of the environmental and social implications of our choices. Emissions associated with using goods and services – such as buying food, plastic items and packaging, electronics and clothing — occur right across the supply chain. For example, there are considerable emissions at each stage of growing crops, processing, distribution, storing, cooking and disposal of food waste. By some estimates direct emissions from food growing represents between 25-30 per cent of its emissions¹⁶, with the rest occurring along the food supply chain through to disposal.

Reducing consumption and waste will require a shift in mindsets to move away from a traditional 'take-make-dispose' model to one that values any 'waste' as a resource and aspires to a zero waste system. Through approaches such as applying circular economy principles¹⁷, waste can be designed out of a system and finite resources are valued and kept circulating within it.

Community education and engagement are critical in accelerating this transition. It also requires bold changes in government policies, regulatory settings, and investment to drive new industries, infrastructure and processing facilities.

Yarra Council has long had a role in delivering waste behaviour change programs, services and infrastructure. We engage the community to avoid waste in the first place; to take up alternative models, such as sharing, repairing, re-using; and enable greater recycling. Council also continues to evolve its services and infrastructure, such as kerbside collections and recycling systems and infrastructure, to apply new approaches and meet community needs.



Figure 4 – A circular economy (adapted from Gaia Foundation Short Circuit Report)

¹⁶ Victorian Eco Innovation Lab, Sustainable and Secure Food Systems for Victoria: What do we know? What do we need to know?, 2008, https://research.unimelb.edu.au/_data/assets/pdf_file/0016/2312206/018_VEIL_Food_Report_-_Summary.pdf

¹⁷ Ellen MacArthur Foundation, 'What is the Circular Economy', <https://www.ellenmacarthurfoundation.org/circular-economy/what-is-the-circular-economy>

Attachment 1 - Draft Climate Emergency Plan

One of the most impactful and immediate ways we can assist residents to reduce waste and waste-related carbon emissions is by providing services and programs to keep food waste out of landfill. When disposed to landfill, food waste produces highly polluting methane that contributes to global heating. Through the *Waste Revolution*, Council is trialling a food and garden waste kerbside collection service, sending organics to a commercial composter to be processed into nutrient rich mulch and fertiliser to regenerate soils. Additionally, Yarra Council supports community compost hubs and promotes local composting and food growing options.

As part of the *Waste Revolution*, we are also testing a segregated kerbside glass collection service. Removing glass from the other recyclables produces better quality paper, cardboard and plastic material for recycling. The higher quality glass is turned into new glass products, and low-quality glass is repurposed including in local road construction. Through procuring products made from recycled content, we support local markets for high-quality recycled products.

Yarra Council will continue to partner with other councils and state agencies to create more resilient resource management systems based on circular economy principles. Through state and federal government advocacy, we will also seek systemic improvements in the consumer products, waste and recycling industries.

Attachment 1 - Draft Climate Emergency Plan

5. Move towards zero waste and conscious consumption			
No.	Action description	Resourcing	Who
5.1	<p>Implement Yarra's Waste and Resource Recovery Strategy and support the community to practice sustainable consumer behaviour, foster a circular economy and minimise waste. Examples of initiatives include:</p> <ul style="list-style-type: none"> Promoting and supporting alternative consumption models through education, tools and programs such as the Zero Waste Map, Plastic Free July, Grow Your Own, sharing economy, and repairing initiatives Integrating sustainable consumption messaging into waste and urban agriculture programs Encouraging community groups to apply for Yarra grants to develop and implement zero waste initiatives that engage the Yarra community 	<p>Within existing resources.</p> <p>New programs subject to annual budget bids.</p>	<p>Lead: Waste Minimisation</p> <p>Support: Communications Sustainability</p> <p>Partners: Local environment groups and other community institutions</p>
5.2	Seek to implement a municipal-wide food and organic waste collection service, informed by the results of the Waste Revolution trial	Additional capital costs subject to annual budget process.	<p>Lead: Waste Minimisation</p> <p>Support: Service Contracts</p>
5.3	Engage the community to practice food waste avoidance and improve recycling behaviours by providing education and engagement programs, including through partnerships.	Within existing resources.	<p>Lead: Waste Minimisation</p> <p>Support: Sustainability</p> <p>Partners: Local environment groups and other community institutions</p>
5.4	Work collaboratively with other local governments and state government agencies to design and deliver comprehensive and robust waste management and local recycling solutions, including investigating new opportunities for Council-run resource recovery facilities	Subject to annual budget process.	<p>Lead: City Works</p> <p>Support: Sustainability</p> <p>Partners: state government agencies</p>

Attachment 1 - Draft Climate Emergency Plan

5. Move towards zero waste and conscious consumption			
No.	Action description	Resourcing	Who
5.5	<p>Develop a cross-organisational approach to embed systems-based decision making (e.g. circular economy principles and life cycle assessment) during the design, procurement, delivery and management of Council's assets, goods and services.</p> <p>This would include building the capacity of staff to apply these approaches across the whole life cycle (e.g. identifying opportunities to design-out resource use, minimise inputs and maintenance, maximise resource recovery loops and reduce residual waste and carbon emissions).</p>	Resourcing needs to be determined.	<p>Lead: Sustainability, City Works</p> <p>Support: Waste Minimisation Other teams across Council</p>
Advocacy and partnerships			
5.6	<p>Advocate for state and federal government action to accelerate a climate emergency response across consumption, waste and recycling including:</p> <ul style="list-style-type: none"> Placing a future ban on food waste to landfill Supporting recycling industry innovation and market development Improving and expanding domestic recycling and composting systems and facilities Imposing stricter sustainable packaging standards Expanding product stewardship schemes <p>Seek to enhance effectiveness of our advocacy through partnership and collaboration with other local governments and key partners.</p>	Within existing resources.	<p>Lead: City Works</p> <p>Support: Advocacy and Engagement Waste Minimisation Sustainability</p>

Attachment 1 - Draft Climate Emergency Plan

Monitoring and review

The next decade is considered critical in the transition to zero emissions and restoration of a safe climate. The scale and immediacy of the climate emergency means that governments, businesses, institutions and individuals must work together to deliver unprecedented changes.

This plan lays out a comprehensive suite of actions, and signals Yarra Council's commitment to working alongside a growing cohort of leading Australian and international councils undertaking climate emergency action. Given the rapid growth in the climate emergency movement particularly across local government sectors globally, and the possible changes in policy and carbon technologies over the period of the plan, it is essential that we continue to learn and adapt our response to the climate emergency. In this context, Council commits to reviewing and updating the actions listed in the plan every two years.

We hope that this plan provides an inspiring way forward for Council and the community to continue to work together to take bold and meaningful climate action, and importantly, contributes to local, national and international knowledge about how councils and communities can effectively respond to the climate emergency.

Attachment 1 - Draft Climate Emergency Plan

Glossary

Carbon offset

The action or process of compensating for carbon dioxide emissions arising from industrial or other human activity, by participating in schemes designed to make equivalent reductions of carbon dioxide in the atmosphere.

Carbon negative

Taking more greenhouse gases out of the air than has been emitted in order to lower the overall level of greenhouse gases in the atmosphere. Carbon negativity or negative emissions are needed to restore a safe climate.

Carbon neutral

Carbon neutral refers to the balance achieved when emissions that are created by a human activity are offset in equal amount. Carbon neutrality is often achieved through a combination of reducing carbon emissions and buying carbon offsets, which means investing in projects that reduce or absorb greenhouse gas emissions of equal value to what they produce. Carbon neutrality is sometimes referred to as having a net zero carbon footprint.

Climate crisis

See climate emergency.

Climate emergency

Climate emergency can be understood in two ways. Firstly, it refers to the catastrophic changes to the climate brought about by human activity and which pose a dangerous threat to all life on the planet. Secondly, a climate emergency *response* can be considered taking effective action at the scale and speed of action commensurate with the magnitude of the crisis.

Drawdown

The removal of excess greenhouse gases from the atmosphere with the aim of restoring a safe climate¹⁸.

Environmentally Sustainable Development (ESD)

Environmentally sustainable development is the integration of environmental considerations in urban planning with the aim of protecting the environment while meeting current and future community needs. The term refers to building performance in relation to the use of environmentally sustainable design and orientation, low-impact materials, reuse and recycling of materials, energy efficiency, waste management and use of closed loop systems.

Green/blue infrastructure

Green and blue infrastructure refers to landscape elements that are designed to deliver a range of environmental, economic, and social benefits including improved water quality, enhanced climate resilience and restoring the health of ecosystems. Examples include, natural and artificial waterways and water courses, raingardens, vegetated swales, trees and indigenous landscapes.

¹⁸ Darebin City Council, Darebin Climate Emergency Plan 2017-2022, <http://www.darebin.vic.gov.au/climateemergency>

Attachment 1 - Draft Climate Emergency Plan

Greenhouse gas (GHG) emissions

Carbon dioxide, methane, nitrous oxide and other gases that contribute to climate change.

Renewable energy

Energy generated by renewable sources such as wind, solar, tidal and hydro.

Safe climate

A climate that allows the natural environment, existing and future generations and communities to survive. The current climate conditions are not safe for a large range of species and increasingly unsafe for millions of people.

Urban heat island

An urban heat island is an urban area that is significantly warmer than its surrounding areas. This increased warmth is due to both heat being retained by roads, buildings, footpaths made of concrete and asphalt, and waste heat created by cars, industry and people. The urban heat island effect can negatively impact the natural environment and human health.

Water sensitive urban design treatments (WSUD)

Water sensitive urban design (WSUD) uses better urban planning and design to mimic the natural water cycle as closely as possible, such as by slowing down, intercepting and reusing stormwater and improving the quality of water discharged to waterways. Examples of WSUD treatments include raingardens, rainwater tanks, swales, wetlands and sediment ponds.

Zero net emissions

See carbon neutrality.

11.4 Brunswick Street Streetscape Masterplan

Reference: D19/210906

Authoriser: Director Planning and Place Making

Purpose

1. To update Council on the development of the Brunswick Street Streetscape Masterplan, focusing on the consultation results, summary of proposals and key issues.
2. To seek Council's authorisation for the draft Brunswick Street Streetscape Masterplan to be placed on public exhibition and community consultation.

Background

3. Brunswick Street is a Major Activity Centre and is an important transport link from Melbourne's CBD to the northern suburbs. Brunswick Street forms part of a tight knit network of shopping streets in the Fitzroy/Collingwood precinct, which include Gertrude Street, Johnston Street and Smith Street.
4. Brunswick Street and its immediate surrounds are made up of a diverse range of shops, cafes, restaurants and creative businesses, a bustling night time economy and a mix of established and new residents. Numerous street art, murals and other sculptural artworks give Brunswick Street its unique and artistic charm.
5. The area has a strong heritage character evidenced by the Victorian terraced buildings along large sections of Brunswick Street and in the surrounding area. A collection of taller buildings (part of Atherton Gardens Estate) sit along a section of Brunswick Street and are surrounded by open land. The wider area is undergoing some change and development, bringing new buildings and people into the area.
6. Over the last century, Fitzroy and Collingwood established itself as an important social and political hub for Aboriginal and Torres Strait Islander people in Melbourne. There are a number of sites in the area, including Atherton Gardens and along Gertrude Street which continue to be important places for people to reunite, connect and support each other.
7. There are a number of civic and community facilities that are located along part of the street and centred around the Fitzroy Town Hall, creating a hub for different members of the community to come together.
8. In many ways Brunswick Street is a successful and distinctive shopping street, is well-loved by the local community and attracts people from around Melbourne, interstate and abroad. As the area continues to grow, it is important that the streets and public spaces continue to support the future vitality of Brunswick Street and its surrounds.
9. The aim of this project is to prepare a Streetscape Masterplan for the Brunswick Street precinct (refer to study area map at Appendix 1), to guide the design and delivery of streetscape and public realm improvements in the precinct.
10. The Streetscape Masterplan is an initiative from the Council Plan that supports Strategy 5.1: *"Maintain and strengthen the vibrancy and local identity of retail and commercial precincts"*.
11. The Streetscape Masterplan is also an action from the 'Brunswick Street / St Georges Road – Working Group outcomes' that was tabled at the 20 September 2016 Council. One of the working groups focused on the stretch of Brunswick Street (between Alexandra Parade and Victoria Parade), and identified a number of themes including building on the iconic vibrant character, supporting a safe transport network for all and recognising the needs of businesses and residents in accessing the area. It also identified larger transport themes such as significantly reducing through traffic and addressing the future of on-street car parking as an issue of space.

12. Work on the current project commenced in July 2019, this has been led by the Urban Design team involving managing the project, analysing the precinct and engagement with internal and external stakeholders. Landscape architects *Rush Wright Associates* have been appointed to prepare the draft Streetscape Masterplan document.
13. Consultation with the community took place in August and September 2019, by asking people what they love about the area and what could be improved. *Chatterbox Projects* were engaged to support the consultation activities and analyse the feedback. The community feedback has been used to inform the draft proposals.
14. Internal workshops and meetings have been held with officers across Council to discuss the issues, opportunities and draft proposals.

External Consultation

15. Yarra, with the help of external consultants *Chatterbox Projects*, engaged with the community to find out what people value about the area, what is special to them, and what they think needs changing. This involved people who live, work, study and spend time in and around Brunswick Street.
16. Community Engagement activities included:
 - (a) a page and survey on the *Your Say Yarra* website;
 - (b) three pop-up sessions in the Brunswick Street Precinct: one at the Gertrude St Projection Festival closing party at the Atherton Gardens and two along Brunswick Street;
 - (c) guided walks and activities with children from three different childcare centres and a local school;
 - (d) visiting shops and businesses along Brunswick Street to hear directly from traders; and
 - (e) other targeted engagements with specific groups, including the Aboriginal community, the Condell Street community garden volunteers, residents of the Atherton Gardens, local disability groups, and other groups who spend time in the area.
17. The community was very responsive, with around 300 attending the pop-ups, 431 completed surveys, and 273 comments on the interactive map. Many said they valued and wanted to retain Brunswick Street's diversity and unique feel, and did not want to see too much change. However, there were still many suggestions for how the area could be enhanced and improved.
18. In response to the question about *what is special about the area*, the top responses (listed in order) were:
 - (a) heritage buildings – Brunswick Street includes long sections of intact heritage buildings that include high quality materials and interesting features such as the tiled facades and entrances;
 - (b) public art – Brunswick Street is known for its mosaic chairs and also has a number of murals and other public artworks;
 - (c) variety of shops and independent traders – Brunswick Street has a good number of independent shops and low proportion of larger chain shops (compared to Smith Street for example);
 - (d) vibrant night life and music scene – The area has many pubs, bars and mosaic venues, some of which are much loved institutions (e.g. the Black Cat, the Fitz);
 - (e) diversity of people – Brunswick Street has historically attracted people from all walks of life and continues to be a place of diversity and self-expression; and
 - (f) sense of community – the area has a diverse mix of established residents and new people moving into the precinct, and there are a number of community facilities around the Fitzroy Town Hall that make Brunswick Street unique from other retail streets.

19. In response to the question about *what could be improved in the area*, the top responses (listed in order) were:
- (a) prioritising pedestrians (e.g. enforcement of the street trading policy, widening footpaths);
 - (b) more trees and greenery;
 - (c) increasing bike lanes;
 - (d) removal of graffiti and tagging;
 - (e) more public art;
 - (f) improved safety at night;
 - (g) more bins and street cleaning; and
 - (h) more furniture and places to sit.
20. A report detailing the results of the consultation is at Attachment 1.
21. Future consultation (including targeted activities) is planned to gain more specific feedback on the draft Streetscape Masterplan document, particularly the improvements and enhancements proposed.

Internal Consultation (One Yarra)

22. Internal engagement so far has included:
- (a) four workshops and individual meetings involving officers from over 25 teams across Council; and
 - (b) update to a Collaboration Group meeting, comprising managers from across Planning and Place Making and City Works Divisions.
23. Urban design officers have been working closely with the Economic Development team to deliver targeted engagement with traders during the previous public consultation.

Summary of the draft Streetscape Masterplan proposals

24. The Streetscape Masterplan covers the length of Brunswick Street between Alexandra Parade and Victoria Parade, focusing on the footpath space and the entries to the intersecting side streets (e.g. Kerr Street where there are already wider footpaths (referred to as 'kerb outstands')). It also includes the streets around Fitzroy Town Hall and Atherton Gardens, to cover sections of Moor, King William, Condell, Young, Napier and Gertrude Streets.
25. **The improvements included in the Streetscape Masterplan are aimed at creating high quality and welcoming public spaces that build on its strengths and established identity, and support a range of activities.** Importantly, the proposals are aimed to not homogenise the precinct but add layers to the already vibrant and eclectic character. It also seeks to ensure that other areas (such as the Brunswick Street footpaths) are not overcomplicated where they purely need a simple upgrade of standard street furniture.
26. The draft Streetscape Masterplan is at Attachment 2. The improvements in the document are focused on the following areas:
- (a) Brunswick Street footpaths;
 - (b) key side streets that intersect with Brunswick Street (known as 'kerb outstands');
 - (c) Brunswick and Gertrude Street intersection; and
 - (d) community hub around Fitzroy Town Hall.
27. Along the Brunswick Street footpaths the proposals include the following improvements to help reduce clutter and rationalise the footpath space. These works can incrementally be taken forward as capital work projects:

- (a) introducing tree planting where there are no awnings, and enabling building owners to green their properties (e.g. creepers up awnings), to create new contributions to urban greenery in the street. This is currently being tested for one of the shops along the street (Flowers Vasette) who has requested to grow creepers up the existing awnings;
- (b) upgrade of street furniture to Yarra standard furniture, and explore opportunities to increase public seating along the street;
- (c) upgrade of street lighting to more efficient LED lighting;
- (d) clear enforcement of the footpath trading policy (providing a clear footpath), with opportunities to provide markers on the footpath to ensure easier compliance;
- (e) removal of redundant crossovers and reinstating the footpath; and
- (f) reinforcing asphalt footpaths and introducing bluestone kerb and channel where there are sections of concrete (in line with Roads Materials Policy).



Typical footpath on Brunswick Street

28. There are opportunities for some of the intersecting side streets to create improved public spaces for people to sit, relax and interact, with trees/greenery, seating, feature paving, public art and improved lighting. These new public spaces would occupy the existing footpath space that has been extended in recent years as part of Traffic Engineering work (Black Spot Programme works). Five locations are proposed (refer to list below), with one proposed to be delivered in the 2020/21 financial year.
- (a) Westgarth Street;
 - (b) Kerr Street;
 - (c) Victoria Street;
 - (d) Bell Street; and
 - (e) Hanover Street.



Kerr Street

29. The Brunswick Street and Gertrude Street intersection is a key intersection and gateway to the precinct, and is also an area that is significant for Aboriginal and Torres Strait Islander people.
30. There are opportunities to improve this area as a public space (particular the north-east corner next to Atherton Gardens) to reflect the local identity and significance of the area, provide more space for people to meet and spend time in, and improve views in and out of the Atherton Gardens. Some improved landscaping could be part of the proposals. This project could be taken forward as an individual capital works project.



Gertrude Street / Brunswick Street intersection (north-east corner)

31. The area around Fitzroy Town Hall also presents significant opportunities to create a hub that supports the rich and diverse community in the surrounding area, and improves connections between the many community facilities in the precinct. This work would be taken forward as a project for further feasibility work before any design and construction. Opportunities for exploration include:
 - (a) possible changes to the road layout on King William, Condell and Young Street to provide new public open space (over 2,000 square metres in area), including dedicated play space for Sacred Heart students (who currently use the road), a better integrated community garden, and an established east-west pedestrian link from Brunswick Street;
 - (b) wider footpaths in front of Fitzroy Library to make the entrance more prominent;
 - (c) improved paving treatment and removal of clutter in front of Fitzroy Town Hall forecourt;

- (d) improved public space in front of Florence Peel Centre;
- (e) improved accessibility and wayfinding to the Town Hall (via laneway and central courtyard) and improved amenity of the central courtyard; and
- (f) better lighting to improve the feel of the area at night and create safer connections between the various community facilities that do operate after dark (e.g. Library, Youth Centre, church).



King William Street



Condell Street

Financial Implications

- 32. There would be minor costs associated with exhibiting the draft Masterplan, including some targeted consultation meetings/events with the community.
- 33. Two capital works bids have been prepared for consideration to progress projects identified in the Streetscape Masterplan. These are:
 - (a) feasibility work to further explore the King William, Condell and Young Street community hub proposal, which looks at creating over 2,000 square metres of new public space; and
 - (b) design and delivery of public realm improvements to the south-east corner of Kerr Street.
- 34. Commitment from Council would be required for capital works funding over several years for design and construction of public domain improvement projects identified in this draft Masterplan.
- 35. The proposed improvements in the precinct would create new distinctive public spaces with places to sit, trees/greenery, public art, lighting and high quality paving. These spaces would bring many benefits to the area, however, would also require additional maintenance due to the design, diverse plantings and proposed use of bespoke materials, furniture and lighting.
- 36. The adoption of the Streetscape Masterplan may assist in consideration of planning permit conditions for development applications on abutting sites.

Economic Implications

- 37. If adopted, implementation of the streetscape improvements would provide new public spaces and improved footpaths, including places to sit, trees, public art and lighting. This would support the vitality of Brunswick Street, attract more visitors and encourage people to spend more time in the area, in turn benefiting the local economy.

Sustainability Implications

- 38. The draft Streetscape Masterplan offers the opportunity to address the following sustainability issues:
 - (a) additional tree planting to provide shade and reduce heat island effect;
 - (b) street tree surrounds that allow water to infiltrate through to the ground;

- (c) improved amenity of footpaths and public spaces to encourage people to walk in the precinct;
- (d) improved bicycle parking to encourage the cycle to the area; and
- (e) energy efficient lighting.

Social Implications

39. The project would result in the following key social benefits:
- (a) new and improved public spaces to encourage social interaction with a range of people;
 - (b) increased lighting in the new public spaces to improve the vitality of the area in the evening and improve connections between night time community uses and venues, and
 - (c) increased opportunities for public art and events to support and celebrate the diversity of people who spend time in the area.

Human Rights Implications

40. There are no identified human rights implications.

Communications with CALD Communities Implications

41. During the exhibition stage of the draft Streetscape Masterplan, Council's website and all information distributed within the community would provide contact numbers for interpreter services for the CALD community seeking information/clarification.

Council Plan, Strategy and Policy Implications

42. The Streetscape Masterplan is an initiative from the Council Plan (2017-2021) that supports the following strategies:
- (a) Strategy 5.1: *"Maintain and strengthen the vibrancy and local identity of retail and commercial precincts"*;
 - (b) Strategy 2.1 *"Build resilience by providing opportunities and places for people to meet, be involved in and connect with their community"*; and
 - (c) Strategy 2.4 *"Acknowledge and celebrate our diversity and people from all cultural backgrounds"*.
43. The draft Streetscape Masterplan is consistent with the Yarra Urban Design Strategy (2011) which advocates for a quality public realm in Yarra, universal access, social interaction and walkability.

Legal Implications

44. The Streetscape Masterplan recommends public realm improvements to the Kerr Street intersection with Brunswick Street intersection, including to explore the removal of a structure on the footpath. This structure currently privatises the footpath and detracts from the adjacent heritage building, therefore has been flagged as an opportunity for removal. Although the structure is on a public footpath, it has a planning permit (Ref: 96/666 issued in 1997). The Planning Permit includes a condition stating that *"the use shall only operate in conjunction with the Sambuca Bar/Restaurant"*. If this proposal is supported through the community consultation, legal advice would be required on the removal of the structure.

Other Issues

45. Along Brunswick Street, the scope of work is focused on the existing footpaths and does not include the road space (in between the kerbs).
46. One of the main reasons that the project does not include the road space is because strategic work has not yet been carried out to deliver accessible tram stops along the corridor.

47. The Department of Transport will be required to upgrade tram stops along Brunswick Street to accessible tram stops in the future. At this stage it is not clear when this will happen (and there is no secured funding), however, when this does come forward it will be an opportunity to consider the allocation of road space on Brunswick Street (including car parking) and to carry out strategic work to determine the role of Brunswick Street in the wider street network in Yarra.
48. It is noted that Brunswick Street is a Council managed road (not VicRoads) so presents more opportunities for how the road space is divided up.
49. Through the community consultation, many people have expressed not only the desire for wider footpaths but also increased bicycle lanes which are not within the scope of this project.
50. The Streetscape Masterplan acknowledges these important issues that have been highlighted by the community, and recommends that future strategic work (such as an integrated transport corridor study) is carried out in future to explore the *allocation of road space* and be coordinated with any potential tram stop proposals.
51. As mentioned above, it is not clear when the tram stops will happen. Council officers are in contact with officers at Department of Transport to keep up to date on both projects (tram stops and Streetscape Masterplan).
52. The Streetscape Masterplan will record the community consultation feedback in terms of what people value about the area, so that these can assist with future discussions on tram stops.
53. There are a number of proposals which relate to land which is owned by the Department of Health and Human Services (DHHS), and would require their approval.
 - (a) a section of King William Street – suggested as an improved play and community space (currently used for Sacred Heart pupils during play time);
 - (b) the north-east corner of Gertrude and Brunswick Street, a possible new public space that reflects the local identity and significance; and
 - (c) the fences around Atherton Gardens, which would ideally be removed, noting that some sections of fencing along Gertrude Street have already been removed.
54. Officers have begun initial conversations with DHHS about the project, however, further discussions would be required to seek DHHS support for the proposals that impact their land.
55. The section of King William Street (owned by DHHS) is currently closed to general traffic, with some access by Sacred Heart School, All Saints Parish and other surrounding sites. Although a Memorandum of Understanding (MoU) has been in place since 2013, which clearly states that the area must not be used by parking (this was signed by the previous Principal and Parish Priest), this is no longer being adhered to. Currently, teacher staff do park in the road closure during the week and church/wedding visitors park there at other times. Further work is needed to have the MoU resigned by the current Principal and Parish Priest.
56. The Streetscape Masterplan does suggest long term changes to King William Street which would remove car parking from this area (approximately six on-street spaces as well as the informal car parking within the road closure) to create public space and play space. This would require further exploration.
57. A possible changed traffic condition along Condell and Young Street would remove approximately 35 car parking spaces to provide a new public space on Condell Street (over 1,300 square metres) and improved pedestrian access on Young Street. The designs have tried to accommodate all of the dedicated police bays.
58. Council has capital works funding to upgrade the public toilet on Condell Street, and to deliver a new public toilet between Johnston Street and Alexandra Parade. Urban Design officers are working with the Building Projects team to coordinate works. The Streetscape

Masterplan suggests an alternative location for the Condell Street toilet that is closer to the Brunswick Street corridor (on Hanover Street), and suggests that the toilet in the northern section is situated at the Kerr Street intersection.

59. Accessibility into shops has been raised as an issue and impacts a range of people, including wheelchair and pram users. The issue of providing step free access into shops is a challenging one, particularly as many properties are heritage and footpath levels are fixed. This issue has been raised in a Delegate Report tabled at the 22 October Council meeting. Changing the footpath levels in a holistic way is not practicable. The Streetscape Masterplan recommends that Council continues work to explore initiatives to improve access into shops. Initiatives such as temporary ramps (portable etc.) could be investigated and potentially be piloted on retail streets such as on Brunswick Street.
60. The consultation feedback includes concerns about graffiti and 'tagging' and seeks to have this removed. It is noted that Council has drafted a Graffiti Management Framework which outlines Council's approach to managing graffiti in Yarra. It includes strategies related to the removal of graffiti on Council sites and private land. It includes actions to conduct programmed graffiti removal in retail precincts and to explore alternative ideas (such as green walls and lighting) to help prevent graffiti.

Conclusion

61. This draft Streetscape Masterplan relates to the footpath areas of Brunswick Street (property boundary to kerb) and also proposes a number of initiatives, which would support a vibrant, welcoming and safe public realm along Brunswick Street and the streets around Fitzroy Town Hall and Atherton Gardens, for existing and future residents, traders, workers and visitors.
62. Undertaking community consultation in early 2020 would provide Council with feedback from the community which can then be considered when finalising the Streetscape Masterplan for Council's consideration.

RECOMMENDATION

1. That Council:
 - (a) note the officer report regarding progress on the Brunswick Street Streetscape Masterplan;
 - (b) note the proposals set out in the draft Streetscape Masterplan (Attachment 2);
 - (c) note the consultation feedback, summarised in this report and detailed in Attachment 1;
 - (d) note the scope of the project as the area between the building line and kerb on both sides of the road;
 - (e) note that the roadway is not in scope as future DDA compliant tram stops need to be resolved which will substantially impact on the road space allocation, and that this flags a future significant opportunity for Brunswick Street as it is not a VicRoads road; and
 - (f) authorise the draft masterplan to go to public consultation in early 2020.
2. That following the public exhibition officers provide a further report which summarises the submissions and presents a final draft Streetscape Masterplan for Brunswick Street for Council consideration.

CONTACT OFFICER: Hayley McNicol
TITLE: Senior Urban Designer
TEL: 03 9205 5031

Attachments

- 1 [!\[\]\(dd544d7628bd03e83f1b4a6b74788a16_img.jpg\)](#) Brunswick Street Streetscape Masterplan Community Engagement Report 191022
- 2 [!\[\]\(f914110d2abcf3f1e9abc599e1a0e446_img.jpg\)](#) Brunswick Street Streetscape Masterplan DRAFT 191120

**Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report
191022**



**Yarra City Council
Brunswick Street Streetscape Master Plan
Community Engagement Report**

22 October 2019 (Final)



Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

Copyright and disclaimer

The materials presented in this report are for information purposes only. The information is provided solely on the basis that readers will be responsible for making their own assessments of the matters discussed. Readers are advised to verify all relevant representations, statements and information and to obtain independent advice before acting on any information contained in or in connection with this report. While every effort has been made to ensure that the information is accurate, ChatterBox Projects Pty Ltd will not accept any liability for any loss or damages that may be incurred by any person acting in reliance upon the information.

Chatterbox Projects Pty Ltd
ABN: 40 403 533 235
www.chatterboxprojects.com.au
info@chatterboxprojects.com.au
☎: 0411 333 102

Authors:

Report written by Samantha Walsh, Director and Angela Walter, Senior Consultant from ChatterBox Projects.

Data analysis of the two open ended survey questions undertaken by Global Research, 150 Office Rd Christchurch 8014

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

Table of contents

Table of contents	3
1. Executive summary	4
1.1 Overview.....	4
1.2 Participation	4
1.3 Key findings/themes	5
1.4 Review of previous research and consultations.....	7
1.5 Conclusion.....	7
2. Overall Survey Results	8
2.1 Participant profile	9
3 Place-based Pop-Up Engagement Results	23
3.1 Overview.....	23
3.2 Place-based pop-up engagement summary	23
3.4 Chatboard responses.....	27
3.5 Voting pod responses	29
3.6 Big ideas drawings results	30
4 Online Mapping results	31
4.1 Trees and green spaces	31
4.2 Bike Parking.....	34
4.3 Lighting	35
4.4 Places to gather	36
4.5 Public Art.....	38
4.6 Seating	39
4.7 Signage	40
4.8 Something else	41
4.9 Something I love.....	49
5 Key stakeholder meetings	51
5.1 Key stakeholder workshop summary	51
5.2 Key Stakeholder workshop notes	51
5.2.1 Aboriginal Advisory Group.....	51
5.2.2 Condell Growers and Sharers.....	52
5.2.3 Parents from Sacred Heart Primary School (who are also Atherton Gardens residents).....	53
5.2.4 Fitzroy Learning Network - Project Control Group.....	53
6 Children's workshops and engagement	54
6.1 Children's walkshop summary.....	54
6.2 Children's walkshop notes	54
7 Feedback by Email	61
Comments received via email	61

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

1. Executive summary

1.1 Overview

ChatterBox Projects was engaged to work in collaboration with Yarra City Council to undertake a range of place-based pop-up community consultations to help inform the development of the Brunswick Street Streetscape Master Plan. This report also includes data collected via Council's 'Your Say' online engagement portal, workshops, key stakeholder meetings and children's workshops facilitated by Yarra City Council.

The Streetscape Master Plan (SMP), will provide guidance for the future development of all footpath and public space in the Brunswick Street precinct (see map below). The SMP will be used to guide subsequent development and works for footpath and public space areas and may also provide support for future funding applications to Government departments and other suitable funding sources.



The engagement activities included place-based pop-up community consultations, workshops, key stakeholder meetings and the use of Council's digital online platform 'Your Say'.

The place-based pop-up consultations were designed to be innovative and inclusive to ensure a diverse range of people were engaged including residents, business owners and visitors to the Brunswick Street precinct.

There were three place-based pop-up consultations held across the precinct, one on the corner of Kerr Street and Brunswick Street, one within the Atherton Gardens Housing Estate during the closing event of the Gertrude Street Projection Festival and one held on the corner of Victoria and Brunswick Streets.

Workshops and meetings were held with key community agencies and children from local schools, childcare centres and kindergartens.

Yarra Council's digital engagement platform 'Your Say' was also integral in engaging with the community during the consultation process and was complementary to the place-based pop-up activities. Council's 'Your Say' page provided opportunities for the community to provide their feedback and ideas online via a survey and mapping tool.

1.2 Participation

The consultation activities were successful in engaging with a wide range of people.

Just over 5,400 opinions and individual ideas and comments were received via a variety of engagement tools including a survey (comprised of 12 questions available both in hard copy and online), an online mapping tool, voting pod, dotmocracy activity and chatboards (used at the place-based pop-up consultations), meetings, workshops, workshops and via email.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

The diversity of respondents was very broad and included people of all ages including children, young people, parents and carers, Aboriginal and Torres Strait Islander people, retirees, people from non-English speaking backgrounds, school students, business owners and representatives from key agencies and key stakeholder groups.

Place-based pop-up consultations

At the place-based pop-up consultations:

- Approximately 300 people were engaged
- 114 people completed a hard copy survey
- 152 people participated in the dotmocracy activity
- 289 people participated in the voting pod activity
- 80 comments were received via the chatboards
- 5 children and young people drew their ideas
- 109 hard copy surveys with reply paid envelopes were handed out with many of these to traders and their staff
- 231 project postcards were distributed

Digital Engagement – Yarra Council ‘Your Say’



The online ‘What do you love about Brunswick Street’ ‘Your Say’ page provided opportunities for the community to have their say throughout the life of the project. The online survey and mapping tool enabled community members to share their views and ideas particularly those who could not attend the place-based events.

The ‘Your Say’ web page had:

- 1,205 unique visits
- 272 comments on the mapping tool by 83 individual respondents
- 317 online surveys completed

Workshops and walkshops

- 59 children and young people were engaged
- Approximately 15 parents, carers and staff were engaged

1.3 Key findings/themes

Overall people who visit and enjoy the Brunswick Street precinct (both residents and visitors) were very positive about the area and keen to provide ideas and suggestions for how the precinct could be improved. It was very clear from the feedback that although people had many improvement ideas, they essentially didn’t want the Brunswick Street precinct to change, particularly in the way it feels, its vibe, diversity and uniqueness.

What was special in the Brunswick Street precinct

Respondents provided around 700 comments when asked what they thought was special about the Brunswick Street precinct. All of the elements that people commented on related to the way the area looks and feels. People strongly valued the heritage buildings; public art (including the mosaic chairs and murals); the variety of shops, in particular the uniqueness of the small independent traders; the vibrant night life and music scene; and the diversity of the people and sense of community.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

What improvements would make the footpath space more user friendly, welcoming and attractive

Across all the engagement activities people were asked to share their ideas of how to improve the footpath space to make it more user friendly, welcoming and attractive. Over 1,500 comments were made, which resulted in several clear ideas or themes emerging.

1. Prioritising pedestrians

This idea was the most popular and appeared across a range of sub-themes. It included the following suggestions/ topics:

- widening the footpath to make more space for pedestrians
- better control and management of outdoor dining areas to make more space for pedestrians
- increasing pedestrian safety and access
- removing car parking to widen footpath to make more space for pedestrians

2. Adding more trees and greenery

The second most popular idea involved increasing greenery in the Brunswick Street precinct including planting more trees, increasing shade and adding planter boxes, garden beds, flowers, vertical greenery and more green spaces.

3. Increasing bike lanes and bike safety

Although not part of improving the footpath space, bike lanes were the third most popular idea put forward for the Brunswick Street precinct. Majority of comments indicated the need for separate, dedicated, protected bike lanes.

Removal of car parking - To support these three top ideas (pedestrian and cyclist access and safety as well as adding more trees and greenery), many people commented that this could be done at the expense of car parking along Brunswick Street. This may not be surprising when just over 70% of respondents said they walked to Brunswick Street to access shops, cafes and services. This view however was not shared with the traders who participated in conversations as part of the engagement.

Other popular ideas

Other popular ideas mentioned throughout the engagement activities included:

- removing and increased enforcement of tagging/ unwanted graffiti
- more public art
- improved safety, especially at night with increased lighting and concerns about drug and alcohol use
- cleaning up rubbish, more bins and keeping the area cleaner
- more street furniture and places to sit and gather

Concern and ideas regarding vacant shops came up in multiple sub-categories. People expressed concern about the number of vacant shops in the area and losing the unique and boutique offering of Brunswick Street because of high rents.

Many people provided ideas about how Council could work with local business to support them to stay in the area and to ensure vacant shops were activated with goods and services provided by local traders and artists.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

1.4 Review of previous research and consultations

In July/ August 2019 the Connecting Fitzroy Network (CFN) undertook engagement and spoke to 130 people about safety issues and concerns impacting the local community. The engagement involved a survey, six pop-up sessions and 10 internal conversations with key groups and stakeholders.

The results of this engagement showed a connection to the feedback received relating to the footpath space in the Brunswick Street precinct.

Although the CFN engagement provided much more detail into safety issues, the common concerns across both consultations included:

- drug and alcohol use
- not enough lighting
- anti-social behaviour

1.5 Conclusion

Overall the community was highly engaged and interested in the development of a streetscape plan to improve the Brunswick Street precinct.

Many people were appreciative of the fact that Council proactively popped-up and got out into the community to seek their views and feedback.

There was strong overall support for the precinct maintaining its look, feel and unique vibe.

It is now important for Council to capitalise on this initial engagement by continuing the conversation and, most importantly, reporting back to people about the outcome of the engagement and how community feedback has been incorporated into the development of the draft streetscape plan.

The wide range of engagement activities helped to gather input from many different people across the local area. These activities not only helped to promote the project but also provided strong confirmation around the themes that emerged.



Image 1: Students from Sacred Heart join in a Walkshop along Brunswick Street



Image 2: Children from the Connie Benn Children's Centre join in a Walkshop along Brunswick Street

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

2. Overall Survey Results

This section provides the results from the hardcopy and online surveys that were completed by the community.

A total of 431 surveys were completed, 99 at pop-up events, 317 online and 15 were sent back to Council via a reply paid envelope.

The survey consisted of 12 questions including four demographic questions, six closed-ended or likert scale questions and two open-ended questions.

Of the 431 people who completed the survey:

- 41.43% lived in Fitzroy
- 57.65% used services in the area
- 55.04% were female, 41.28% were male and .98% identified as other
- 27.23% were 20-34 years. 28.64% were 35-44 years and 45-60 years, 15.02% were 61-75 years and 1.7% were young people between 15-19 years
- 18.75% of respondents spoke a language other than English at home
- 70.45% of respondents indicated they walk to Brunswick Street
- 11.33% of respondents identified as LGBTIQ+
- 6.02% of respondents identified as a person with a disability
- 0% of people that identified as Aboriginal or Torres Strait Islander. However, some might have ticked 'prefer not to say'



Image 3: A participant joins in the dotmocracy at Atherton Gardens Housing Estate Pop-Up event.



Image 4: The Pop-Up event on the corner of Kerr and Brunswick Streets

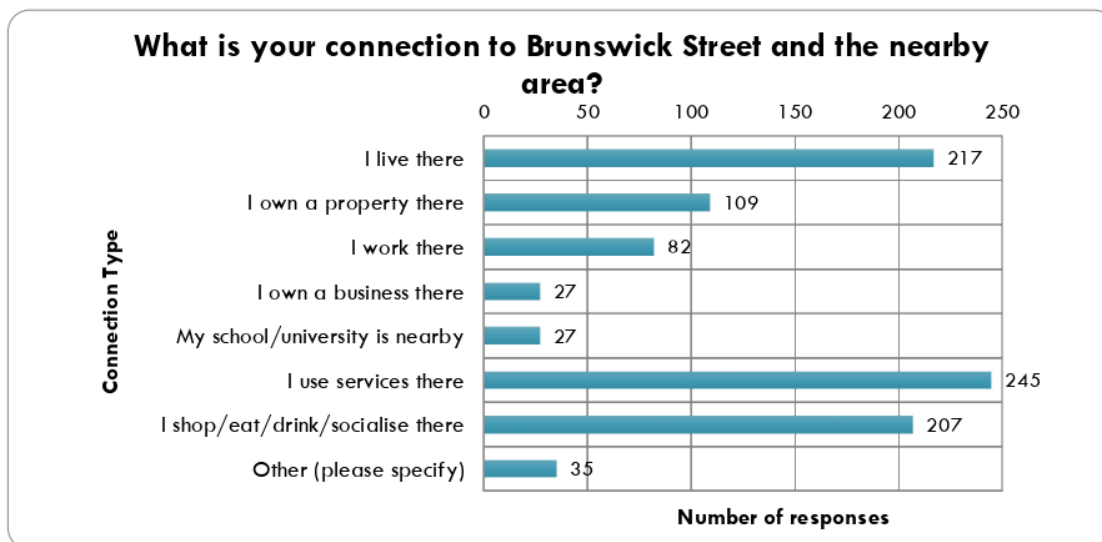
Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

2.1 Participant profile

2.1.1 Connection to the Brunswick Street precinct

Respondents were asked what their connection was to the Brunswick Street precinct. Respondents could tick all that applied.

Of the 425 respondents who answered this question, 57.65% used services within the precinct, 51.06% lived there, 48.71% shopped, ate, drank or socialised, 25.65% owned a property, 19.29% worked there, and 6.25% owned a business or studied in the precinct area.



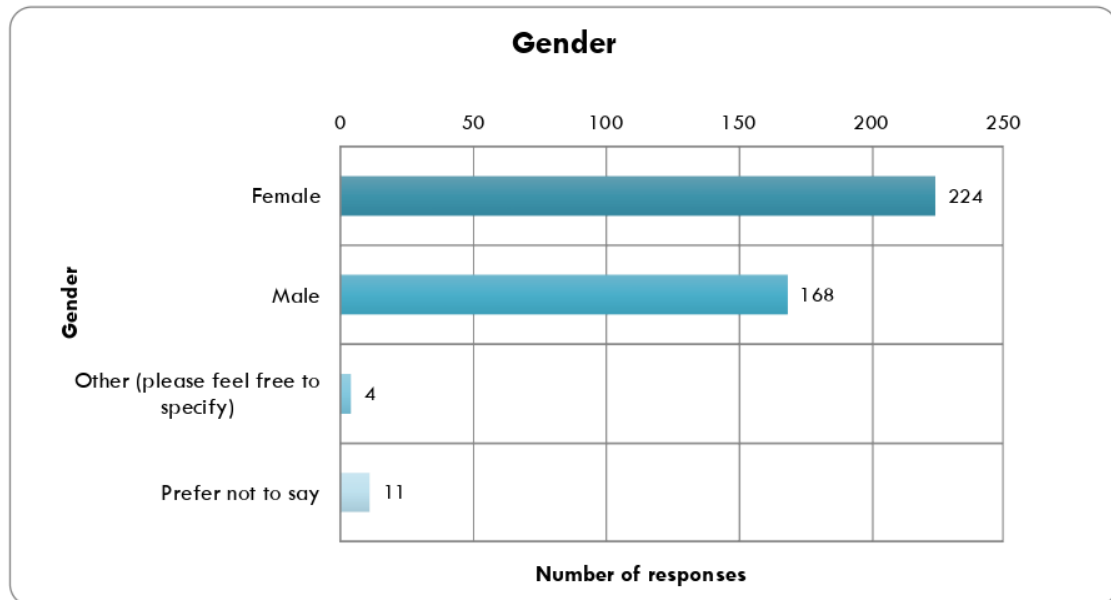
Other:

- Sacred Heart parents who live in Atherton Garden
- Commute through by bicycle
- Former resident and property owner (20+ years)
- i commute through here
- I commute through the area on bike
- I cycle around here to get groceries, and do other shopping.
- I exercise here
- I live in Collingwood and visit Brunswick St frequently. And I used to live just off Brunswick St.
- I ride my bike along the insane death trap that is Sydney Road.
- I ride my bike through this area
- I shop here and in a couple of years i'll be living 1 block from Brunswick St
- I used to live here, and now live nearby. I often visit the street for social activities, eating, and shopping.
- I volunteer in the Atherton Gardens community housing area
- I walk my dog along these streets. We use the parks to meet friends, read and walk the dogs. We play local sports. We go out and socialise in the area.
- Nearby resident (Collingwood)

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

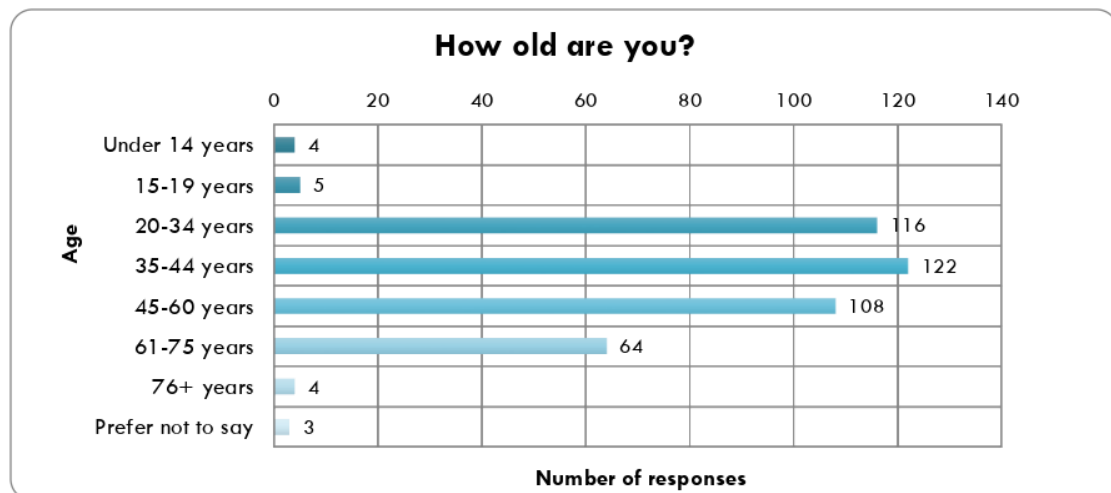
2.1.2 Gender

Of the 407 respondents who indicated their gender, 55.04% (224) were female, 41.28% (168) were male and .98% (2) indicated other. 2.7% preferred not to say.



2.1.3 Age

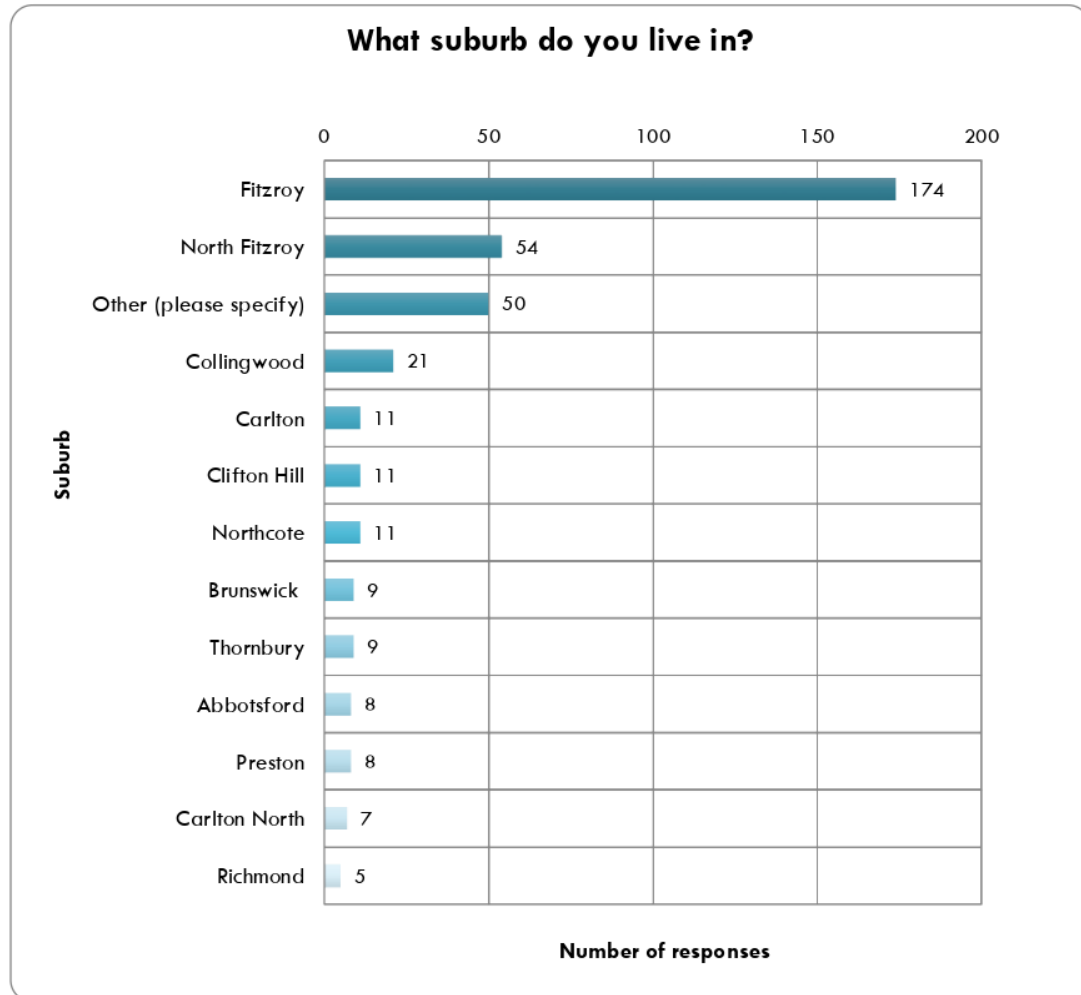
Of the 426 respondents who indicated their age, there was close to an equal proportion of people aged between 20-34 years (27.23%), 35-44 years (28.64%) and 45-60 years (25.25%). There was 15.02% of respondents aged between 61-75 years and 1.7% of young people between 15-19 years.



Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

2.1.4 Suburb of respondents

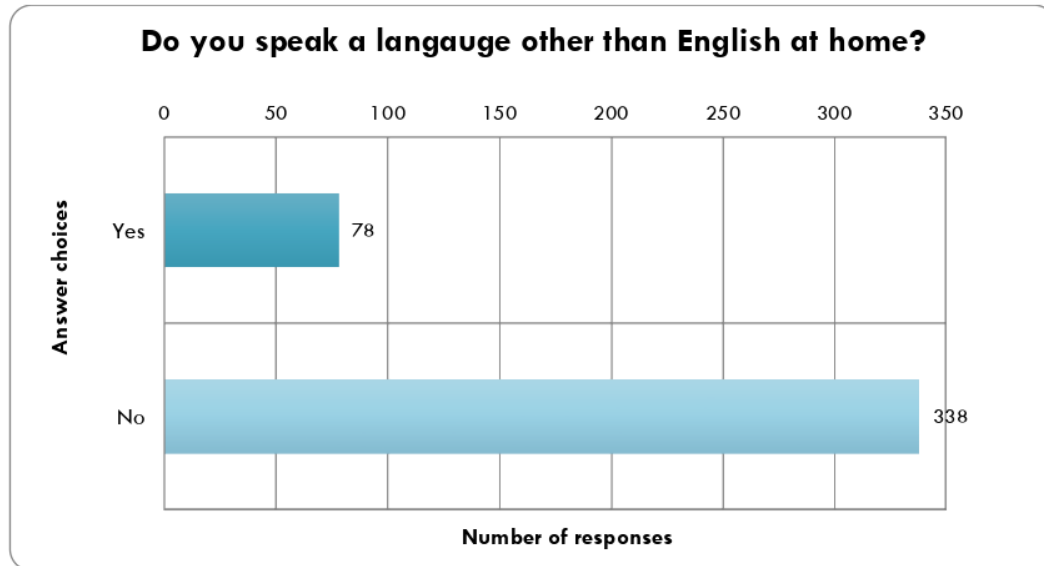
Of the 420 respondents who indicated where they live, 41.43% (174) lived in Fitzroy, 12.86% (54) in North Fitzroy, 5% (21) in Collingwood and 2.62% (11) in Carlton, Clifton Hill and Northcote. There was also representation from over 30 other suburbs.



Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

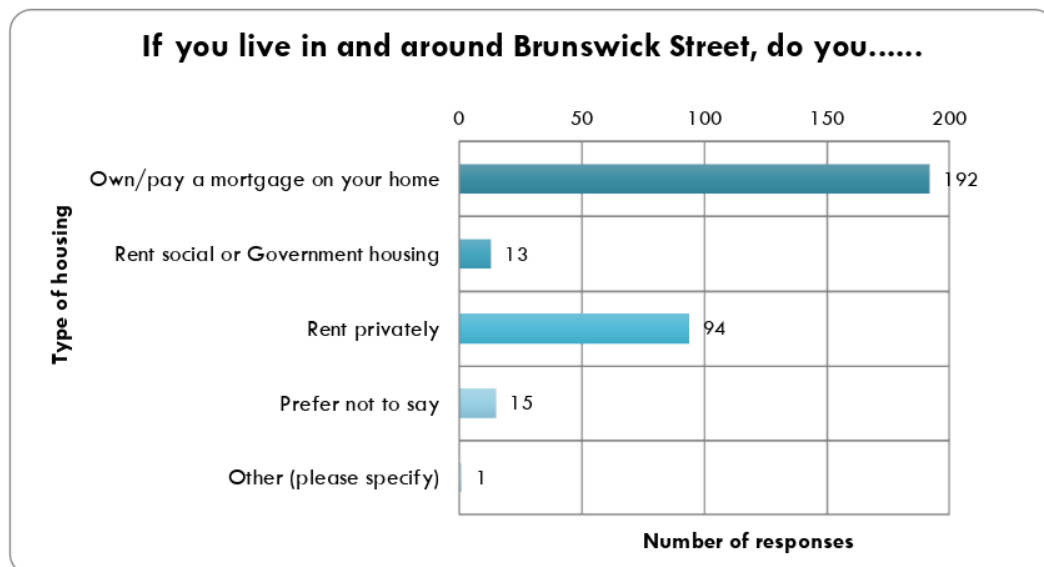
2.1.5 Do you speak a language other than English at home?

Of the 406 respondents who answered this question, 18.75% (78) of respondents spoke a language other than English at home.



2.1.6 If you live in or around Brunswick Street, do you.....

Of the 315 respondents who answered this question, 60.95% owned or paid a mortgage on their home, 29.84% rented privately and 4.13% rented social or Government housing.



Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

2.1.7 I identify as....

Of the 415 respondents who answered this question, 11.33% identified as LGBTIQ+ and 6.02% identified as a person with a disability.

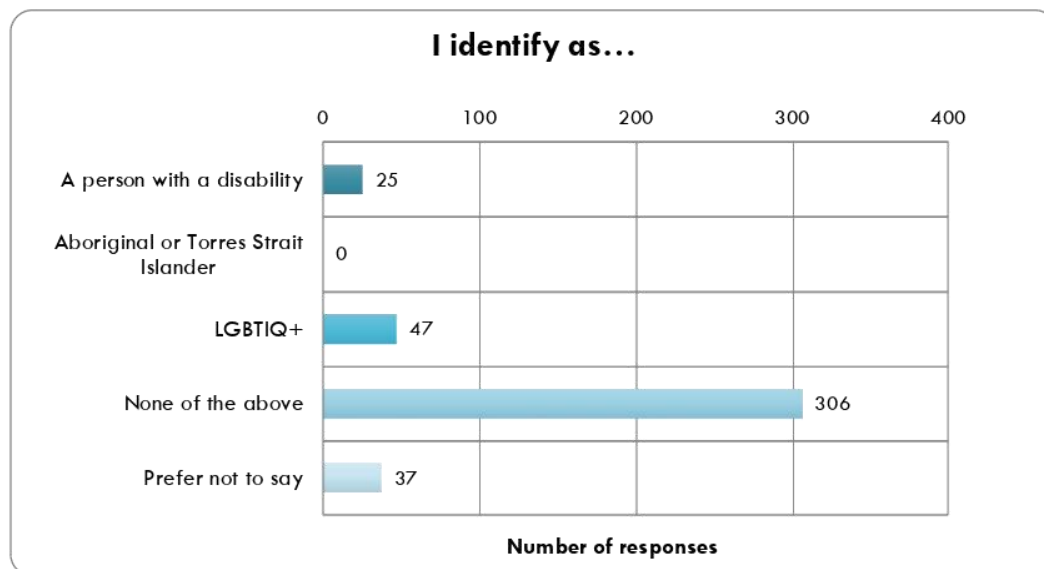


Image 5: Children from the Connie Benn Children's Centre on their walkshop

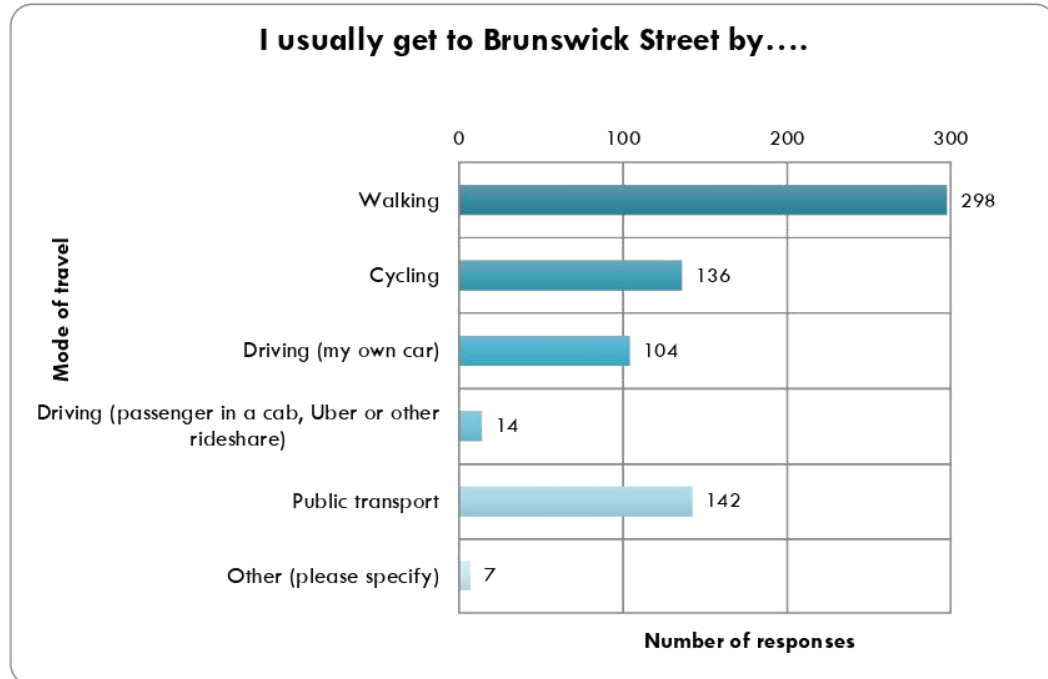


Image 6: Young children from John Street Community Early Childhood Co-op share their ideas during a Walkshop.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

2.1.8 I usually get to Brunswick Street by...

Of the 423 respondents who indicated how they get to Brunswick Street, 70.45% said they walked, 33.57% took public transport, 32.15% travelled by bike, 24.59% drove their own car and 3.31% drove by other means such as passenger in a cab, Uber or other ride share services.



Other:

- Uber
- Skating



Image 7: A local resident stops by to share their feedback and ideas and joins in the dotmocracy.



Image 8: Pop-Up on the corner of Victoria and Brunswick Streets.

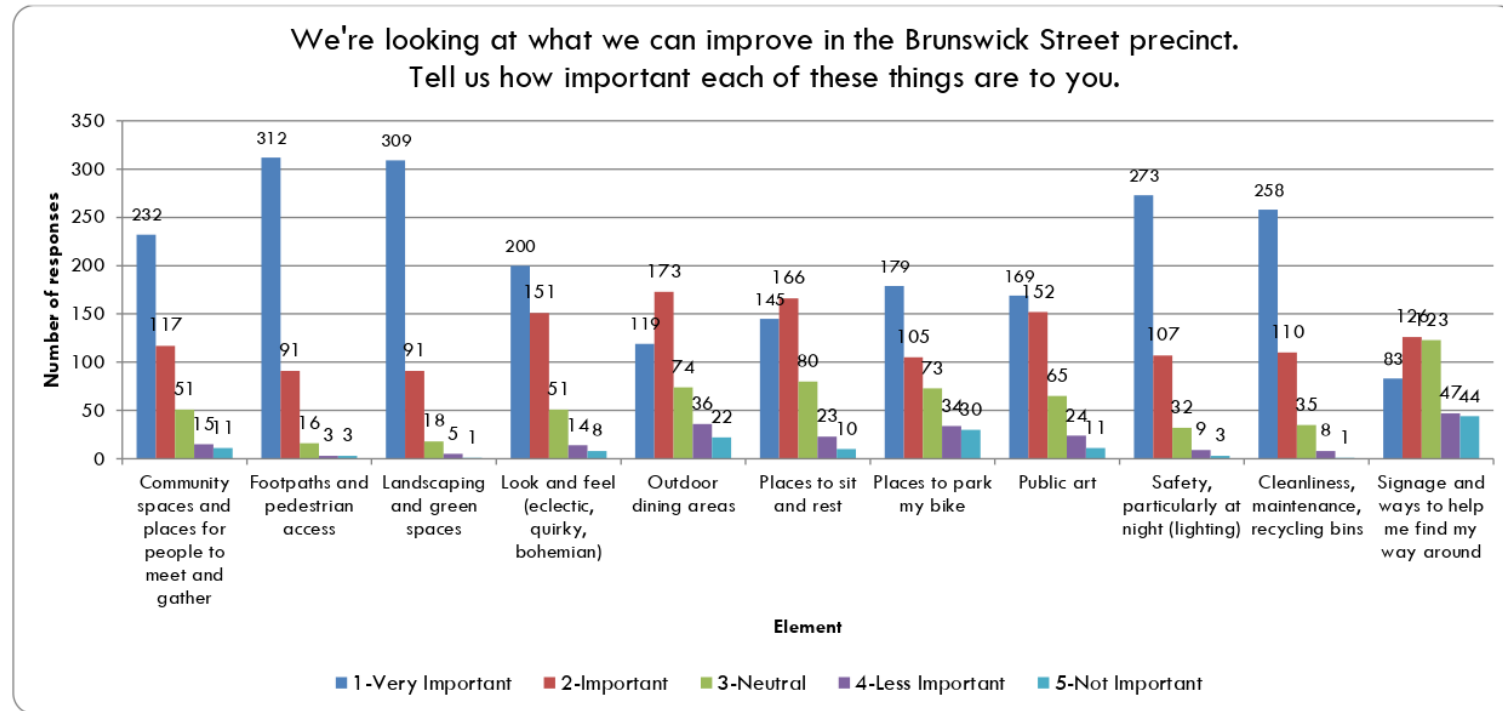
Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

2.2 Survey results

2.2.1 What streetscape improvements are important to you?

Respondents were asked how important a range of streetscape improvements were out of a pre-determined list of 10 elements.

Of the 426 respondents who answered this question, the top three elements that were seen as very important or important were footpaths and pedestrian access (94.82%), landscaping and green spaces (94.34%) and safety, particularly at night (89.62%). Signage and ways to help me find my way around was seen as less or not important with 21.51%.



Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

2.2.2 What are some improvements that could make the footpath space more user friendly, welcoming and attractive?

Respondents were asked to indicate what improvements would assist in making the footpath space more user friendly, welcoming and attractive. This was an open-ended question.

419 respondents provided over 1,200 comments via the online and hard copy survey and via email.

Each comment has been coded under the themes Urban Form (592 comments), Built Infrastructure (449 comments), Human Activity, interaction and outcomes (87 comments) and other.

1. Urban Form

Comments regarding Urban Infrastructure received 592 comments.

The top five sub themes were:

a. Trees, greenery and landscaping received 131 comments

Almost all comments received in this subcategory mentioned the need for more trees, plants, greenery and green spaces in Brunswick Street. To support this, there were a combined 26 comments that mentioned removing car parking and widening footpaths to accommodate more greenery. Shade and needing more cooling was also mentioned 19 times in this subcategory. Other popular ideas included adding more planter boxes, garden beds and flowers as well vertical greenery on walls, balconies and awnings.

b. Cycling lanes and development support received 75 comments

Almost all comments in this subcategory mentioned the need for bike lanes/ paths in Brunswick Street, with a large proportion of these indicating the need for separate, dedicated, protected bike lanes. To support this there were a combined 39 comments that mentioned removing car parking in Brunswick Street and widening footpaths to accommodate separate, dedicated bike lanes. 11 comments mentioned cyclists needing to be removed from riding on the footpath.

c. Outdoor dining areas development received 52 comments

Whilst many comments supported outdoor dining on Brunswick Street, including 9 that suggested this activity be expanded, majority of respondents expressed concerns about lack of space for pedestrians on the footpath. 11 comments also indicated that Council needed to increase enforcement of those businesses breaching the local law and taking up too much space on the footpath.

d. Public art and creatives received 49 comments

Majority of comments in this subcategory indicated that the Brunswick Street precinct would benefit from more public art. There were a range of creative ideas put forward including using local and Indigenous artists as well as young people (7 comments), implementing more mural or wall art (6 comments) and working with businesses or using vacant shops as art spaces (5 comments).

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

e. **Footpath and pedestrian access received 47 comments**

The majority of comments in this subcategory involved prioritising pedestrians and pedestrian safety in Brunswick Street over cars. There were 19 comments related to less car parking or cars in Brunswick Street and widening footpaths for pedestrians. There were also 14 comments about safer intersections, more crossings and better line marking.

2. **Built Infrastructure**

Comments regarding Built Infrastructure received 449 comments

The five top sub themes were:

a. **Footpath widening received 71 comments**

As reflected in other subcategories, respondents felt Brunswick Street needed wider footpaths to better prioritise pedestrians. 24 comments suggested that this could be done at the expense of car parking.

b. **Remove on street parking received 55 comments**

These sentiments about prioritising pedestrians, trees, greenery, public spaces and bikes was reflected again in this subcategory, which captured the comments about removing on-street car parking.

c. **Graffiti management received 44 comments**

Majority of comments in this subcategory expressed concern about the level of tagging/ graffiti in the Brunswick Street precinct and the impact this has on the area. 16 comments indicated that Council needed to do more to address this issue and 13 comments were about tagging and graffiti on shops, including vacant shops.

d. **Street furniture received 38 comments**

Majority of comments in this subcategory were about adding more seating to the Brunswick Street precinct including more benches.

e. **Rubbish management received 36 comments**

Majority of comments in this category involved requesting more bins, including recycling bins. Concerns about litter and rubbish including in public places, gutters and side streets was raised 15 times.

3. **Human Activity, interaction and outcomes**

Comments regarding Human Activity, interaction and outcomes received 87 comments

The top three sub themes were:

a. **Safety (night, lighting, pedestrian crossings) received 22 comments**

Comments in this subcategory were mainly about people feeling unsafe in the area for a range of reasons including lack of lighting (3 comments), drugs and alcohol (3 comments), poor driver behaviour (5 comments). Three comments suggested increased Police presence and surveillance.

b. **Rough sleeping and begging received 13 comments**

The comments in this subcategory were split between people wanting there to be more help and assistance for those sleeping rough and begging in the precinct and those who were concerned with their behaviour and wanting to see it addressed.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

c. General activities received 12 comments

Five comments in this subcategory mentioned the precinct needing more music and buskers.

4. Other

a. Council policies received 22 comments

The majority of comments in this subcategory related to Council supporting the precinct with marketing and supporting businesses to ensure a successful shopping strip. Five comments related to Council enforcement in relation to parking, graffiti, noise and amenity issues.

b. Vacant premises received 22 comments

Comments in this subcategory were focussed on Council working with businesses and land lords to prevent shops from becoming vacant or having a plan in place to activate those spaces if they do become empty.

c. Support for diverse local businesses received 22 comments

This subcategory again highlighted the need to support local and small business to survive and to keep this precinct diverse in its offering.

A full list of comments under each theme can be found in the report appendix.



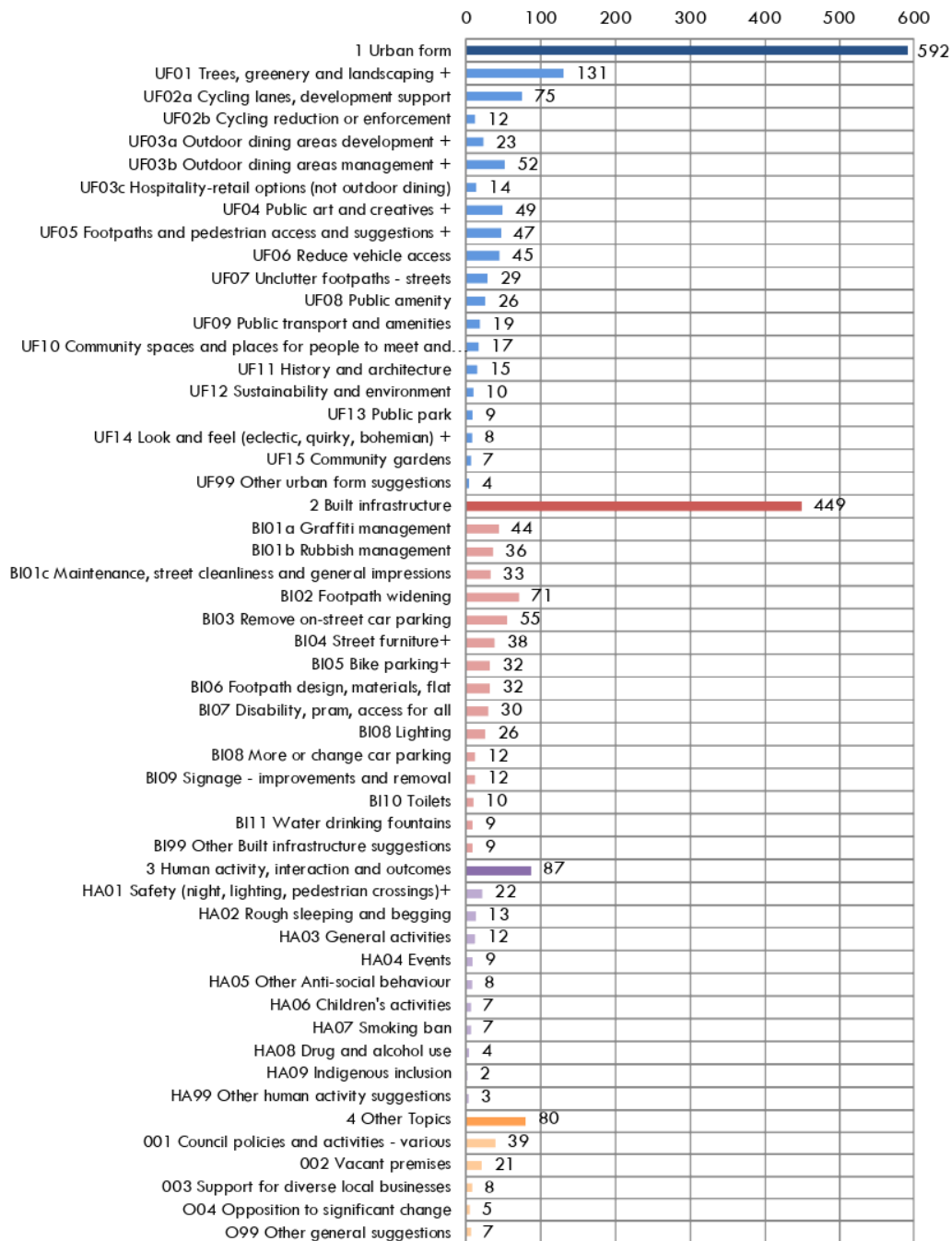
Image 9: Students from Sacred Heart share their ideas.



Image 10: Young people stop by at the Atherton Gardens Pop-Up to share their ideas.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

Comment numbers: What are some improvements that could make the footpath space more user friendly, welcoming and attractive?



Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

2.2.1 What is special for you in the Brunswick Street precinct?

Respondents were asked to indicate what was special to them in the Brunswick Street precinct. This was an open-ended question.

346 respondents provided over 700 comments via the online and hard copy surveys and via email. Each comment has been coded under the themes Urban Form (369 comments), Local Culture and Community (199 comments), Built Infrastructure (94 comments), Human Activity, interaction and outcomes (23 comments) and other (56 comments).

Many comments were in relation to elements that are not impacted by the development of a streetscape master plan such as hospitality and retail options, heritage buildings and bike paths to name a few.

1. Urban Form

Comments regarding Urban Infrastructure received 369 comments.

The top five sub themes were:

- a. **Heritage and architecture received 63 comments**
The majority of comments in this subcategory related to the love of the heritage buildings within the precinct and the need to protect or maintain them.
- b. **Public art received 62 comments**
Most of the comments were about the love of the street art and how it enhances the street's character. The mosaic artworks including seats and murals were also loved by many with most people requesting protection of the existing artworks and requesting more.
- c. **Hospitality-retail options received 51 comments**
Most comments were about the great range of cafes, bars and shops available along Brunswick Street with a few suggesting that even though they loved the options and variety there were maybe too many. A few people would like to see the return of fruit and veggie shops, delis and options for fresh produce.
- d. **Look and feel (eclectic, quirky, bohemian) received 50 comments**
Many people visited or loved Brunswick Street for its artistic vibe, bohemian nature, and the level of activity which brings vibrancy to the street. There is a little concern that this is being lost and people would like the grunge and bohemian nature to be maintained.
- e. **Trees, greenery and landscaping received 30 comments**
Most of the thirty comments received were requesting more trees and green areas within the precinct.

2. Local Culture and Community

Comments regarding Local Culture and Community received 199 comments.

The top four sub themes were:

- a. **Local business and culture received 77 comments**
People love the diversity and variety of the shops and cafes on offer and the uniqueness of many of the individual shops (arty, vintage, creative, designer). There were a few concerns about the rent prices squeezing out these small independent shops creating vacancies.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

b. Inclusiveness and diversity received 26 comments

The majority of comments were around the love of the diversity of the people within the area including different cultures and backgrounds which made it feel welcoming and safe.

c. Strong community received 26 comments

This sub-category highlighted the high sense of community that exists in this area with many commenting that it has a great friendly atmosphere and community vibe.

d. Night-time economy-support received 25 comments

Comments in this sub-category were about the love of the live music scene and the bars within the Brunswick Street area and the importance of maintaining this to continue the night time economy and vibe.

3. Built Infrastructure

Comments regarding Built Infrastructure received 94 comments

The three top sub themes were:

a. Street furniture received 15 comments

8 of these comments were specifically about people loving the mosaic chairs along Brunswick Street with the other comments about the need for more areas to sit.

b. Lighting received 12 comments

The majority of comments were about the need for increased lighting to improve safety at night.

c. Graffiti and vandalism received 11 comments

All comments were about the need to remove the graffiti and tagging that currently exists along building, shops fronts and other areas.

4. Human Activity, interaction and outcomes

Comments regarding Human Activity, interaction and outcomes received 23 comments

The top two sub themes were:

a. Events received 8 comments

Half of the comments requested the return of the Brunswick Street Festival and fringe festival parade and two were suggesting a night market.

b. Safety (night, lighting, pedestrian crossings) received 7 comments

Most of these comments were about lighting.

Other topics

56 other comments were received about a range of topics. The top two topics were:

1. Commercial, economic policies received 29 comments

Nearly all of the comments raised concerns about the number of empty shops along Brunswick Street and the excessive rents that are forcing businesses to close. This is a real threat to the vibrancy and success of the area.

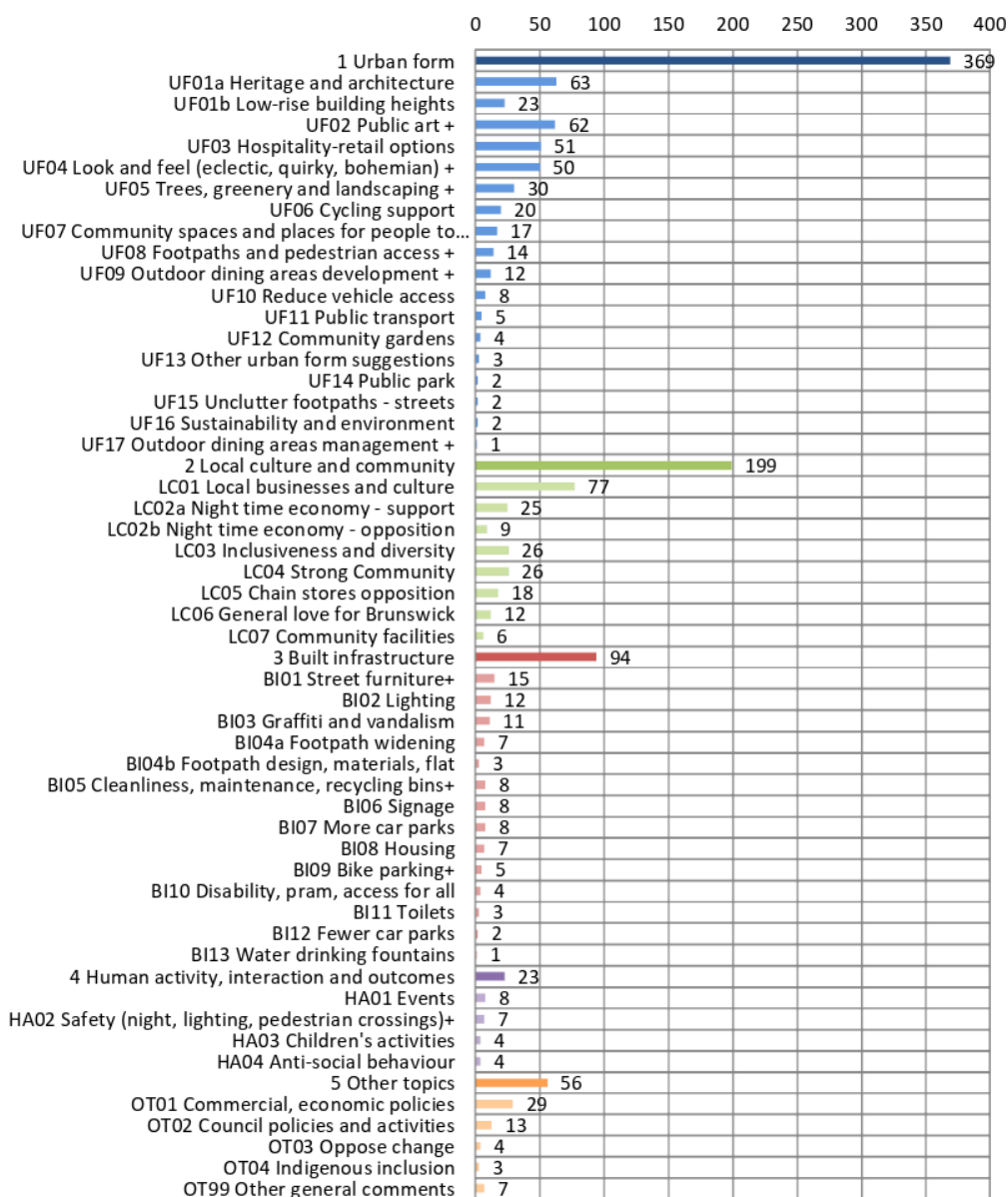
2. Council policies and activities received 13 comments

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

The majority of these comments were asking Council to do more or intervene in a range of areas to improve the area.

A full list of comments can be found in the Brunswick Street Streetscape Master Plan Community Engagement Report Appendix.

Comment numbers: What is special in the Brunswick Street Precinct?



Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

3 Place-based Pop-Up Engagement Results

3.1 Overview



The approach used for the place-based engagement activities was the ChatterBox pop-up trailer platform. This platform is a bright yellow, custom built mobile trailer that has been specifically designed to take creative and inclusive engagement tools to locations where people are.

The tools used as part of the pop-up platform were specifically designed to:

- gather data that aligned with the survey
- enable people to get involved in a range of ways, especially if they felt uncomfortable filling in a survey or were time-poor
- encourage responses from a diverse range of people

The place-based pop-up consultations were not only beneficial in engaging with the community, they were also beneficial in promoting the project and providing an opportunity for the community to engage with Yarra City Council in person.

Place-based engagement pop-up schedule

	Location	Date	Start time	End time
Pop-Up 1	Atherton Gardens	Sat 3 August	4pm	7pm
Pop-Up 2	Corner Kerr and Brunswick Streets	Sat 31 August	10am	1pm
Pop-Up 3	Corner Victoria and Brunswick Streets	Fri 6 September	4pm	7pm

3.2 Place-based pop-up engagement summary

A range of engagement tools were used at the pop-up consultations, enabling the community to provide their feedback in a variety of ways.

The tools included a hard copy survey, dotmocracy activity (voting with dots), chatboards, voting pod and a 'big idea' drawing sheet.

Overall participation at the pop-ups

At the pop-ups approximately 300 people were engaged.

- 99 people completed a hard copy survey
- 152 people participated in the dotmocracy activity
- 289 people participated in the voting pod activity
- 80 comments were received via the chatboards
- 5 children and young people drew their ideas

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

The chart below outlines the pop-up platform engagement tools that were used and how many people participated or how many items were distributed.

	Approximate number or people engaged	No. of completed surveys	No. of Big Ideas Drawings	No. of postcards distributed	Number of surveys and reply-paid envelopes distributed	Number of comments on Chatboards	Dotmocracy participation	Voting Pod participation
Pop Up 1-Atherton Gardens	100	25	5	6	8	19	64	121
Pop-Up 2-Kerr & Brunswick Streets	120	42	0	200	51	47	45	81
Pop-Up 3-Victoria & Brunswick Streets	80	32	0	25	50	14	43	87
Surveys posted back		15						
Online surveys		317						
TOTALS	300	431	5	231	109	80	152	289

Furthermore, the place-based pop-up consultations enabled engagement with people who otherwise may not have participated in traditional engagement methods, including children, young people, busy parents/carers, older people, people from diverse backgrounds and business owners.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

3.3 Dotmocracy results

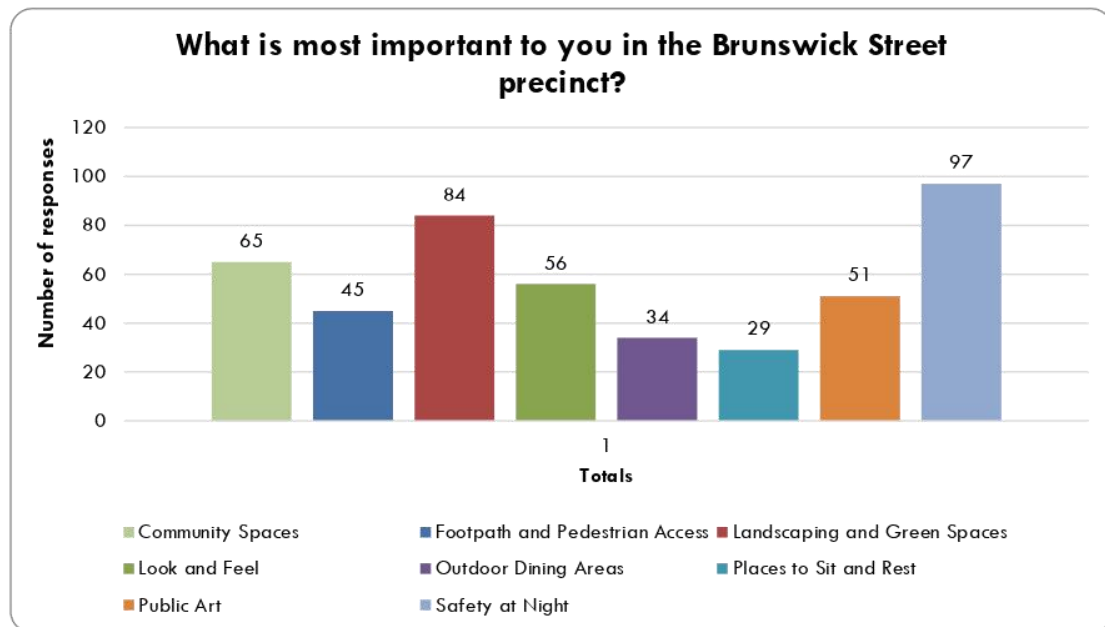


The dotmocracy activity involved asking the community what was most important to them in the Brunswick Street precinct including community spaces, footpaths and pedestrian access, landscaping and green spaces, look and feel, outdoor dining areas, places to sit and rest, public art and safety at night.

152 people participated in the dotmocracy activity. As part of this activity, people were able to place 3 dots on the three things that were most important to them. Different coloured dots were used for people under 18 years and people over 18 years.

Overall

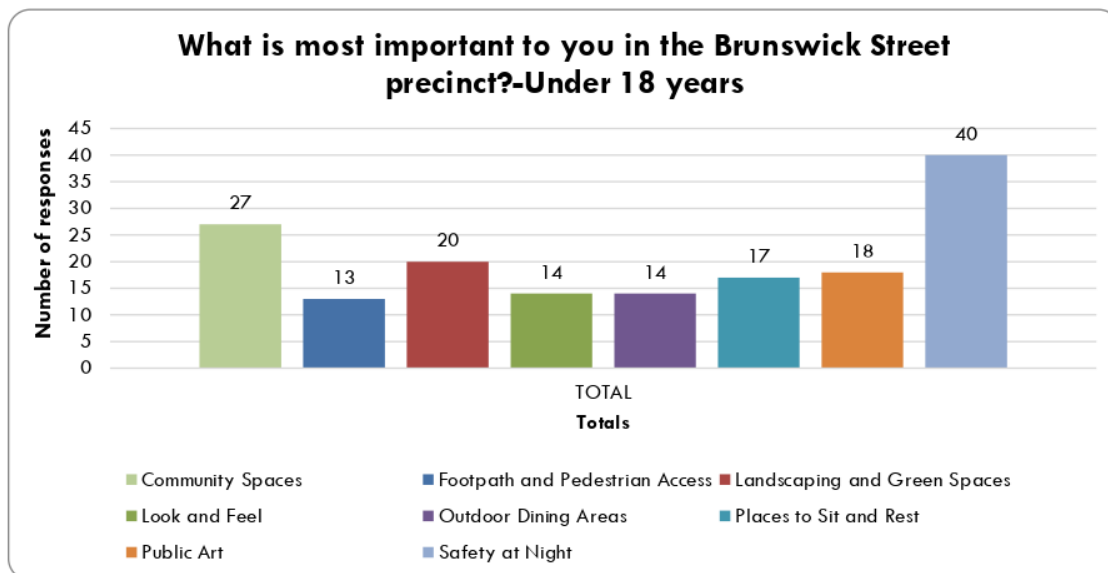
Of the 152 respondents, the three things that were most important were safety at night (63.82%) followed by landscaping and green spaces (55.26%) and community spaces (42.76%).



Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

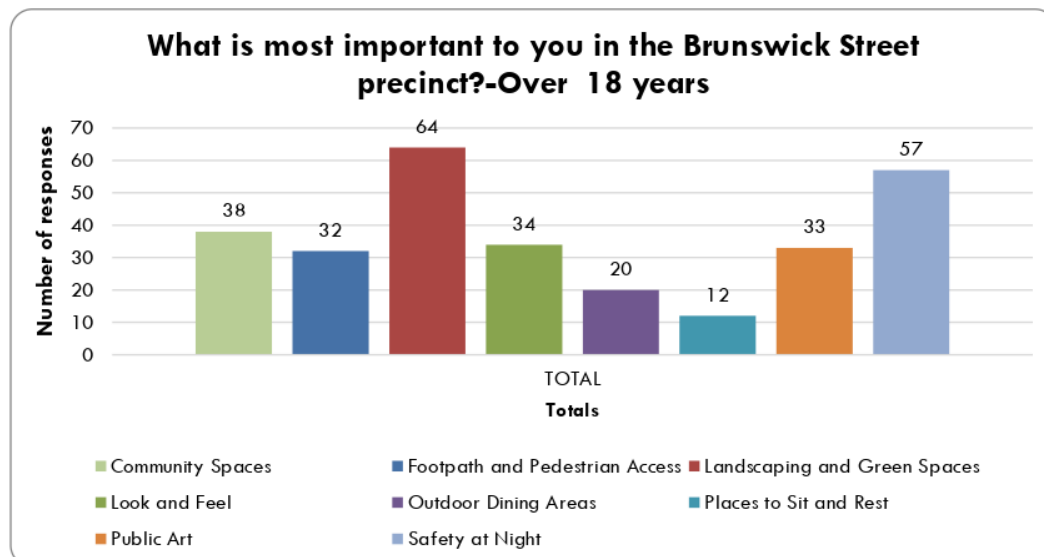
Under 18 years

Of the 54 young people under 18 years who participated in the dotmocracy activity, the three things that were most important to them were safety at night (74.07%), followed by community spaces (50%) and landscaping and green spaces (37.04%).



Over 18 years

Of the 97 people over 18 years who participated in the dotmocracy activity, the three things that were most important to them were landscaping and green spaces (65.98%) followed by safety at night (58.76%) and community spaces (39.18%).



Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

3.4 Chatboard responses



At each place-based pop-up event, one mapping chatboard and one standard chatboard were used to ask:

1. What are your ideas to improve footpath areas and public spaces?
2. What do you love about the Brunswick Street precinct?

A total of 80 comments were written on the chatboards.

3.4.1 Ideas to improve footpath areas and public spaces

15 comments to improve the precinct involved planting more trees, increasing green spaces and gathering places. 13 comments related to removing tagging and keeping the area clean. There were 12 comments about reducing cars, traffic and parking spaces and making this area more pedestrian friendly. More lighting and increased safety was also mentioned in eight comments.

COMMENTS
Trees on every corner (edging)
I like the library
Corner of Kerr Street-great space for a public space with seating and landscaping
Bathrooms!!
Love it just the way it is ✓
Love book exchange on Condell Street
I loved the bookshops, bring them back home ✓
I came here by accident in 1989 and never left
Local business
My heaven away from the madness
Farmers market ✓
Live music and the dancing and night life and the best op shops in town
I love the nursery and bookshop
Nice community-people speak to you
Active graffiti removal program✓
Opportunity for landscaping especially on corner kerbs ✓
Less car parking to widen footpath and add green spaces
I want my dog to be safe✓
More public art-but well done
Love sitting on the mosaic chairs
Consistent lighting all along on both sides-close together, warm sodium vapour, really warm
Erase the tags expediently ✓
♥ mosaic chairs
More water fountains, seats and public space
More lighting- I would like to be able to walk at night if I knew it would be safe
Spend a lot of time here seeing live gigs

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

COMMENTS
Pave footpath like the city
Trees here are a favourite (east side of Brunswick Street on Victoria Street)

3.4.2 What do you love about the Brunswick Street precinct?

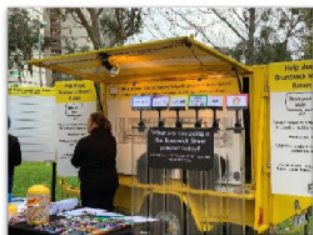
Majority of comments mentioned the shops, particular businesses and the night life. There were also five comments where people indicated that they loved the Brunswick Street precinct just as it was.

COMMENTS
That there are lots of shops
The parks and block party
Shops
Lots of people
It's a great place
I love Trey
Going to shops
Designer brands
Artynous
I love soccer
Playing
School
Shops
Playing
Ride my bike
Get rid of the tagging-ugly ✓✓✓
Bike parking-(attached to existing poles)
More lighting in back streets
Fewer cars✓
Bring back Brunswick Street Festival ✓
Cleanliness is important, makes place feel safe
This is a tourist hub, can be grungy but still clean
More information about public art and more public art
More pocket parks (in Northern section)
Seating
Take out parking
Better public lighting (Cnr Johnstone and Brunswick Street)
Signs to town hall precinct, make it more inviting area
Wider footpaths on Victoria Street
Park and garden spaces (near Town Hall)
Close half of Cecil Street and extend park
Smell and cleanliness outside Shawcross is bad
More public space for social exchange
More pedestrian friendly

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

COMMENTS
Trees, more greenery ✓
Completely close to cars, no cars ins street ✓✓ ●●●●●
Flower pots-attached to lamp posts, planter beds on sidewalks
Clean up near bars and clubs
To many vacant shops✓
Activate with artists and public spaces
Love the community gardens at Atherton Gardens
Places and support for the homeless✓✓
Tidy up community spaces (Atherton Gardens), more community events and basketball stadium
Dedicated bike lanes and raised tram stops
Graffiti hot spot (Alexandra Pde and Brunswick St)
Bicycle parking (Johnstone and Brunswick Sts)
Uneven footpath in Kerr Street, East of Brunswick St
Better public lighting in little streets ✓✓ in particular Napier and Rose Street and Kerr Street (see map)
Fix up park beside pool
Improve street lighting, quality not standard lights

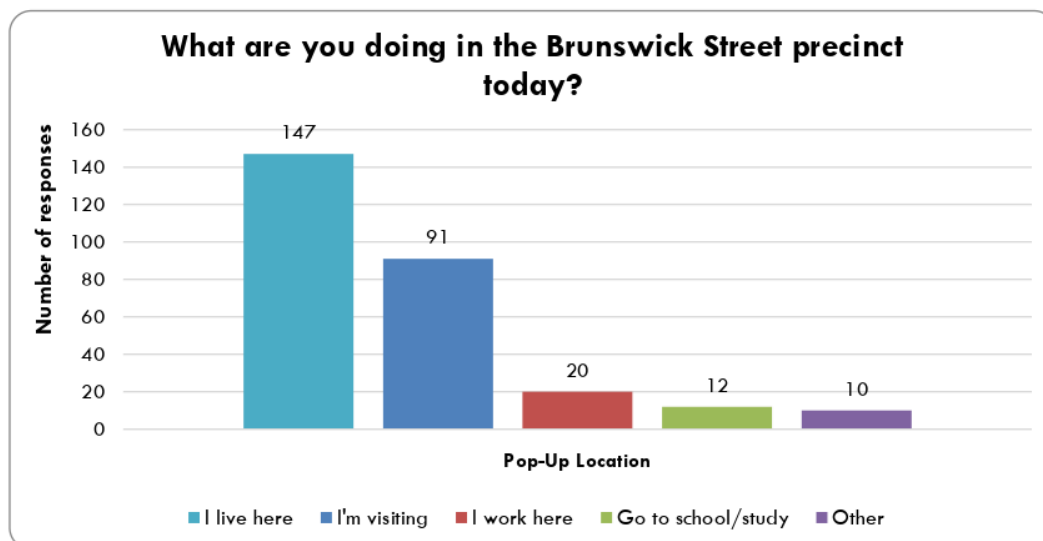
3.5 Voting pod responses



A voting pod was used to ask the community what they were doing in the Brunswick Street precinct the day of the place-based pop-up engagement.

289 people participated in the voting pod activity.

- Of the 289 people who participated in the voting pod activity, 52.5% lived there, 32,5% were visiting, 7.1% worked there, 4.3% studied or went to school in the area and 3.6% indicated other.



Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

3.6 Big ideas drawings results



At one of the pop-up events, children were able to draw their big ideas for the Brunswick Street precinct. This was due to having enough space to set up the children's chairs and tables.

A total of 6 drawings were received.

Some drawings were by very young children. Drawings can be seen below.



Image 11: Pop-Up at Atherton Gardens



Image 11: Pop-Up at Atherton Gardens

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

4 Online Mapping results

272 pins with comments were placed on the online mapping tool on the Yarra 'Your Say' project page by 83 individual respondents.

- 62 respondents (75.9%) placed between 1-5 pins/comments on the mapping tool
- 4 respondents (4.8%) placed between 6-10 pins/comments on the mapping tool
- 5 respondents (6%) placed between 11-20 pins/comments on the mapping tool
- 1 respondent placed 32 pins/comments on the mapping tool

People could place pins onto an online map within the precinct with a comment under the themes of:

- Trees and greens spaces
- Bike parking
- Lighting
- Places to gather
- Public art
- Seating
- Signage
- Something I love and
- Something else

4.1 Trees and green spaces

23 comments were received about trees and green spaces in the Brunswick Street precinct with many suggesting more trees and greenery in particular streets and areas. Eight comments were related to supporting and improving existing green spaces, four comments were related to adding more shade, and another four comments involved moving parking or blocking off a street to add more greenery to the precinct.



	COMMENT	ADDRESS/LOCATION
1.	This garden could be much larger without obstructing pedestrians or modifying the gutters and roads. Please lift up the bitumen and allow locals to put plants here.	88 Cecil Street, Fitzroy Victoria 3065, Australia
2.	Blocking off this street to make a green area with seating would be beautiful. Great for the many takeaway places nearby.	88 Cecil Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

	COMMENT	ADDRESS/LOCATION
3.	This road could be blocked off and used as a green space with seating. Perfect for the takeaway places nearby.	96 Westgarth Street, Fitzroy Victoria 3065, Australia
4.	Good trees and shrubs on the boundary of Atherton Gardens. Cool and shady.	90 Brunswick Street, Fitzroy Victoria 3065, Australia
5.	Landscape this closed-street area properly. At the moment it just seems like a temporary closure. could be a lot nicer.	107 King William Street, Fitzroy Victoria 3065, Australia
6.	More planter boxes and trees please :). The seating around the current trees are wonderful.	32 Condell Street, Fitzroy Victoria 3065, Australia
7.	Would be great to relocate parking to side streets and use the space for wider footpaths, protected bicycle lanes and more trees: https://www.streets-alive-yarra.org/brunswick-street/	105-107 Brunswick Street, Fitzroy Victoria 3065, Australia
8.	Great to see some trees here. Even better would be to relocate shopper parking to the first 5-10 bays on side streets and use the space for wider footpaths and more greenery with seating. https://www.streets-alive-yarra.org/brunswick-street/	183 Brunswick Street, Fitzroy Victoria 3065, Australia
9.	Way, WAY more trees and greenery. Brunswick St sometimes feels like an urban slum due to the lack of trees.	388 Brunswick Street, Fitzroy Victoria 3065, Australia
10.	Add trees, add interesting lighting - applies to entire st	214 Brunswick Street, Fitzroy Victoria 3065, Australia
11.	Great off-lead dog park!	Atherton Gardens, Napier St., Melbourne, Victoria 3065, Australia
12.	This section of Brunswick and Johnston is a bit grim. More trees and greenery please.	121 Johnston Street, Fitzroy Victoria 3065, Australia
13.	This section of Brunswick and Johnston is a bit grim. More trees and greenery.	447 Brunswick Street, Fitzroy Victoria 3065, Australia
14.	This section of Brunswick st is a bit grim. More trees and greenery.	165-169 Brunswick Street, Fitzroy Victoria 3065, Australia
15.	This section of Brunswick and Johnston is a bit grim. More trees and greenery.	110 Johnston Street, Fitzroy Victoria 3065, Australia
16.	This area needs more softening - street trees and a sense of protection from the intensity of traffic along Alexandra Parade	430-444 Brunswick Street, Fitzroy Victoria 3065, Australia
17.	Possibly the nicest part of Brunswick street. If this garden is destroyed for apartments it will be a great shame.	The Artist's Garden, Melbourne, Victoria 3065, Australia
18.	There are two green parts of Brunswick St north of Johnston St - the trees from Kerr St and this nursery. In assessing any future applications for use of this site, Council needs to plan for replacing this greenery elsewhere along Brunswick St. The nursery is currently giving the area a free kick, for which I am very grateful!	The Artist's Garden, Melbourne, Victoria 3065, Australia
19.	More trees please	402 Brunswick Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

	COMMENT	ADDRESS/LOCATION
20.	The nursery has been a tiny green oasis, when this goes to make way for yet more multi story buildings that break in the streetscape will be gone forever and Brunswick Street will become just another boring same street. Look at Brunswick and the main thoroughfares that are just high-rise wind tunnels.	424 Brunswick Street, Fitzroy Victoria 3065, Australia
21.	Please connect the two garden areas with trees, shade, and seats. This will provide more green space and public amenity and a space for more community events at the garden. The garden is well used and run by volunteers and needs support for more green space and public recreation areas.	32 Condell Street, Fitzroy Victoria 3065, Australia
22.	Some trees in the area between the Condell St gardens would help provide more shade in summer.	32 Condell Street, Fitzroy Victoria 3065, Australia
23.	Trees need to be planted in the middle section of the Condell Growers and Sharers Garden. The area was a car park until the voluntary garden group asked council to reposition the car parking spaces to make a new green space. The space is still waiting to be 'greened' and needs trees planted for shade and the asphalt underneath the tan bark removed. The Fitzroy community enjoy the garden on a daily basis and it needs trees and shade to complete the project. Council support is needed.	32 Condell Street, Fitzroy Victoria 3065, Australia



Image 11: Pop-Up at Atherton Gardens



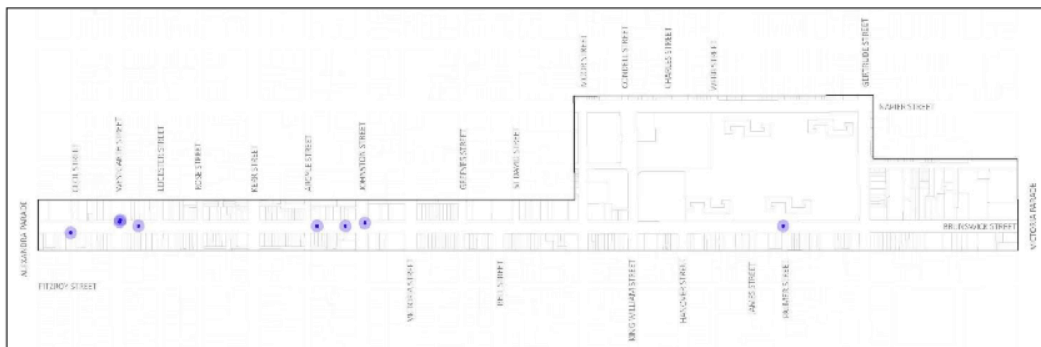
Image 12: A young person shares their ideas at the Atherton Gardens Pop-Up event.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

4.2 Bike Parking

Five comments were received via the online mapping tool about bike parking in relation to the footpath space. Two of the comments related to moving car parking to make way for more bike parking.

Comments received about bike lanes and not in relation to the footpath space have been collated in a separate document.



	COMMENT	ADDRESS/LOCATION
1.	This strange contraption on this corner looks like junk. Either needs to be given some TLC or removed.	96 Westgarth Street, Fitzroy Victoria 3065, Australia
2.	Seconded	96 Westgarth Street, Fitzroy Victoria 3065, Australia
3.	More bike parking urgently needed in this area around Palmer Street. I would support removing some on-street car parking to widen the footpath and provide more bike parking.	99 Brunswick Street, Fitzroy Victoria 3065, Australia
4.	More bike parking is needed, especially at this intersection.	296 Brunswick Street, Fitzroy Victoria 3065, Australia
5.	Out of clearway time, please re-allocate the occasional car parking space for the exclusive use of bicycles. The footpath bike clutter at this busy area is unsafe,	406 Brunswick Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

4.3 Lighting

10 comments were received via the online mapping tool in relation to lighting. Three comments were in relation to safety and six comments were about innovative or feature lighting to contribute to the ambience along Brunswick Street.



	COMMENT	ADDRESS/LOCATION
1.	As the centre of Fitzroy this intersection deserves something great. A good example is the lighting over the intersection of Lonsdale and Russell Sts in Melbourne in the Greek Precinct. Something similar would be very special	110 Johnston Street, Fitzroy Victoria 3065, Australia
2.	These old lights are beautiful. More should be made and installed at the side streets along Brunswick St.	87 Westgarth Street, Fitzroy Victoria 3065, Australia
3.	Seconding nthfitz1. This sounds like an amazing idea to make this intersection special. A rainbow lighting display would be great – exciting and vibrant like Fitzroy.	110 Johnston Street, Fitzroy Victoria 3065, Australia
4.	Install feature lighting over the street, like the netted lighting over the Bourke Street Mall.	341 Brunswick Street, Fitzroy Victoria 3065, Australia
5.	Yes, would be good to trial innovative lighting solutions (traffic lights) such as a scramble crossing, or traffic lights matching a protected intersection. https://www.streets-alive-yarra.org/protected-intersections/	110 Johnston Street, Fitzroy Victoria 3065, Australia
6.	Seconded re the lighting net like Bourke St	341 Brunswick Street, Fitzroy Victoria 3065, Australia
7.	I'm not very arty, but if there were a corner to be arty and about, this would be the corner. Currently, it is visually dominated by the 7-Eleven. Reclaim the visual landmark for community.	110 Johnston Street, Fitzroy Victoria 3065, Australia
8.	This street is very dark at night. Need better lights to feel safer	Martha Ray's, 85 Brunswick Street, Melbourne, Victoria 3065, Australia
9.	We need more light here along this road for safety	106 Napier Street, Fitzroy Victoria 3065, Australia
10.	Dark at night.	95 Napier Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

4.4 Places to gather

16 comments were received via the online mapping tool about places to gather including comments around street corners, the Atherton Gardens park being opened up to the general public and a request to support the Condell Community garden.



	COMMENT	ADDRESS/LOCATION
1.	Shut Brunswick Street off to through traffic, between Alexandra Parade and Johnston Street. Make it a pedestrian mall. Deliveries can be facilitated in a shared space.	360 Brunswick Street, Fitzroy Victoria 3065, Australia
2.	Gardens of public housing should be converted and signed as regular parkland available for use by the general public	Hot Toys, Melbourne, Victoria 3065, Australia
3.	Love the Vegie Bar, let's make it better with wider footpaths, street trees, less noise, cleaner air.	380 Brunswick Street, Fitzroy Victoria 3065, Australia
4.	The seating area outside The Evelyn Hotel is spacious and in a great location. It could be a wonderful place to gather and have a beer – but at the moment it's just a cold, dirty patch of asphalt with no shelter from the elements, making it pretty unappealing. The council should work with the hotel to upgrade this space into a proper outdoor beer garden, with proper seating and protection from the wind/elements. For reference, see the outdoor seating at St Andrews Hotel (nee The Pumphouse) on King William Street.	100 Kerr Street, Fitzroy Victoria 3065, Australia
5.	This is an accidental place to gather as all the pedestrian traffic banks up on the corners. Introduce a pedestrian only cycle of lights allowing diagonal crossing and get the crowds dispersing more quickly and safely.	297 Brunswick Street, Fitzroy Victoria 3065, Australia
6.	Most of Brunswick St is geared to adults and the community spaces are about sitting and talking. This is one of the few spaces where I see kids, generally from the housing estate or the school. Close the road off permanently and turn it into a park/informal play area for the kids	107 King William Street, Fitzroy Victoria 3065, Australia
7.	Should have times when dogs aren't allowed here – eg during school hours. Sacred Heart kids play here and sometimes dogs chase or threaten the kids.	Atherton Gardens, Napier St., Melbourne, Victoria 3065, Australia
8.	A small playground here would be good – there aren't a lot of places for kids to play.	32 Condell Street, Fitzroy Victoria 3065, Australia
9.	Opportunity for small playground	191 Young Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

	COMMENT	ADDRESS/LOCATION
10.	People from Atherton Gardens don't have an undercover BBQ area. It's important for us to have places to gather and meet up with people, even in winter or when it's rainy. We don't have much space indoors so somewhere sheltered outside would be good.	126 Moor Street, Fitzroy Victoria 3065, Australia
11.	When it's really hot weather, our apartments get too hot. We need more places to take our kids when it's really hot. More shady places, indoor places, places with lots of water	178 Moor Street, Fitzroy Victoria 3065, Australia
12.	The park on the corner of Napier St and Moor Street needs work. Lots of people like to meet here and the grass is often dead, not watered by council. It would be great to have some picnic table and chairs and a BBQ	Fitzroy Town Hall, 201 Napier Street, Melbourne, Victoria 3065, Australia
13.	This street can be a woonerf.	191 Young Street, Fitzroy Victoria 3065, Australia
14.	I think this beautiful garden estate is a real asset to the area. It is foolish to have fencing around it cutting it off from the street. More effort should be put into opening up the area for everyone in the public to access, with free events for all members of the community to attend to help galvanise connection between people. Why not a stage and live music?	105-107 Brunswick Street, Fitzroy Victoria 3065, Australia
15.	Please support the Condell community garden to provide a new green space for the community. The garden is run by volunteers, The garden beds need renovation, as they are five years old and need repairing. The garden beds provide an opportunity for the community to grow vegetables and pick them for healthy lifestyle. The garden provides a green space maintained by volunteers for relaxation and recreation. It's beautiful and well loved and used all day every day. It needs support from the council as it is run by volunteers and everyone who walks through the garden appreciates the green space.	32 Condell Street, Fitzroy Victoria 3065, Australia
16.	The Condell garden needs completing with trees, shade and a space to gather.	32 Condell Street, Fitzroy Victoria 3065, Australia



Image 13: Joanna from Yarra Council meets with parents from Sacred Heart.



Image14: Children draw their ideas during a walkshop.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

4.5 Public Art

12 comments were received via the online mapping tool regarding public art including four requests for new art on specific wall locations, appreciation for the mosaic seats and current artwork in the precinct.



	COMMENT	ADDRESS/LOCATION
1.	The tiled seat here is great. It gives Brunswick St some character	88 Cecil Street, Fitzroy Victoria 3065, Australia
2.	Acknowledgement of the significance of this site to the local Aboriginal community.	191 Young Street, Fitzroy Victoria 3065, Australia
3.	Opportunity for interpretive art or signage to recognize the history of Atherton Gardens (destruction of workers cottages), the construction of the towers and the vibrant and diverse community who call it home.	123 Brunswick Street, Fitzroy Victoria 3065, Australia
4.	hostile building interface to street – too generic for this street... public art could help but it would be a slap on – are to make it meaningful unless it was allowed to organically occur	212 Brunswick Street, Fitzroy Victoria 3065, Australia
5.	New art on this wall would be great	97-99 Rose Street, Fitzroy Victoria 3065, Australia
6.	Art here that isn't just advertising would be fantastic (it probably wouldn't get tagged as much either).	91 Rose Street, Fitzroy Victoria 3065, Australia
7.	New art on this wall would be fantastic.	97 Leicester Street, Fitzroy Victoria 3065, Australia
8.	New art here would be excellent	319 Brunswick Street, Fitzroy Victoria 3065, Australia
9.	Some of the heritage buildings owned by ACU are pretty cool, eg the vet hospital. Maybe an opportunity for public art?	24 Brunswick Street, Fitzroy Victoria 3065, Australia
10.	Given that Fitzroy is home to the Council for Aboriginal Languages, it would be awesome to have bilingual street signs along Brunswick St – English and indigenous languages (I'm not entirely sure which ones would be appropriate. I'd defer to the advice of the Wurundjeri people)	2 James Street, Fitzroy Victoria 3065, Australia
11.	Add more colour to this area around the school – lots of kids play here and right now it's very grey.	191 Young Street, Fitzroy Victoria 3065, Australia
12.	Love the mural. More like this. Especially ones that celebrate all the different cultures here.	176 Napier Street, Fitzroy Victoria 3065, Australia

Seven comments were received via the online mapping tool regarding seating. The comments mainly involved requesting more seating in specific locations, with two comments suggesting moving car parking to side streets to make more room for seating.



	COMMENT	ADDRESS/LOCATION
1.	Would be great to offer more seating (and trees) if you moved shopper parking to the side streets and used the space for place making. https://www.streets-alive-yarra.org/brunswick-street/	241 Brunswick Street, Fitzroy Victoria 3065, Australia
2.	Outdoor dining can help make the street better for business. Move parking to side streets and use the space for place making. https://www.streets-alive-yarra.org/place-making/	255 Brunswick Street, Fitzroy Victoria 3065, Australia
3.	outdoor street furniture	181 Brunswick Street, Fitzroy Victoria 3065, Australia
4.	The ledges along the front of Connie benn are great for sitting, especially waiting for tram and keeping out of wind/rain. Great design! Some idiot has put giant ashtrays on them instead. People not rubbish!	170 Brunswick Street, Fitzroy Victoria 3065, Australia
5.	The area outside Connie Benn gets very crowded and congested. The tram stop stops people from walking through smoothly	170 Brunswick Street, Fitzroy Victoria 3065, Australia
6.	Places to sit. Great green space but no where to sit facing the street.	Tattoo Magic, 100 Gertrude St, Melbourne, Victoria 3065, Australia
7.	The vacant area between the Condell Street gardens could be enhanced with some more seating. The current seats in the garden are well used. Any new seating could include shade / weather protection.	32 Condell Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

4.7 Signage

10 comments were received via the online mapping tool regarding signage. Four comments involved increasing pedestrian safety and another four comments were about improving way finding signage.

	COMMENT	ADDRESS/LOCATION
1.	Make it clearer to cars that pedestrians have right of way at this intersection (you could do this at every intersection along the whole road but this one is particularly bad).	81 Argyle Street, Fitzroy Victoria 3065, Australia
2.	Wayfinding signage to the Rose Street market.	375 Brunswick Street, Fitzroy Victoria 3065, Australia
3.	Wayfinding signage to Town Hall and library.	195a Brunswick Street, Fitzroy Victoria 3065, Australia
4.	Better wayfinding signage for people riding bikes to get to the Napier Street route, both off Brunswick St and through the neighbouring side streets.	5 St David Street, Fitzroy Victoria 3065, Australia
5.	All peak time 'No standing' zones should be converted to clearways, and towing implemented persistently to enforce parking restrictions during these times	24 Brunswick Street, Fitzroy Victoria 3065, Australia
6.	Signage needed for Fitzroy Legal Service. Too many people confused where it is.	141 Moor Street, Fitzroy Victoria 3065, Australia
7.	There needs to be better signs here for one way traffic. I see people driving the wrong way down this road daily, especially "Lune" traffic	97-99 Rose Street, Fitzroy Victoria 3065, Australia
8.	Cyclists speed through here often which is dangerous as kids play here. More signs, and even barriers, could prevent this and keep the kids safe	107 King William Street, Fitzroy Victoria 3065, Australia
9.	Kids often run around this corner, which isn't safe. Cars can't see them and they can't see cars	32 Condell Street, Fitzroy Victoria 3065, Australia
10.	There are some trees at Cubbies that aren't safe - the kids climb them. Should prevent this.	32 Condell Street, Fitzroy Victoria 3065, Australia



Image15: A voting pod was used to ask what people were doing in Brunswick Street on the day of the Pop-Up

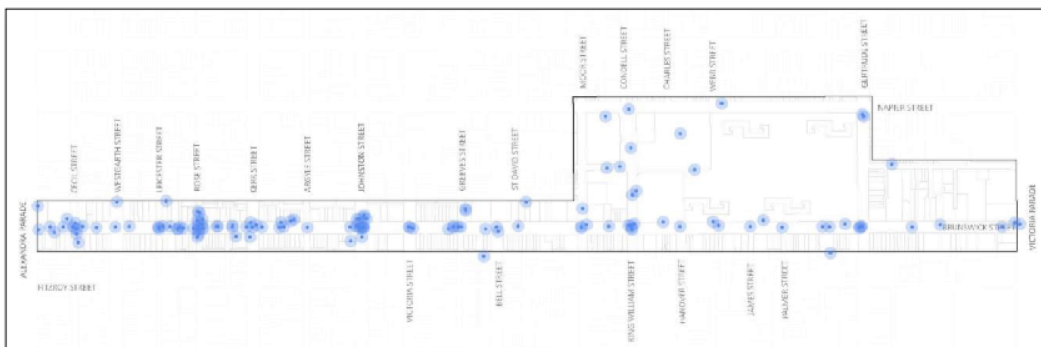


Image16: Children draw their ideas during a walkshop.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

4.8 Something else

93 other comments were received via the online mapping tool. Around half of these comments related to pedestrian safety and making improvements to the footpath including widening and removal of obstructions. Around 20% of the 94 comments related to bike safety and improving conditions for cyclists and another 20% of comments related to removing or reducing cars and parking in Brunswick Street to support pedestrians and cyclists. A similar number of comments were also made about improving cleanliness in the precinct.



	COMMENT	ADDRESS/LOCATION
1.	I have a little puppy who enjoys Atherton Gardens. Sometimes she gets too excited/scared and runs across the street which prevents us having her of the lead. It would be great to have the park (fully) fenced in so the doggies and kids can play safely and peacefully together. Thanks for the consideration!	125 Napier Street, Fitzroy Victoria 3065, Australia
2.	Uber Eats riders gather on the footpath blocking access for locals with prams, wheelchairs etc. Generally lingering and smoking waiting for jobs.	91 Rose Street, Fitzroy Victoria 3065, Australia
3.	Numerous empty shops for lease due to high rates and land tax driving up rents. Turnover of businesses in the last 10yrs has destroyed the culture of the street.	368 Brunswick Street, Fitzroy Victoria 3065, Australia
4.	The footpath is uncomfortably tight here.	257 Brunswick Street, Fitzroy Victoria 3065, Australia
5.	These accessible ramps onto the street should lead to zebra crossings across the street, or at least larger centre island refuges to help people cross the road safely.	431 Brunswick Street, Fitzroy Victoria 3065, Australia
6.	This bike path is frequently obstructed during the 7am-9am no standing time by delivery trucks stopping at the IGA.	424 Brunswick Street, Fitzroy Victoria 3065, Australia
7.	This should not be accessible by thoroughfare vehicles. The footpath is always extremely busy and crowded and cars packed in this intersection.	91 Rose Street, Fitzroy Victoria 3065, Australia
8.	This building is disgusting. It has not been occupied in years and leaks onto your head on the footpath as you walk by.	88 Cecil Street, Fitzroy Victoria 3065, Australia
9.	Two pointless 1m long lengths of train line stick up out of the footpath here for no reason what so ever. Don't believe me? take a look. A perfect example of some of the pointless obstacles and	Dixons Recycled, 414 Brunswick St, Melbourne, Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

	COMMENT	ADDRESS/LOCATION
	poles that litter the footpath along here for no reason except they were left behind for someone else to worry about.	
10.	The street and footpath flood during heavy rain here at the lowest point on Brunswick Street. I have sat inside "The Fitz" and watched the water come under the door during "once in 10 year" rainfall events twice now. Twice in one year. Perhaps it is climate change?	The Fitz Cafe, 347 Brunswick St, Melbourne, Victoria 3065, Australia
11.	Wider footpaths needed from here to Johnston St as there are more restaurants in this area.	81 Leicester Street, Fitzroy Victoria 3065, Australia
12.	Put a 4-way pedestrian crossing here so everyone can cross at once, Shibuya-crossing style.	297 Brunswick Street, Fitzroy Victoria 3065, Australia
13.	Improve the signposting and integration of the bus stops on Johnston Street. The bus that runs along here to Melbourne Uni should be more used by locals and visitors.	120 Johnston Street, Fitzroy Victoria 3065, Australia
14.	Improve the safety of this intersection for pedestrians and cyclists.	51 Brunswick Street, Fitzroy Victoria 3065, Australia
15.	Remove some car spaces and install wider footpaths, with seating and street trees.	254 Brunswick Street, Fitzroy Victoria 3065, Australia
16.	Raised pedestrian crossings at every non traffic light controlled street that intersects with Brunswick St.	388 Brunswick Street, Fitzroy Victoria 3065, Australia
17.	A safer, ideally protected, bike lane is urgently needed at this intersection. Maybe compulsorily acquire some land from ACU? That would allow a safer crossing of Victoria Pde., for both pedestrians and bike riders and if designed well, could reduce the deal time for trams.	5 Brunswick Street, Fitzroy Victoria 3065, Australia
18.	Seconded, the footpaths here are often blocked with bins and I walk along the road to pass	91 Rose Street, Fitzroy Victoria 3065, Australia
19.	Love the street feel. Less cars and safer for pedestrians and cyclists would make it better.	107 King William Street, Fitzroy Victoria 3065, Australia
20.	Create several mid-block closures on Brunswick Street to eliminate through traffic by the proportionally small number of single-occupant cars that drive through here and put everyone else's life at risk.	356 Brunswick Street, Fitzroy Victoria 3065, Australia
21.	Head start bus lanes at this intersection and vastly improved bus stops and directional signage to said stops.	120 Johnston Street, Fitzroy Victoria 3065, Australia
22.	The intersections are poorly designed for pedestrian and bicycles. Any update to Brunswick street needs to improve safety and amenity pedestrian and bicycle users.	297 Brunswick Street, Fitzroy Victoria 3065, Australia
23.	Mid block closures to private cars are a great idea, give the street back to people and eliminate congestion.	348 Brunswick Street, Fitzroy Victoria 3065, Australia
24.	Traffic light is very slow to respond to pedestrian button here - I've missed several trams in a row waiting to cross legally on multiple occasions	385 Brunswick Street, Fitzroy Victoria 3065, Australia
25.	Why is there no proper footpath on this road? Consolidate and have a larger one on one side only, or preferably remove some parking to make adequate paths on both sides	98 Rose Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

	COMMENT	ADDRESS/LOCATION
26.	Bicycle box at intersection is not large enough and very difficult to access - increased width required on approach past ACU, ideally protected. Alternatively at least modify this section of footpath to become a shared path, allowing cyclists to proceed to the intersection bicycle box around gridlocked vehicle traffic	5 Brunswick Street, Fitzroy Victoria 3065, Australia
27.	There basically isn't a footpath here at all. With cars parking up on it, street signs, and bikes parking on those street signs, all foot path space vanishes, so all the people going to the markets here have to walk in the road.	91 Rose Street, Fitzroy Victoria 3065, Australia
28.	This spot right here is VERY congested, with the outdoor seating for the restaurant, combined with people heading to the markets, and cyclists walking their bikes to find parking near the markets, there's no space to walk. Very frustrating area.	375 Brunswick Street, Fitzroy Victoria 3065, Australia
29.	Public bins please! So many bags from Lune are constantly left all over the ground on Rose St.	98 Rose Street, Fitzroy Victoria 3065, Australia
30.	If the bins from Bimbos could go in a separate lane it would make this footpath accessible. Currently they are all along the footpath and one has to walk into the road to get around them.	372-374 Brunswick Street, Fitzroy Victoria 3065, Australia
31.	Move the footpath dining areas to a single space car space dining area. In Florence Italy and other places they have outdoor dining areas that are made to slot into car spaces. PLEASE VIEW GOOGLE STREET VIEW IN FLORENCE TO SEE. Council can lease these units to business.	251a Brunswick Street, Fitzroy Victoria 3065, Australia
32.	View this location in google street view to get an idea of the outdoor dining areas throughout Florence Italy. 12 Via dell' Oriuolo, Florence, Tuscany	256 Brunswick Street, Fitzroy Victoria 3065, Australia
33.	Upgrade Getrude/Brunswick to a protected intersection: https://www.streets-alive-yarra.org/protected-intersections/	51 Brunswick Street, Fitzroy Victoria 3065, Australia
34.	Seconding 10 Yr Local - let's revitalise the street by making it a more attractive place - wider footpaths, trees, greening, seating, socialising, footpath dining, less noise, cleaner air. The key is to relocate shopper parking to side streets.	368 Brunswick Street, Fitzroy Victoria 3065, Australia
35.	The corner of Brunswick Street and Rose Street is ugly. It is an area that delivery drivers congregate. People typically avoid this part of Brunswick Street or use it as a thoroughfare to Nicholson or Smith Street. Many of the shops are vacant as Yarra council has invited too many traders into the backstreets. Lune Crossianterie is an example, patrons are transported to and from the premises by Uber drivers, there is no need to visit Brunswick Street. The Rose Street car park is close to Brunswick Street, however it is an area that hoon drivers visit regularly. Police and security are called several times each week. Some visitors, when confronted by the sight of the hooners, call an Uber and collect their car the following morning. The lack of safety in this car park deters people from parking and exploring Brunswick Street. Yarra perhaps you need a plan, typically you stuff things up and then ask residents to provide ideas that tell you how to fix up the mess you have enabled or created	370 Brunswick Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

	COMMENT	ADDRESS/LOCATION
36.	<p>The South/West corner of Brunswick & Johnston Streets (outside the 7-11) is constantly crowded and difficult to pass, due to multiple factors:</p> <ul style="list-style-type: none"> - A permanently enclosed homeless person (with their bedding and belongings) - A large rubbish bin - A wooden bench - A tram stop <p>All this means there's little space to accommodate the natural groups of pedestrians which form when waiting to cross at the lights. I suggest relocating the rubbish bin - and looking at other ways to free up space on this narrow footpath.</p>	297 Brunswick Street, Fitzroy Victoria 3065, Australia
37.	A pedestrian cross walk is needed here.	376 Brunswick Street, Fitzroy Victoria 3065, Australia
38.	East side of st devoid of any character at all. - trees - grungy vibe needs to be added?	36 Brunswick Street, Fitzroy Victoria 3065, Australia
39.	Shocking for cyclists / cars on road	451 Brunswick Street, Fitzroy Victoria 3065, Australia
40.	better crossing point - more dedicated crossing points	97 Leicester Street, Fitzroy Victoria 3065, Australia
41.	Make Gertrude St a no-through Rd @ Napier St with a tram stop. Victoria Pde is 200m south which is where motor traffic belongs. Gertrude St should be a "little Swanston St" which becomes quieter and people-friendly. Pedestrians + bikes + trams. More please to eat and drink along, safe for people to cross, provide an important bike link. Loading zones okay	156 Gertrude Street, Fitzroy Victoria 3065, Australia
42.	This is quite hard to cross on a bike. You really need a couple of cross-town bike routes. This should be one and the other should be Gertrude. Here it's hard to cross, and at times there is still a number choosing to rat-run along here.	107 Moor Street, Fitzroy Victoria 3065, Australia
43.	More public toilets are needed on Brunswick St! Rose St often smells like vomit and urine on Saturday/Sunday mornings.	372-374 Brunswick Street, Fitzroy Victoria 3065, Australia
44.	Make this popular crossing accessible please. Need to widen the footpaths but also make it an accessible tram stop.	92 Gertrude Street, Fitzroy Victoria 3065, Australia
45.	I'd like to see parking removed on both sides with the footpath widened with nice arty brick paving design added and then bike lanes added that are raised higher than the road but lower than the footpath (like in Copenhagen). So no dooring and for slower cycling speed treatment because its a high activity area and has a parallel faster commute option along Napier street. So cars can use the tram tracks. With some trees planted between the bike lane and the pedestrian area.	296 Brunswick Street, Fitzroy Victoria 3065, Australia
46.	More bins and recycling bins along Brunswick St and side streets please.	100 Kerr Street, Fitzroy Victoria 3065, Australia
47.	Love Connie Benn Centre and everything they do for my family but the new planter boxes are horrible...they don't even have plants! Clearly just put there to deter residents from spending time outside in their own community! Doesn't seem very Connie Benn or City of Yarra to me! Please remove!	170 Brunswick Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

	COMMENT	ADDRESS/LOCATION
48.	There's heaps of litter here. The kids from cubbies need to learn not to trash the place!	Atherton Gardens, Napier St., Melbourne, Victoria 3065, Australia
49.	Remove cars from Brunswick Street and make it a pedestrian, tram and cycling paradise. Most customers arrive by walking, bike or public transport. By improving walking, cycling and PT connections you'll mitigate any customers displaced by the removal of parking and traffic.	232-234 Brunswick Street, Fitzroy Victoria 3065, Australia
50.	Lots of food outlets in this portion of Brunswick Street, would benefit from more outdoor seating, trees and a less car oriented street.	360 Brunswick Street, Fitzroy Victoria 3065, Australia
51.	Less parking area and more sidewalk space for tables and greenery. This portion of Brunswick street is collapsed with narrow sidewalks and too many people.	Tea Too (T2), 340 Brunswick St, Melbourne, Victoria 3065, Australia
52.	Cars frequently run the red light at this pedestrian crossing. And often one has to wait for ever for a green walk light to cross. Fix the crossing so cars see it and pedestrians can use it better.	392-394 Brunswick Street, Fitzroy Victoria 3065, Australia
53.	This is a corner where a lot of drug use happens day and night. It doesn't feel particularly safe	88 Cecil Street, Fitzroy Victoria 3065, Australia
54.	The skip bin from Royal Derby are left on the foot path blocking it. They roll around so to get past them you often need to walk on the road in the turning lane or the very rough uneven bluestone gutter - not easy for those with reduced mobility.	104 Alexandra Parade, Fitzroy Victoria 3065, Australia
55.	This building has been empty for years. it is run down and on Saturday/Sunday mornings this footpath is covered in vomit, urine and occasionally syringes. luckily the leaking gutters wash it away in time for the next weekend.	88 Cecil Street, Fitzroy Victoria 3065, Australia
56.	Such a fantastic opportunity to transform this woeful intersection. This is a truly awful place for pedestrians so there is massive improvement potential! 1) Get pedestrians crossing all directions at once - this is a massive pedestrian hub 3) Push the delivery/uber/taxi pickups away somewhere else. They stop illegally here and clog up the road. 4) Widen the footpaths - many more people are trying to walk here per hour compared to driving here, so pedestrians should have more space than cars!	297 Brunswick Street, Fitzroy Victoria 3065, Australia
57.	The raised footpath is great, but a lot of drivers don't know the road rule "When turning at any intersection (except at a roundabout), you must give way to any pedestrians crossing the road you are entering." Perhaps paint and add signage at all the east/west intersections to warn cars.	88 Cecil Street, Fitzroy Victoria 3065, Australia
58.	For goodness sake, please have street sweepers in the morning to clean away spit and vomit from the night before. Or even better, high pressure gurney the sidewalk every now and again.	390 Brunswick Street, Fitzroy Victoria 3065, Australia
59.	Vomit, rubbish and general filth. The streets and lanes here are black and tarred from the restaurant rubbish bins. Also, the mess from Lune is disgusting.	98 Rose Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

	COMMENT	ADDRESS/LOCATION
60.	the area between Alexander Parade 9or at least Cecil street) and Johnston street needs sweeping and washing in the early hours of Monday morning to clean away the vomit and faeces on the footpaths.	100 Leicester Street, Fitzroy Victoria 3065, Australia
61.	The footpath is too narrow along Rose St and often cluttered with bins and parking signs. On rainy days, I walk on the street because the umbrella won't fit between parking signs and fences	97-99 Rose Street, Fitzroy Victoria 3065, Australia
62.	In addition to bins, the footpath along this part of Rose St is also regularly interrupted by driveways. The changing gradient of the footpath is dangerous, especially in wet or dark conditions and for people wearing high heels or pushing things with wheels (trolley, prams, etc). Probably more an issue to consider when approving new developments along the streets that intersect Brunswick St	91 Rose Street, Fitzroy Victoria 3065, Australia
63.	Please lobby the state government to move the bus stop so it is earlier than the intersection. This intersection is already congested with turning and through traffic. Add the bus which, on the other side of the intersection, has to move over a lane to avoid parked cars before swerving in again at the bus stop just over Napier St, and you have an environment that is almost waiting for a cyclist to be killed. There's too much going on. If the bus stops earlier, it can be well and truly in the right hand lane at and after the intersection.	110 Johnston Street, Fitzroy Victoria 3065, Australia
64.	Getting across Victoria Pde in a single light cycle is impossible. It's the bane of my pedestrian travels. It can take a full five minutes to cross - which in trips of 20 minutes or less is just plain silly!!	5 Brunswick Street, Fitzroy Victoria 3065, Australia
65.	The footpaths are too cluttered. Businesses think they own the footpaths and people sometimes gather so that there is little pedestrian access.	85 Bell Street, Fitzroy Victoria 3065, Australia
66.	Pedestrian-only Gertrude street would be fantastic	148 Gertrude Street, Fitzroy Victoria 3065, Australia
67.	Spanish Restaurant	357 Brunswick Street, Fitzroy Victoria 3065, Australia
68.	This space needs to be made safer for kids, especially in the morning. Our kids are often crossing here from breakfast club to get to school, and small kids can't see when the cars are coming. It's very dangerous. Needs to be blocked off or have a safe crossing (eg a lollipop lady or traffic lights)	107 King William Street, Fitzroy Victoria 3065, Australia
69.	There is a water fountain here but there aren't any others. There should be more. In hot weather, people fight over it. Kids often run to drink from this fountain and it can be dangerous as they cross the road. If there were others - eg near the school, near cubbies, near the community garden - this would all be avoided. There should be others further from the road so they're safe to access.	32 Condell Street, Fitzroy Victoria 3065, Australia
70.	This space needs more drinking fountains	32 Condell Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

	COMMENT	ADDRESS/LOCATION
71.	Dog owners need to pick up after their dogs. Often this park is full of dog poo which is unhygienic for kids	Atherton Gardens, Napier St., Melbourne, Victoria 3065, Australia
72.	This road near the police station isn't safe. when kids cross to go to the library, they can't always see cars coming.	191 Young Street, Fitzroy Victoria 3065, Australia
73.	These stairs should be pram and wheelchair accessible. It's very difficult to enter	201 Napier Street, Fitzroy Victoria 3065, Australia
74.	This street, leading into the car park, is very dangerous for kids. They cross the road all the time to get to Connie Benn from Atherton Gardens, and there is no one to guide them, no pedestrian crossing, no lights. There should be a lollipop person or lights or a safe crossing.	149a Brunswick Street, Fitzroy Victoria 3065, Australia
75.	Should make this crossing safer for kids	105-107 Brunswick Street, Fitzroy Victoria 3065, Australia
76.	There is a water fountain here but there aren't any others. There should be more. In hot weather, people fight over it. Kids often run to drink from this fountain and it can be dangerous as they cross the road. If there were others - eg near the school, near cubbies, near the community garden - this would all be avoided. There should be others further from the road so they're safe to access.	164 Napier Street, Fitzroy Victoria 3065, Australia
77.	With cars parking and driving along the road, there's no easy way for kids to walk between school, the library, connie benn, atherton gardens. Need safer walking paths	191 Young Street, Fitzroy Victoria 3065, Australia
78.	Drug users and rough sleepers often leave things lying around outside foodworks (on the ledge) and on the street - eg drinks, old food, rubbish - that kids pick up and want to eat	Umago Cafe, 171-173 Brunswick St, Melbourne, Victoria 3065, Australia
79.	Need street cleaners to make sure this space is clean in the morning. There is a lot of rubbish on the street, especially in warm weather	Tram Stop 14 (11), Brunswick St, Melbourne, Victoria 3065, Australia
80.	Unsafe crossing here. Need safer crossing. Help to guide pedestrians	32 Condell Street, Fitzroy Victoria 3065, Australia
81.	This is a playground for kids - it gets very hot. More shade, less cars	107 King William Street, Fitzroy Victoria 3065, Australia
82.	This area remains unsafe for the children who play here - and access the school each morning. It must be properly secured from passing traffic whilst still allowing for supervised vehicle access at particular times (eg: Sunday Mass parking for the disabled and elderly, funeral hearse, school workers/contractors)	107 King William Street, Fitzroy Victoria 3065, Australia
83.	This area of the street is fairly gross. So much litter on the ground and dry vomit. Need to do more to encourage a range of traders not just kebab shops. Some more street trees inbetween car parks could really improve the feel of the street. And would really help with those hot summer days. There is currently very little shade on Brunny St. Also need to entice more landlords to rent, not just hold the place vacant looking for a higher price. So many vacant shops fronts are destroying the vibe and fabric of the street	306-308 Brunswick Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

	COMMENT	ADDRESS/LOCATION
84.	Tourist buses (Vic Coaches) frequently park in the bike lane, during morning clearway time and then take up part of the left car lane, This is obviously dangerous. Please provide guidance, if not enforcement via your officers.	131 Brunswick Street, Fitzroy Victoria 3065, Australia
85.	This street can be a woonerf.	70 Young Street, Fitzroy Victoria 3065, Australia
86.	The Florence model is such a great idea. Council wouldn't lose revenue that way, so one less deterrent for councils to finally create amenable neighbourhoods.	256 Brunswick Street, Fitzroy Victoria 3065, Australia
87.	Consider working with DHHS to establish an active frontage to Brunswick St where buildings are currently accommodated. This may include business startups and or commercial tenancies for residents of the estate. This could potentially bring a lot more life and activity to this section of Brunswick St.	Saint Cloud, 139 Brunswick St, Melbourne, Victoria 3065, Australia
88.	Consider this location as a possible option for a public gathering space.	188-192 Brunswick Street, Fitzroy Victoria 3065, Australia
89.	Consider this location as a possible option for a public gathering space.	275 Brunswick Street, Fitzroy Victoria 3065, Australia
90.	Consider this location as a possible option for a public gathering space.	348 Brunswick Street, Fitzroy Victoria 3065, Australia
91.	Consider this location as a possible option for a public gathering space.	431 Brunswick Street, Fitzroy Victoria 3065, Australia
92.	Underground all overhead services - they're visual clutter, detract from the heritage buildings, and inhibit canopy growth where there are trees.	408 Brunswick Street, Fitzroy Victoria 3065, Australia



Image17: People stop by to fill in a survey



Image18: Some local residents pop-down to the Pop-Up on the corner of Kerr and Brunswick Streets on a Saturday morning.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

4.9 Something I love

17 comments were received via the online mapping tool about things people loved within the Brunswick Street precinct. Many of the comments were more suggestions of what could be improved; however, two comments mentioned specific businesses, three talked about open space and four comments praised the existing raised thresholds.

	COMMENT	ADDRESS/LOCATION
1.	This intersection is busy. I think the already suggested idea of a multidirectional, or scramble pedestrian crossing would be excellent. Particularlry in the evenings and on weekends, It would not only be socially interesting, but if facilitated properly, could be more efficient and safer for all users!	297 Brunswick Street, Fitzroy Victoria 3065, Australia
2.	Bike lanes are difficult to install in this street, thats accepted. However the length of the street between Johnston and King William Streets is a little wider, so some clever thought could result in a solution here. This part of the street, seems to me, provides the space for cars to travel at abot 40 most times, so bike rider safety would be improved.	266 Brunswick Street, Fitzroy Victoria 3065, Australia
3.	Great to see the refuge in the middle for people crossing the street: https://www.streets-alive-yarra.org/brunswick-street/	61 Brunswick Street, Fitzroy Victoria 3065, Australia
4.	Great to see the raised threshold treatment. Even better would be to upgrade it to a 'continuous footway' standard, so it looks like a footpath, not black asphalt like a street: https://www.streets-alive-yarra.org/protected-footpaths/	109-111 Brunswick Street, Fitzroy Victoria 3065, Australia
5.	Great to see the raised threshold treatment at Hanover Street. Even better would be to upgrade it to a 'continuous footway' standard, so it looks like a footpath, not black asphalt like a street: https://www.streets-alive-yarra.org/protected-footpaths/	71 Hanover Street, Fitzroy Victoria 3065, Australia
6.	Great to see the raised threshold treatment at King William Street. Even better would be to upgrade it so both the footpath and the bicycle lane were raised up, as shown in the British Columbia road safety toolkit: https://www.streets-alive-yarra.org/protected-footpaths/ and https://www2.gov.bc.ca/assets/gov/driving-and-transportation/driving/publications/community_road_safety_toolkit_module1.pdf	171-173 Brunswick Street, Fitzroy Victoria 3065, Australia
7.	Bicycle lanes are easy to add, all we need to do is accept Safe System; and relocate shopper parking to side streets. This frees up space for a Copenhagenize standard 2.3m wide protected bicycle lane. https://www.streets-alive-yarra.org/protected-bicycle-lanes/	270 Brunswick Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

	COMMENT	ADDRESS/LOCATION
8.	Brunswick Street is great, and can be even better if traffic volume is reduced by imposing demand responsive driving charges: https://www.streets-alive-yarra.org/demand-responsive-driving-charges/	289-291 Brunswick Street, Fitzroy Victoria 3065, Australia
9.	Level access tram stops can be built, and can align well with Safe System, if the only things on the level access stop are people or bikes, i.e. not cars. https://www.streets-alive-yarra.org/protected-public-transport-stops/	298-300 Brunswick Street, Fitzroy Victoria 3065, Australia
10.	Yay, finally somewhere in Melbourne without cars.	32 Condell Street, Fitzroy Victoria 3065, Australia
11.	It would be so right to have a feature light above this intersection	110 Johnston Street, Fitzroy Victoria 3065, Australia
12.	Best Asian Grocery to get KIMCHI! and they do sell Alcohol and it is cheap ! A lots of Asian product too! One stop for everything which save a lots of my time.	161-163 Brunswick Street, Fitzroy Victoria 3065, Australia
13.	Bimbo's is awesome. Part of the character and life of Brunswick St.	372-374 Brunswick Street, Fitzroy Victoria 3065, Australia
14.	I love the treatment of this corner. Space for outdoor eating without sacrificing pedestrian mobility. Borrowed view of the trees in Kerr St. Vehicle access is moderated, in part by the partial road closure further along Kerr St	100 Kerr Street, Fitzroy Victoria 3065, Australia
15.	I love walking past the reserve on summers evenings and seeing it so well used by people of all ages - soccer players, people with dogs, elderly people walking circuits, teenagers hanging out on the park benches	187 Napier Street, Fitzroy Victoria 3065, Australia
16.	Walking through Atherton Gardens is a pleasant way to experience the neighbourhood. I'm just never sure if it's been designed for thoroughfare foot traffic or is designed to be more akin to a private garden for residents	125 Napier Street, Fitzroy Victoria 3065, Australia
17.	Love the indigenous mural on the ACU building, especially the references to language groups. Maybe make something more of that?	5 Brunswick Street, Fitzroy Victoria 3065, Australia

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

5 Key stakeholder meetings



A range of key stakeholder meetings were held with groups and organisations or their representatives who regularly use or are located within the Brunswick Street precinct area. This included:

- Acacia Fitzroy Crèche
- Connie Benn kinder
- John Street Children's Centre
- Sacred Heart (SRC students)
- Sacred Heart parents
- Aboriginal Advisory Group
- Condell Growers working bee - informal chat on site
- Fitzroy Learning Network
- Trader chats
- Connecting Fitzroy

The purpose of these meetings was to obtain insights from these groups and individuals about what they thought would help improve the footpath and public space areas in the Brunswick Street precinct.

Below are notes from these meetings showing their ideas and feedback.

5.1 Key stakeholder workshop summary

The workshops provided a diverse mix of comments and ideas, in many cases specific to the needs of the particular group. However, some of the more popular responses and ideas related to planting more trees, having more shade and increasing green spaces and meeting places; footpath and pedestrian safety improvements; and increased infrastructure like seating, toilets, bike parking and drinking fountains.

5.2 Key Stakeholder workshop notes

5.2.1 Aboriginal Advisory Group

Comments and feedback
<ul style="list-style-type: none"> ▪ Important to reflect on the local significance and activism in the area, particularly around Gertrude/Brunswick Street intersection. ▪ Opportunity for more public art by Wurundjeri and Aboriginal, Torres Strait Islander people. ▪ Opportunity to use existing street furniture (e.g. sign poles, bike hoops) for public art. ▪ Spaces along Smith Street (e.g. Smith/Stanley Streets) are an example of public spaces that reflect the local identity provide places to meet. ▪ Provide more trees and greenery, and native species (plane trees not appropriate). ▪ Some footpaths, including kerbs, drains and utility covers are not accessible and cause trip hazards. ▪ Provide more seating and fix seat that has sunken into the footpath (between Gertrude and Johnston). ▪ Mosaic seats sometimes don't drain properly and have puddles of water. ▪ Consider future improvements to tram stops (managed by Department of Transport). For example, providing information at the tram stops about the local area, or providing talking trams (a soundscape) to tell stories and provide information about the significance of the area.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

5.2.2 Condell Growers and Sharers

Comments and feedback
<p>Feedback from three representatives:</p> <ul style="list-style-type: none"> ▪ Seating is good and popular. Keep this. More similar seating and furniture would be good ▪ Indigenous plants, including for education purposes, would be good ▪ We need shade trees – especially in that middle space (they say this had already been promised – they have been told it should happen as part of the masterplan. Lisa Coffa and Eloise will be able to advise on history of this) ▪ Get rid of the asphalt under the garden. Make it more permanent ▪ Need more permanent garden beds and sturdy structures (but council would have to commit to help maintain the actual structure) ▪ The plots need to be rehabilitated ▪ Better, more permanent planter structures needed ▪ If the garden is extended (eg onto the existing road space), it would be good if it didn't require much maintenance, or if Council could maintain it. There are only 6 or 7 volunteers who care for this, so they wouldn't be able to do similar upkeep on more garden space. ▪ Would like to have more events at the garden, eg education with young people ▪ Opportunity to link up with Youth Services for education/maintenance of garden ▪ Wants to see more indigenous plants ▪ Wants more shade trees ▪ Loves the seating there ▪ Loves community library (the little box there) ▪ Needs to be more shade trees ▪ Thinks edges of Atherton Gardens need to be friendlier ▪ Said to consider other sensory elements of the design (of the whole street), because people with disabilities in particular need this. She said to even consider smells, eg how they flow from restaurants, smells of gardens ... ▪ Make edge of Police station along Condell st nicer and friendlier, eg with a mural and plants ▪ Asked if council can take the steamer truck also onto the garden to blast the weeds (the ones around the edge of the planter plots) ▪ Seating is great ▪ Needs shade ▪ A water bubbler would be great ▪ Planter boxes are collapsing – need to be more permanent and structurally sound

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

5.2.3 Parents from Sacred Heart Primary School (who are also Atherton Gardens residents)

Comments and feedback
<ul style="list-style-type: none"> ▪ Increase pedestrian safety and visibility at entries to Atherton Gardens from the street. ▪ More drink fountains needed. Currently there is only one. ▪ Need cool, sheltered places to gather (apartments get too hot - need somewhere to go) ▪ Would like to see more BBQs ▪ Would like to see more play space for kids, particularly at Condell Street, King William Street, and outside Florence Peel ▪ Need safer crossings connecting Napier and Condell st, from Young St to Condell, and outside library

5.2.4 Fitzroy Learning Network - Project Control Group

Comments and feedback
<ol style="list-style-type: none"> 1. Along FLN frontage on Napier Street: <ul style="list-style-type: none"> ▪ Improve tree planting on footpath (existing tree outside the entrance is a noxious weed). ▪ Provide bike hoops. 2. General comments: <ul style="list-style-type: none"> ▪ Safety in the area is an issue – improve lighting. ▪ Brunswick Street can be noisy at night. ▪ Provide more trees and more local indigenous planting. ▪ The footpaths along Brunswick Street are congested (outdoor dining) – how can you provide more space/relief? ▪ King William Street road closure – opportunity for existing road and car parking to be converted to a pocket park here with an improved space for kids (including Sacred Heart students). ▪ More public toilets are needed. ▪ Many Atherton Gardens residents stay in local area and do not venture down Brunswick Street. ▪ Potential future plans for a new building on Sacred Heart School (junior building on corner of King William and Young Streets) and new entrance off Young Street. This would require a review of the on-street police car parking on Young Street. ▪ Consider ways to make the community garden more sustainable. ▪ Signage and wayfinding are important. ▪ Provide better links between the community facilities. ▪ Police Station building is poor and should be upgraded / improved in appearance.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

6 Children's workshops and engagement

6.1 Children's walkshop summary

Walkshops were held with children from the Sacred Heart School, Acacia Street Children's Centre, John Street Children's Centre and Connie Benn Children's Centre.

The children walked around the area with the team from Council and were asked a range of questions around specific locations. The children came up with some great suggestions for the Brunswick Street precinct.

To improve Sacred Heart Primary School area students said they wanted:

- places to play in all weather conditions and including sports
- more trees, plants, green spaces and grass (fake or real)
- much more colour

Comments about the Community Garden medium strip included students liking the flowers and plants, places to sit, the birds and the veggies to pick. Areas for improvement included:

- adding more plants, shade, seating and drinking fountains
- improving the toilets (which were seen as unsafe)

Comments about the Acacia Children's Centre area included students liking the artwork and the colour. The most popular comment for improving this area was for there to be more art and colour. This was very similar with comments about the Fitzroy Town Hall area. Students were keen to see more colour and more flowers and trees in the area.

For the students to want to play and interact with this space (Secret space) they suggested adding play equipment or things to climb on, more trees and grass, places to sit, more art and colour.

When students were asked how to improve the front of Florence Peel the most common responses related to more things to play on and more trees and grass.

6.2 Children's walkshop notes

6.2.1 John Street Children's Centre

16 four and five year olds participated



1. Sacred Heart Primary School

What could we do to make this space more fun?

- Make a skate park
- Street party/festivals
- Looking in the shops
- Balloons

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

<ul style="list-style-type: none"> ▪ Park and playground equipment ▪ Garden/green space ▪ More art ▪ Picnic space ▪ Didn't like that there was no plants or trees
<p>2. Community Garden Medium Strip</p> <p>What do you think this space is for? Do you use the garden/toilets?</p>
<ul style="list-style-type: none"> ▪ Does anyone know what that building is? – Church, something for planting, venue. We look for signs and there's no signs ▪ Community garden used as a garden space. ▪ What they love about the place: ▪ Park, bird park, more animals because more trees. ▪ Like the flowers, the hay, the tree ▪ Love growing herbs, flowers, veggie ▪ Soft stuff to walk on ▪ Places to sit and each lunch, got things to discover here
<p>3. Acacia Children's Centre</p> <p>Have a look at this space. Tell me about it. What do you like about it?</p>
<ul style="list-style-type: none"> ▪ Animal street art, leopards, ocean, lizard, garden, soccer field, beach ▪ Need more grass around here ▪ More shops
<p>4. Fitzroy Town Hall</p> <p>What would make you want to play in this space? What would need to change or be added?</p>
<ul style="list-style-type: none"> ▪ Colour is grey and not very interesting ▪ A park, flowers and trees ▪ A whole field of grass ▪ Add spray paint ▪ Rainbows on the ground ▪ Little bit of red ▪ Sparkles ▪ All that black and grey stops you from wanting to play here.
<p>5. Library</p> <p>Do you know what this place is? If I didn't know it was a library, what could we do to show people what it is?</p>
<ul style="list-style-type: none"> ▪ Know it's a library because of the sign above the door ▪ Needs a book symbol to show that it's a library ▪ Needs plants, trees and more things to climb on around the entrance
<ul style="list-style-type: none"> ▪ Secret Space ▪ How could we make this a special place for children to play in?
<ul style="list-style-type: none"> ▪ Not a fun space ▪ Rubbish in the space ▪ Want a playground or park ▪ Trees ▪ Swimming pool ▪ Things to climb ▪ Water slide ▪ Play equipment ▪ Stream ▪ Colours, painting, mural on the wall ▪ Make soft underfoot through hay, grass, mud
<ul style="list-style-type: none"> ▪ Front of Florence Peel ▪ It looks like people walk through here. What could we do to make it nicer for people?
<ul style="list-style-type: none"> ▪ Playground ▪ Bushes ▪ Park ▪ Climbing tree

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

- Haunted house
- Make patterns in the path, mud underneath
- Boring space because nothing to play on or with
- Don't like all the rubbish bins
- Like the colour on the recycle boxes and that you can recycle 'stuff'

6.2.2 Sacred Heart Primary School – Fitzroy

14 School Representative Council students from all grades participated



1. Sacred Heart Primary School

What could we do to make this space more fun?

- Footy and soccer
- Cars behind the yellow line
- Fake grass on the road
- Soccer goals
- Balls get stuck in the tree
- Cave to play quiet games and for the rainy days
- Hide and seek
- Space does not feel good to play in
- Road can be slippery
- Replace sand tree pits with grass – sand is slippery and one kid slipped and hit the kerb
- Road is hot on hot days (e.g. Harmony Day)
- Paint road a different colour
- Note from Principal: think about who else the road is for. Keep tarmac on other side of yellow line for teachers parking, parking for church on the weekend and elderly.
- Some kids went to kinder at Connie Benn
- Get rid of trees (one kid) – balls get stuck up there
- Keep trees (multiple kids) – they give shade and oxygen
- Grass is safer – fake or real
- Road is uneven
- Would like a cave
- Somewhere to play on rainy days (eg cover)
- Bird house in trees
- More trees
- More nature
- Surface is too hard
- The area gets really hot – it needs shades

2. Community Garden Medium Strip

What do you think this space is for? Do you use the garden/toilets?

- Sit down, relax, drink coffee, read the paper
- People gets vegetables from the garden
- Toilets are disgusting and dirty, people do drugs in the toilet

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

<ul style="list-style-type: none"> ▪ Needles in the toilet ▪ Some people put plants in but don't water them ▪ More kids books in the little library – make mini library bigger ▪ More plants ▪ More seats and trees ▪ More garden beds ▪ Another playground ▪ Shade/cover ▪ Drinking tap ▪ More flowers for this area ▪ BBQ place
3. Acacia Children's Centre Have a look at this space. Tell me about it. What do you like about it?
<ul style="list-style-type: none"> ▪ More car parking – family had to move car parks and got a fine ▪ More shops ▪ Painting ▪ Should be more murals ▪ Murals are interesting, always see something new ▪ Mural brightens up area ▪ Reserve and estate area: upgrade the playground more swings, running track, indoor basketball court ▪ No lights in area – feel scared ▪ More bike racks ▪ More drink taps and fix the current drink tap ▪ More car parks for residents (other people park in their spaces) ▪ Better lights around the area ▪ Padding basketball poles
4. Fitzroy Town Hall What would make you want to play in this space? What would need to change or be added?
<ul style="list-style-type: none"> ▪ Too grey, no colour ▪ Town Hall should be grey, it's traditional, it is a monument ▪ Don't want to play here ▪ Homeless people rest here, ground is hard underneath ▪ Would like an artwork here, seats, a cubby house and shade/cover ▪ Boring ▪ Important to be grey – it's historical ▪ Like the flags ▪ Want shade and trees ▪ Looks creepy
5. Library Do you know what this place is? If I didn't know it was a library, what could we do to show people what it is?
<ul style="list-style-type: none"> ▪ Paint entry of library ▪ Paint books around entry, or an arrow made out of books ▪ Bigger sign ▪ Painting on footpath ▪ Paint book characters ▪ No playground on other side of street (Whitlam Place) ▪ Arrows (or books or book characters) on path leading to library ▪ Paint walls to make it more like a library on the outside ▪ Seats outside ▪ Footpath is curved and uneven
6. Secret Space How could we make this a special place for children to play in?
<ul style="list-style-type: none"> ▪ Playground ▪ Secret cubby house ▪ Painting/murals/artwork

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

<ul style="list-style-type: none"> ▪ Book artwork ▪ Trampoline and grass ▪ Outdoor reading space – extension of the library ▪ Hammocks and deck chairs ▪ Art on footpath/ground ▪ Cameras make them feel safe ▪ Cameras are creepy ▪ Needs a little canteen. Asian grocer (where they get snacks) too far. ▪ Bird house ▪ Comment from teacher – kids will get up to no good here. Too secluded. ▪ Bird house ▪ Clean the area ▪ Soft floor
Miscellaneous comments
<ul style="list-style-type: none"> ▪ Trampoline in the school yard ▪ Football poles

6.2.3 Connie Benn Children's Centre – kindergarten

8 four and five year olds participated



1. Sacred Heart Primary School
What could we do to make this space more fun?
<ul style="list-style-type: none"> ▪ Make sparkles, make glitter, make magic ▪ Glue glitter on the round ▪ Stripes – gold, black, white, silver, pink ▪ Sparkles on the ground ▪ Rainbow on the wall and ground ▪ Trees – apple, pear, orange because can pick fruit ▪ Trees save the planet
<ul style="list-style-type: none"> ▪ Community Garden Medium Strip ▪ What do you think this space is for? Do you use the garden/toilets?
<ul style="list-style-type: none"> ▪ Does anyone know what that building is? – toilet inside ▪ Sometimes pick tomatoes here ▪ A garden space ▪ Good space because of the flowers and plants, fruits and veggies grow here ▪ Would like to see more garden space ▪ Containers not too tall ▪ Need water taps and bubblers ▪ Comfortable space because of the chairs, like high chairs that you can climb on
<ul style="list-style-type: none"> ▪ Acacia Children's Centre ▪ Have a look at this space. Tell me about it. What do you like about it?
<ul style="list-style-type: none"> ▪ Difference between graffiti and painting is colour- painting looks better because it has brighter colours. ▪ Like to see painting on the road as well

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

<ul style="list-style-type: none"> Monsters, elsa, people, unicorn, pink, purple glitter, lego man, paint a picture of my house, cars, buses, bicycles, trees Want to be an artist and paint walls and streets
<ul style="list-style-type: none"> Fitzroy Town Hall What would make you want to play in this space? What would need to change or be added?
<ul style="list-style-type: none"> Ride scooter around here, climbing the stairs is fun run up the stairs to play create a little park and have some animals pictures unicorns, houses, trees, tall buildings, castles, make it like a rainbow, blue, red like jumping – turn it into a trampoline
<ul style="list-style-type: none"> Library Do you know what this place is? If I didn't know it was a library, what could we do to show people what it is?
<ul style="list-style-type: none"> Like the statue in the park opposite Libraries – can read books Got lego Can see lots of things from sitting in the window box, like being high and it's warm Hot with no shade
<ul style="list-style-type: none"> Secret Space How could we make this a special place for children to play in?
<ul style="list-style-type: none"> Chairs are good Should be a park Playground Treehouse Sparkles Fairies Unicorn Swings Slides Climbing on rear concrete podium
<ul style="list-style-type: none"> Front of Florence Peel It looks like people walk through here. What could we do to make it nicer for people?
<ul style="list-style-type: none"> Grass is nice and wavy and soft Nice if it was a park A bigger park Playground equipment Swing Slide Climbing frame Spider web Trees, treehouse, ladders Need habitat for insects Can lie on the grass No water tap No sand pit Doesn't like the flag

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

6.2.4 Acacia Street Children's Centre

21 four and five years olds participated

1. Sacred Heart Primary School
What could we do to make this space more fun?
<ul style="list-style-type: none"> Doesn't look very interesting Lots of grey Add colour, paint purple, pink, bananas, chickens, apples Paint dots like potato prints over the surface
<ul style="list-style-type: none"> Community Garden Medium Strip What do you think this space is for? Do you use the garden/toilets?
<ul style="list-style-type: none"> Make sure you don't pick stuff Good if the planter boxes are lower but if they're on a pallet you can stand on the pallet to get to the planter
<ul style="list-style-type: none"> Acacia Children's Centre Have a look at this space. Tell me about it. What do you like about it?
<ul style="list-style-type: none"> Like paintings on buildings Art work makes me feel happy More paintings on buildings What could you do to make the space safer to cross the road? Zebra lines, traffic lights, pedestrians to check, safety lines, red man means stop, green means go...painted on pavement
<ul style="list-style-type: none"> Fitzroy Town Hall What would make you want to play in this space? What would need to change or be added?
<ul style="list-style-type: none"> Colour is grey and not very interesting Grey is sad and boring Make it red or green – add colour Add plants Paint bananas, apples, oranges Like the signs out the front because they are colourful
<ul style="list-style-type: none"> Library Do you know what this place is? If I didn't know it was a library, what could we do to show people what it is?
<ul style="list-style-type: none"> Library sign on the door – if you couldn't read you could paint pictures of books Have to be QUIET in the library!!
<ul style="list-style-type: none"> Secret Space How could we make this a special place for children to play in?
<ul style="list-style-type: none"> Not an exciting space Playground - Sandpit, toys, grass, slide, swing, trampoline Green the space Climbed all over the concrete block at the back Painting on walls Paint a dinosaur on the library wall Make the space feel safe
<ul style="list-style-type: none"> Florence Peel It looks like people walk through here. What could we do to make it nicer for people?
<ul style="list-style-type: none"> More grass, trees, flowers Make the space bigger Needs a playground Footpath Dog park Florence Peel crossover- more colour
<ul style="list-style-type: none"> Miscellaneous comments
<ul style="list-style-type: none"> Young Street – blocked by cars, needs stop signs, be careful Toilet on cnr Condell and Young St – some children knew what it was and others didn't.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

7 Feedback by Email

Yarra City Council received feedback and comments by 18 individual respondents via email. This feedback can be seen below. Names and any identifying information has been removed to ensure the privacy of these respondents is maintained.

The feedback provided below has been added and analysed along with the survey responses under the two questions:

- What are some improvements that could make the footpath space more user friendly, welcoming and attractive?
- What's special for you in this area?

If the feedback did not relate to the footpath and public space areas in the Brunswick Street precinct, this information has been retained and or passed on to relevant departments for follow up if required.

Please note all comments are verbatim.

Comments received via email	
1.	<ul style="list-style-type: none"> ▪ I would love to see one or three more of the mosaic bench seats that are featured on the corner on Brunswick and Victoria streets. Perhaps they could be commissioned from a local artist or collective?
2.	<ul style="list-style-type: none"> ▪ When living in London, I saw an amazing concept which I believe would benefit Brunswick street, Fitzroy, and possibly the whole of Melbourne if rolled out. These are community / public fridges: Food waste is a big issue in most places. The average household throws away hundreds of dollars of food every year and at the same time we are seeing a significant amount of people living in food poverty. A lot of this food waste is avoidable and could have been eaten had it been better managed. Community Fridges are one tried and tested way of stopping good food ending up in the bin. They're housed in public, accessible places, making surplus perishable food freely available to members of the public. Surplus food is provided by local businesses or members of the public and is then available for collection by people who need it. They work on an honesty basis. A successful Community Fridge will cut food waste, build stronger bonds within the community and redistribute perishable food to those who need it most. I have attached the brief and blueprint of the creation and management of these fridges, kindly shared to me by those behind the community fridge in Brixton (London). I would cry much like to be involved in this project if it were to ever come to fruition. ▪ A second suggestion that may have already been raised is the need for more pedestrian crossings along Brunswick street, especially around the Bell street tram stop. The closest ones I can think of are at least 150 yards apart, leading to literally everyone jaywalking which naturally puts pedestrians and drivers at risk.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

3.	<ul style="list-style-type: none"> Reduce Council rates and charges or provide special assistance so Retail Shops can afford to stay open in Brunswick Street and the area maintains its special uniqueness and keeps drawing people to it as these are of vital importance to the area. The street is slowly becoming over run by bars and clubs that are closed during the day and open mainly at night. These bars and clubs attract mainly younger patrons who become very intoxicated and then roam the surrounding streets causing noise and havoc between 1.00 and 5.00am !!! Please ensure the street retains a mix of interesting shops, cafes and restaurants that are open during the day also and that the area is safe for people to visit and explore with their friends and family. I urge you to please treat Graffiti makers as the total vandals they are defacing private property, they should be severely prosecuted and forced to repair and rectify the damage caused. We have constant offensive graffiti around our area which is very distressing and expensive to rectify. It would be beneficial to all if council would take a stand on this and regulate and prosecute this unacceptable behaviour. Graffiti Artists however are people who actually obtain permission to paint on property walls and paint art and scenes that are approved by the owner, have beauty and are enjoyed and appreciated by the local community, which actually add value and character to the area. It would also be good to have further interesting artistic pieces on the street. I love the mosaic seats on the corner of Victoria and Brunswick Streets which are a great example of art and practical solutions coming together. They are a great surprise and are enjoyed by all providing a good seating spot for visitors to stop and rest or enjoy observing the Brunswick Street happenings!
4.	<ul style="list-style-type: none"> Toilets please!! Brunswick St could be much improved by providing more public toilets. Or find a way to encourage businesses to make their toilets available to people without having to buy a coffee etc.
5.	<ul style="list-style-type: none"> In Spain it is common to see retail shops using their roller shutters to add interest to the streetscape outside of trading hours. (image provided of artwork on shutters)
6.	<ul style="list-style-type: none"> As a current local business owner and having lived in the area for over 10 years until recently, I think there is a drastic need to make better use of the areas such as the intersection of Victoria and Brunswick Streets (on the three available corners). These areas are natural gathering points for tourists / locals and are currently poorly utilised with the mosaic benches that only seat 2-3 people and a park bench on the eastern side of Brunswick st. If these areas were landscaped with alcove seating / artwork and landscaped greenery they would become the hero feature of the street. There are several similar junctions on Brunswick street that could use the same treatment. I know the (slightly larger) areas on Oxford Street Collingwood are always busy and add a lot to the area.
7.	<ul style="list-style-type: none"> I live and work within the Yarra City Council area. I would love to enjoy the culture, vibe and entertainment of Brunswick street but am prevented by the fact that many barriers exist for people with disabilities. Brunswick street needs to be more inclusive, particularly given its popularity. Many of the buildings have steps from the footpath to the entry, barring entry for people with mobility disabilities, and making it difficult for older people, and parents with prams. <p>An audit of the access of Brunswick street is a recommended way to start, followed with an action plan to provide universal access.</p>

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

8.	<ul style="list-style-type: none"> Validated and or free guest parking for businesses. Would be great if consumers could have their parking validated via an app every time they make a purchase. Would also be great if those of us who have facilities in the area could have free or guest and staff parking. Young interns program, not sure if this is in place but it would be fantastic to have an internship sign up for young people in city of Yarra so business could access a pool of potential local candidates for positions. I am always needing young excited staff for simple tasks around my studios and while I do pay my interns would be nice if the council could make some contributions to make it easier for them. Either payment or simple things like public transport support. Graffiti, I know when businesses leave a building the Taggers move in, there is not enough being done when these people are caught, there is not enough being done to punish those responsible and there is not enough consistent work being done to remove tags. The Wellington st sign on Johnston has been covered in graffiti for nearly 2 years, the destruction on Johnston st past smith is disgusting. I watched taggers hit an empty building in broad daylight on a Saturday. The tags just stay there. The owners of these buildings and the empty land (particularly on Wellington) are making money hand over fist. They must be held responsible for the state of the empty buildings and the council must do more on public street signs and more to ensure businesses are not being left as fodder for vandals. The building opposite my studio on Wellington is actually graffitied by its own owner! We cannot be held to heritage standards in our improvements of our own property while modern crime is committed by these vandals. Could the council not create a \$800 fine for anyone caught with a spray can or marker that does not pertain to their work or appropriate use standard? Could we not give the wonderful gentleman who is in charge of all this stuff a bigger budget to help pull our city out of the dilapidated heroin 90s look and into the proud diverse and creative city we could have???
9.	<ul style="list-style-type: none"> More really good bread shops
10.	<ul style="list-style-type: none"> Just writing to request a bike-parking hoop outside 101 Brunswick Street, Fitzroy. There's lots of shops and businesses around here but not many bike parking hoops available. It would be great if you could install a few more around 99 or 101 Brunswick Street, near the corner of Palmer Street.
11.	<ul style="list-style-type: none"> Request to install new street litter bin - 410 Brunswick St, Fitzroy Customer suggested to install a street litter bin close to the mosaic chair on the corner of Westgarth St & Brunswick St in Fitzroy.
12.	<p>Footpaths and public spaces</p> <ul style="list-style-type: none"> Reducing unnecessary clutter on footpaths such as old telecommunications boxes or poles no longer in use. Include more seating in mini community plazas on street corners where space allows it such as the corner of Brunswick Street and Victoria Street, Kerr Street and Westgarth Street. Include more greenery wherever possible/appropriate - tree planting, green walls, perhaps more in the mini community plazas on street corners. Additional street art would be great (sculptures, wall art, lighting, installations, projections), particularly art by local artists, again maybe in mini community plazas. Suggest revamping the northern end of Brunswick Street near Alexandra Parade as this area is very quiet and has potential to have increased visitors to the area.
13.	<ul style="list-style-type: none"> The main issue I would think is that from the disability access audit we conducted the gradient at the entrance to the building is too steep, varying from 1:6 to 1:9 across our entrance. I am not sure if this is something that the council could address in any work they do to the footpath, given the gradient of the street as it runs north-south, and also as it slopes down away from the entrance down to the street. However, if there was something that could be done to level the street and make that entrance more level it would assist us greatly and reduce the amount of work we need to do to the entrance.

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

14.	<ul style="list-style-type: none"> ▪ Thank you for the opportunity to comment on “Love Brunswick Street?”. I moved into Fitzroy over 10 years ago, and love the feel of Fitzroy and love living here. However, for some time I have noticed the decline in Brunswick Street – in many ways, and from time to time have written to the Council to comment. For your purposes this time, I make the following remarks. ▪ As much as I look forward to (possibly) seeing additional seating, greenery, public art and lighting, I believe strongly that the Council must get the basics right first. ▪ Cleaning: no matter how much we think of Brunswick Street being ‘vibrant, ‘quirky’, ‘alternative’ – I am sure no-one wants to shop and/or eat in an area that is dirty. Over the years the cleanliness of Brunswick Street has deteriorated greatly. We don’t need a person, walking the street with a pair of tongs picking up individual pieces of rubbish. We need a ride-on street/footpath cleaner, if not daily, at least Friday, Saturday and Sunday mornings. ▪ Parking: in a perfect world, everyone would travel to Brunswick Street to shop and eat by foot or public transport. However, it is not a perfect world and some people come by car. The parking signs along Brunswick Street, are not only ugly (I call it visual pollution) but confusing to read/understand. I constantly watch people standing trying to decipher the instructions. WHY do we need so many options? Make the whole area a 2 hour limit. Then everyone knows they have time, every day or night, to eat and/or shop. ▪ Tagging: I love the street art but abhor the tagging. I’ve been told that you, the Council, must receive permission from the landlord before you can remove graffiti from an empty shop. Maybe it is time this by-law is changed. ▪ Empty premises: As you are aware, there are numerous empty shops along Brunswick Street. Many years ago, I suggested the Council make use of one of these buildings – the old bank building on the corner of Brunswick and Cecil Street, and use this as temporary premises for artisans. Other Australian councils (Newcastle in NSW) and cities overseas make use of temporary leases that allow community groups, small businesses or individuals to move into these vacant spaces and set up shop, ie a ‘pop-up’ for a short time. Thankfully, the building mentioned above, is now on the market, and hopefully this eye-sore will disappear.
-----	---

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

15.	<p>Fitzroy Residents Association identify the following priorities:</p> <ul style="list-style-type: none"> ▪ Community spaces and places for people to meet and gather ▪ More seating, water fountains so that people can fill water bottles. The commissioning of a new seating/public art works to complement the Giuseppe Raneri mosaic seats, particularly at intersections with wider streets. ▪ Deter business from using amplified music directed on footpaths ▪ Increased cleaning of litter and graffiti removal especially in side streets off Brunswick Street ▪ Footpaths and pedestrian access ▪ Greater attention should be paid to intrusion of footpath dining areas which impede pedestrian access ▪ Relocation of public bins near intersections eg Johnston & Brunswick streets to improve pedestrian flow ▪ Priority timing for pedestrians at intersections ▪ Resurfacing of footpaths especially in high pedestrian areas eg Johnston Street to Alexandra Parade ▪ Trees, greenery and landscaping ▪ Investigate the possibility of increasing trees, small plots with a clumping of small trees and shrubs particularly at intersections with wider streets ▪ Removal of car spaces in selected areas for tree plantings to increase canopy cover in summer ▪ Increased maintenance of plantings in side streets off Brunswick Street ▪ Safety, particularly at night ▪ Improved street lighting in side streets off Brunswick Street eg street lighting in Victoria Street is especially low and patchy ▪ Cleanliness, maintenance, recycling bin ▪ Introduce targeted funding for small business following lead of City of Melbourne which has a funding stream, Waste Minimisation and Innovation Fund, to support innovative proposals to avoid, reduce or recycle waste ▪ Continue to make Brunswick Street a priority strip for graffiti removal ▪ Ensure Council assets such as heritage street lamps, seating, etc. are maintained ▪ Zero tolerance for businesses which obstruct the footpath with their bins or dining furniture. This calls for improved monitoring and compliance with local laws. Brunswick Street East 8/2019 Provincial Hotel 8/2019 ▪ Look and feel ▪ Public Art ▪ Time-Out describes Brunswick Street as Melbourne's artsy heart. This reputation is something that should be exploited and enhanced. For example, Sutton Gallery and Brunswick Street Art Gallery do not have good exposure on Brunswick Street. Pop ups, or gallery days could be organised to include all the galleries along the street. ▪ Provide incentives for businesses to support innovative ways their premises can be improved, shopfronts and doorways to be decorated with art panels or other art works or plantings or contribution to street blinds which have artistic merit. Graffiti protection should be mandatory for any improvements to masonry. ▪ One of the key issues for Fitzroy is its lack of open space. This raises the importance of the Fitzroy streets, particularly their walkability. This applies significantly for Brunswick Street. Use of local laws to deal with vacated premises ▪ We urge Council to urgently deal with vacant commercial premises. In Council's draft Graffiti Management Framework, considered by Council on 2 July 2019 but deferred to February 2020, there was a proposal: ▪ 5.3 Investigate the use of local laws as a tool to manage graffiti on abandoned buildings In response at the Council meeting, FRA argued that this should be changed to vacated buildings. Regardless of the deferral and final approval of a Graffiti Management Framework, FRA strongly urges Council to undertake and implement local laws to deal with this issue.
-----	---

Attachment 1 - Brunswick Street Streetscape Masterplan Community Engagement Report 191022

16.	<ul style="list-style-type: none"> I'd like to see more seats with a coffee cup resting table, for people to sit and enjoy the sun and people watch. Please also include bins with recycling options clearly posted (eg: pictures of coffee cup into garbage, and plastic lid in recycling), and cigarette butt bins too as I hate seeing butts in gutters. And more highlighted bike lanes. More oxygen-cleaning trees please!!!! Later night licensing would be great too!!
17.	<p>Sutton Gallery</p> <ul style="list-style-type: none"> We would like to improve the audience accessibility to the gallery and make it easier for people of limited mobility to enter the space. It has been our experience that the footpath is too shallow to accommodate many temporary ramps and also become a hazard for other community members using the footpath. Therefore, we would like to suggest that the council consider creating a gentle rise in the Greeves street footpath (the gallery entrance is here) to meet our doorstep (currently sitting at 7.5cm above path level). This would improve and enable not only mobility challenged members of the creative community to enjoy the visual arts in Brunswick Street, but visitors and the broader community also.
18.	<p>What I'd like to be able to 'do' in Brunswick St</p> <ul style="list-style-type: none"> I'd like to be able to sit amongst some greenery pick some flowers to put in a vase have a table to play a game with a friend ie card game have some street traders out at night for perception of safety ie fixing items or cleaning items such as shoes (service) plus eyes on the street be able to call in to a small open to the street community hub (that was open all night) with info about local area and where you could safely wait for an uber or charge your phone

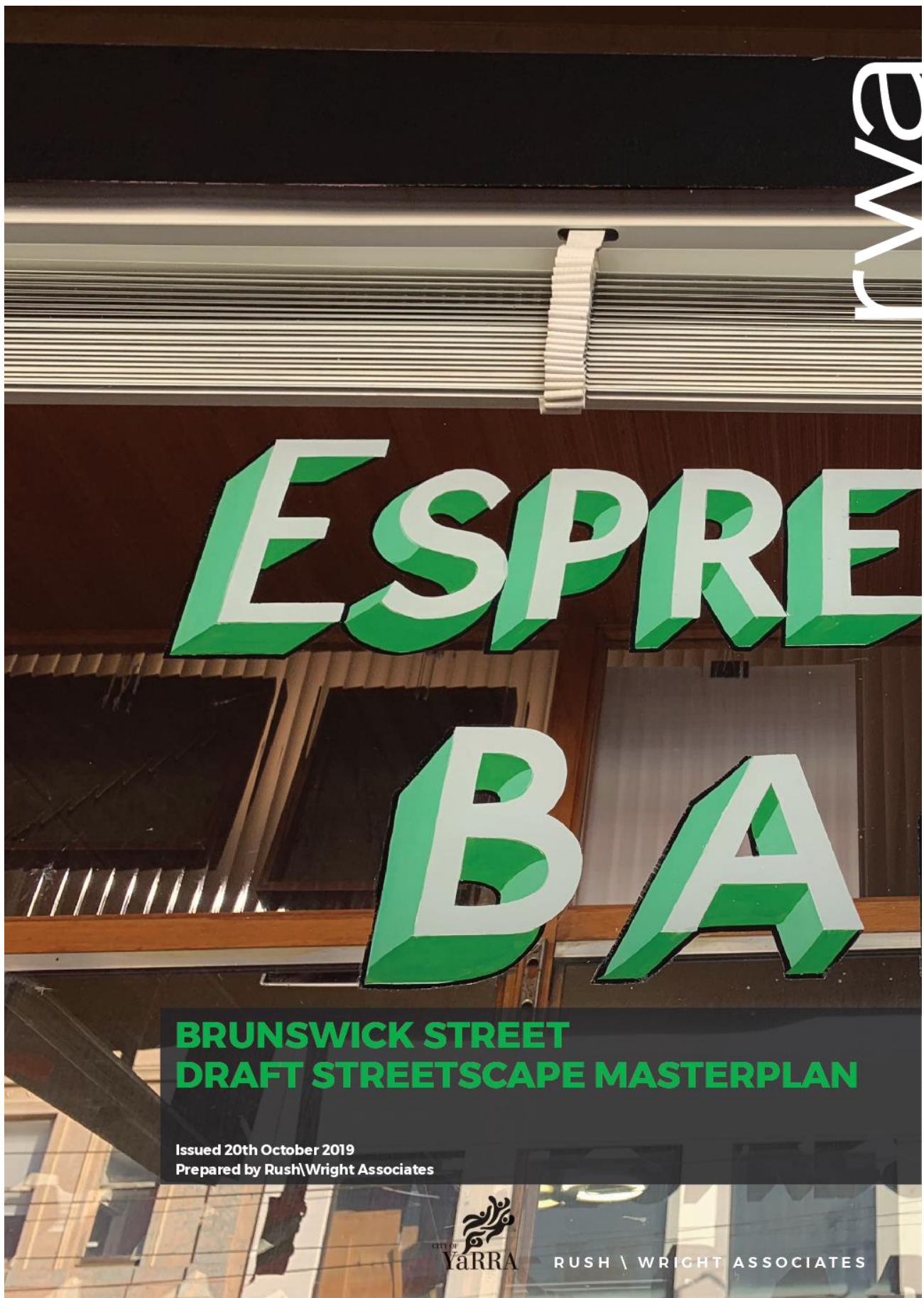


Image19: The Yarra Team out facilitating a walkshop.



Image20: Young people from sacred Heart sharing their ideas.

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CLIENT - CITY OF YARRA

*“GEOGRAPHY IS SHIFTING SAND AND HISTORY DECEIT,
NO BAIL APPEAL, HELD ON REMAND IN THE CASE OF
BRUNSWICK ST”*

FITZROY MON AMOR, JOHN ASHTON

Rev	Date	Purpose/Comment	Issued By
MP01	20.11.19	DRAFT MASTERPLAN	CC

Disclaimer:

While every reasonable effort has been made to ensure that this document is correct at the time of printing, RWA has relied on considerable third party information and disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance upon the whole or any part of this document.

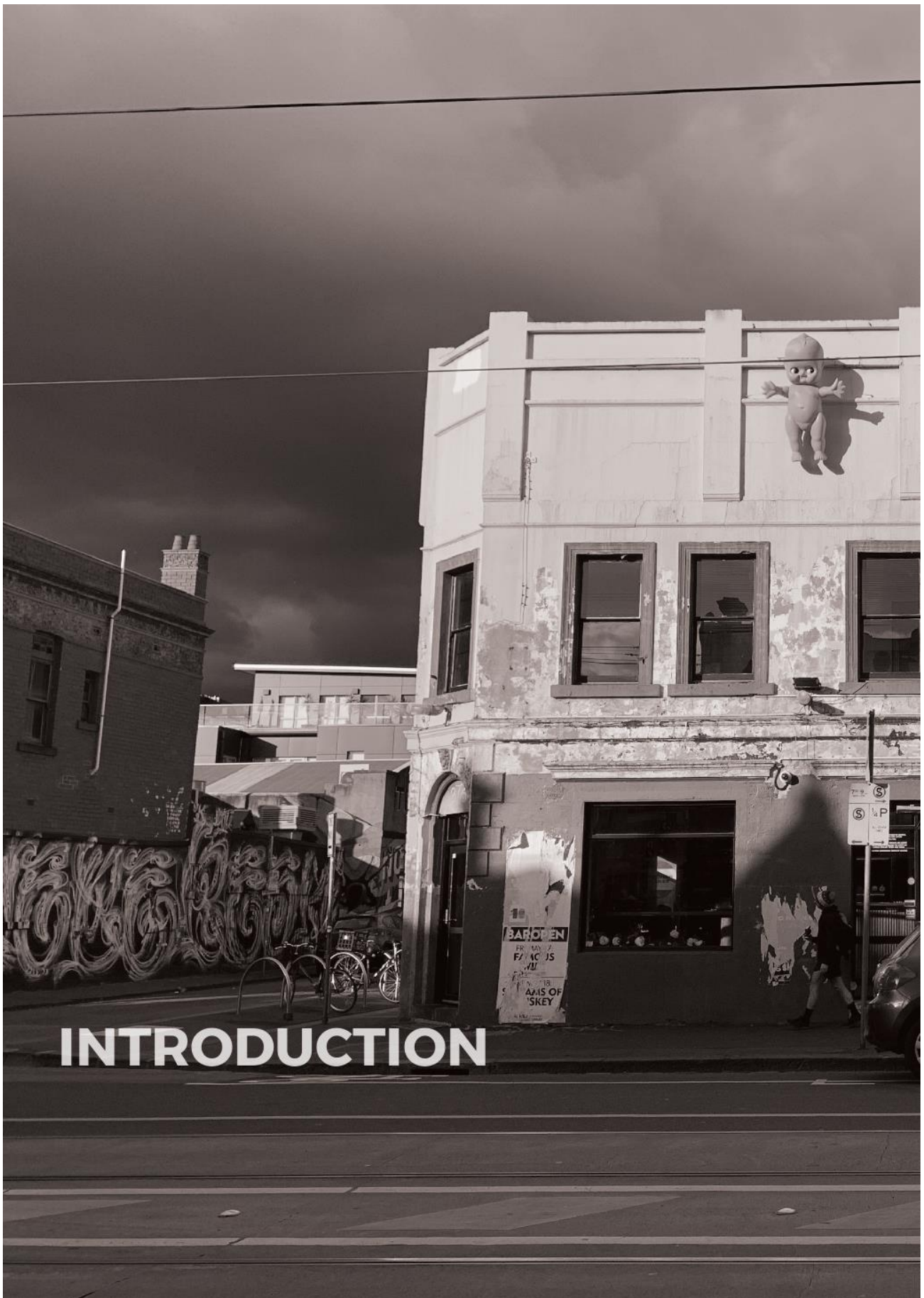
BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

Contents

INTRODUCTION	4
ABOUT THE MASTERPLAN	6
BRUNSWICK STREET'S HISTORY	8
COMMUNITY PROFILE	10
ANALYSIS AND OPPORTUNITIES	12
CONTEXT WITHIN THE CITY	14
PLANNING	16
UNDERSTANDING BRUNSWICK STREET	18
THE THINGS THAT MAKE BRUNSWICK STREET "BRUNSWICK STREET"	22
ENGAGEMENT SUMMARY	28
COMMUNITY AND STAKEHOLDER ENGAGEMENT	30
MASTERPLAN DESIGN RECOMMENDATIONS	32
VISION	34
STREETWIDE IMPROVEMENT STRATEGIES	36
PLANTING	38
STREET FURNITURE, URBAN ELEMENTS AND LIGHTING	40
OUTDOOR TRADING	42
PAVING	44
THE OUTSTANDS	46
WESTGARTH STREET: THE BOWER	48
KERR STREET: A PUBLIC PLATFORM	52
VICTORIA STREET: A PUBLIC LOUNGE	56
BELL STREET: THE SUN LOUNGE	60
HANOVER STREET: NEW AMENITY BLOCK	62
TOWN HALL PRECINCT	64
TOWN HALL PRECINCT HISTORY	66
ANALYSIS AND OPPORTUNITIES	68
KEY ISSUES AND OPPORTUNITIES	70
CIVIC PRECINCT DESIGN RECOMMENDATIONS	72
KING WILLIAM STREET: A MULTIFUNCTIONAL GREEN STREET	76
CONDELL STREET: A NEW COMMUNITY OPEN SPACE AND PEDESTRIAN LINK	78
ATHERTON GARDEN PRECINCT	80
GERTRUDE STREET: GATEWAY	82
IMPLEMENTATION	84
SUMMARY OF PROJECTS AND ACTIONS	86
FUTURE ACTIONS	88
APPENDICES	90
SUMMARY OF CONSULTATION FEEDBACK	92

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

INTRODUCTION

ABOUT THE MASTERPLAN

The aim of this project is to prepare a Streetscape Masterplan for Brunswick Street, from Victoria Parade to Alexandra Parade, as well as the streets around Fitzroy Town Hall and Atherton Gardens, to guide the design and delivery of future streetscape and public realm improvements.

The objectives of the Master Plan are:

- To propose creative design solutions that enhance the area's eclectic character, history, sense of place and identity.
- To support a range of activities and public life in the street for all
- To provide community and health services and public housing with a welcoming and positive public realm interface to encourage social interaction.
- To provide a high quality public realm around existing and future buildings.
- To identify opportunities for additional trees and greenery in the precinct to improve the amenity of streets and reduce the Urban Heat Island Effect.
- To design streetscapes that encourage an increase in walking, cycling and public transport use.
- To provide high quality footpaths that consider the potential for accessible tram stops in the future and support an accessible street environment.
- To develop standard approaches for designing the footpath environment along Brunswick Street, meeting Council's requirements around

standard details, placement of furniture, compliance and maintenance.

- To identify special places in the precinct that warrant a custom, crafted and place specific approach.
- To provide recommendations and ideas that are future proofed and consider other current and future strategic projects and Council initiatives.

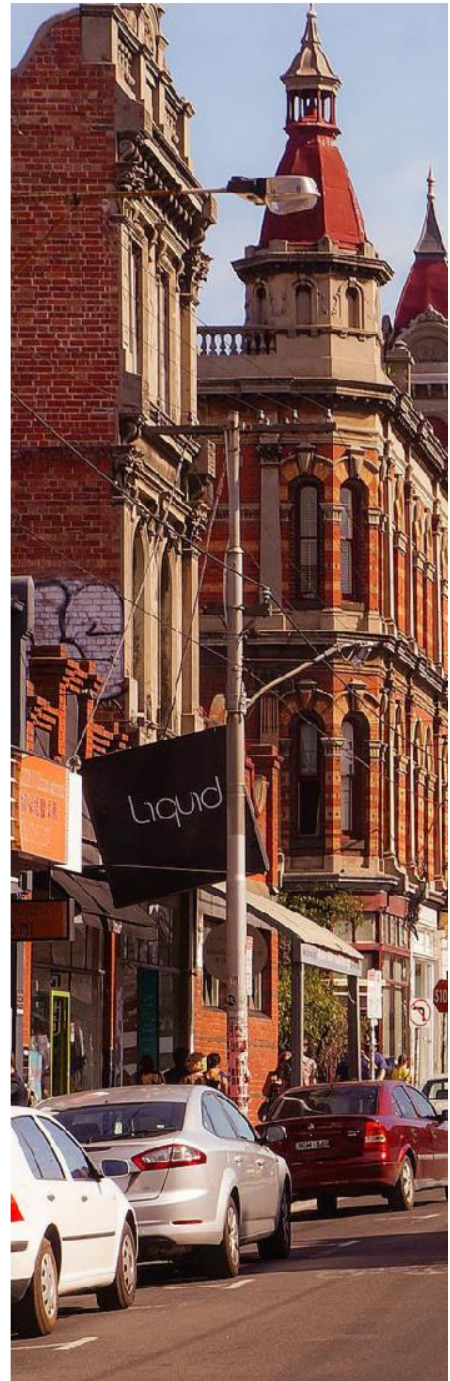


Image: Marcus Bichel Lindegaard - Melbourne-61, CC BY 2.0, <https://commons.wikimedia.org/w/index.php?curid=46928446>

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

BRUNSWICK STREET'S HISTORY

Brunswick Street has always had good bones- its beginnings as one of the first north-south commercial thoroughfares connecting the city to the inner north by cable tram still defines its role as a vital link and destination today.

The architectural character of Brunswick Street too outlines both the past and the present, a condensed time line of Melbourne's tectonic shifts.

Anchored by the vista of St Patricks Cathedral at rising elevation of its southern end, the street passes swagged, poly chromatic and ironwork laced edifices borne of the great boom of Marvellous Melbourne, less decorative inner city factory buildings of the 30's,40's and 50's, the modernist monoliths of Atherton Gardens and some more recent additions.

A rich social and cultural history accompanies Brunswick Street and its commercial success has

ebbed and waned over the past 150 years. From the early retail boom in the 1850's, it's later 19th and early 20th century malaise, an invigoration with post world war II European migration through to the reinvigoration and gentrification of the inner city from the 1970's on.

Brunswick Street now exists in the imagination of Melburnians as a street with a grungy, colourful, alternative persona.

This reputation chiefly draws on Brunswick Street's cultural explosion in the 1980's and 90's as the preferred stomping ground of bohemians, designers, artists, radical feminists, comedians and musicians.

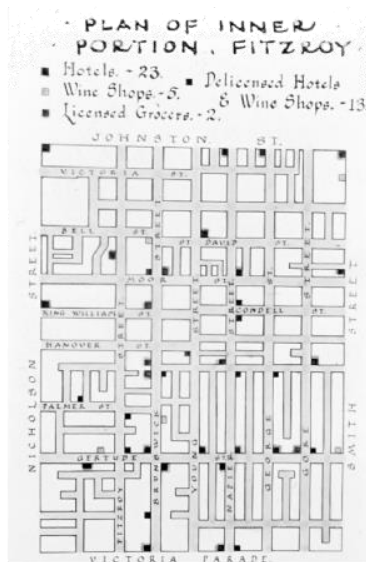
The emerging café culture of The Black Cat, Rhumbarellas and Marios provided stimulating social places to hang out. Now legendary establishments such as The Punters Club, The Evelyn and The Provincial spawned the careers of multiple

Melbourne bands and performers. Galleries and alternative bookshops sat beside local fashion and fetish purveyors.

Much of this is still present today but the bars, pubs and restaurant and retail mix has continued to evolve to reflect the changing population of Fitzroy and the increasing density of the suburb.

In developing a masterplan the design challenge will be to appreciate what has past but also see that this place is still in motion.

Past stories and fragments persist with new emerging orders constantly intersecting, overlaying and sometimes even erasing them to continue the story of Brunswick Street.



Plan of inner portion, Fitzroy, 1935



Caffe Najila poster, Red Letter Press, 1990
Source: State Library of Victoria



Black Cat Cafe, Rennie Ellis, 1980's
Source: State Library of Victoria

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Brunswick Street, 1970, Committee for Urban Action photographic survey of Fitzroy
Source: State Library of Victoria



Poratt Knitwear factory, 243 Brunswick Street, 1964, Henry Talbot
Source: State Library of Victoria



Brunswick Street, Fitzroy, 1908
Source: State Library of Victoria

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

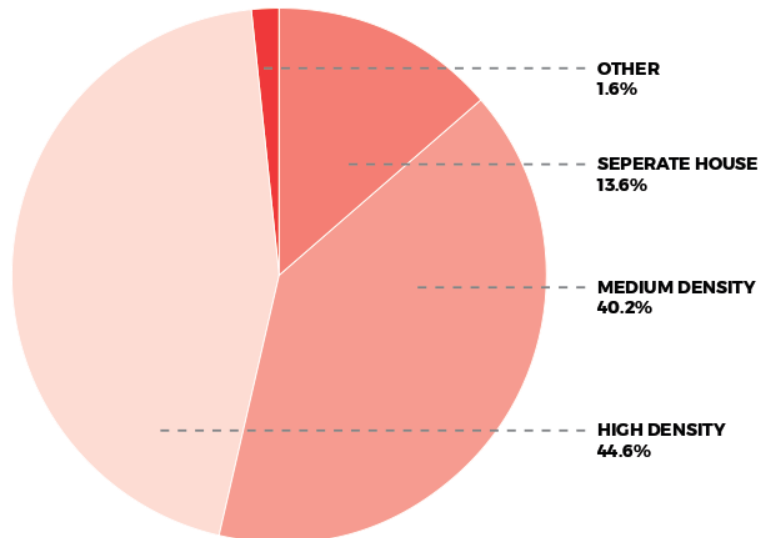
CITY OF YARRA

COMMUNITY PROFILE

The 2018 Estimated Resident Population for Fitzroy is 11,720. The 2016 Census results indicate the following:

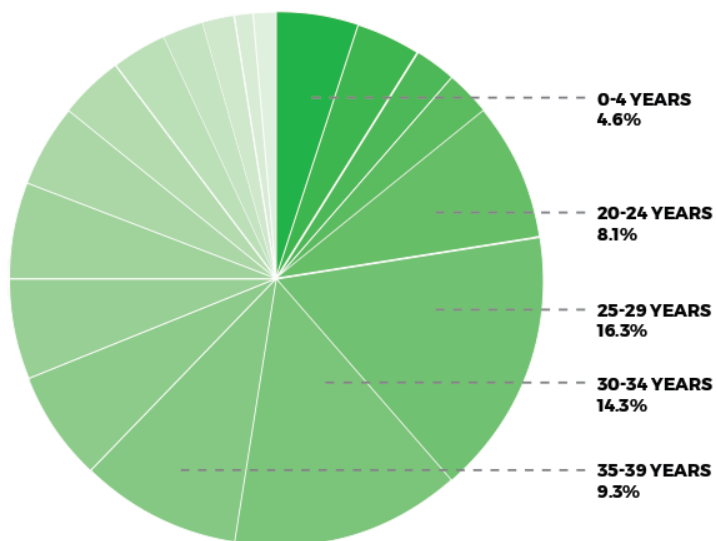
HOUSING TYPES

The majority of residents in Fitzroy live in medium and high density housing making access to public space a key consideration.



AGE IN 5 YEAR GROUPS

Fitzroy is a predominant young suburb with 69% of the population under 44 years of age and the largest age group being 25 to 29 year olds.

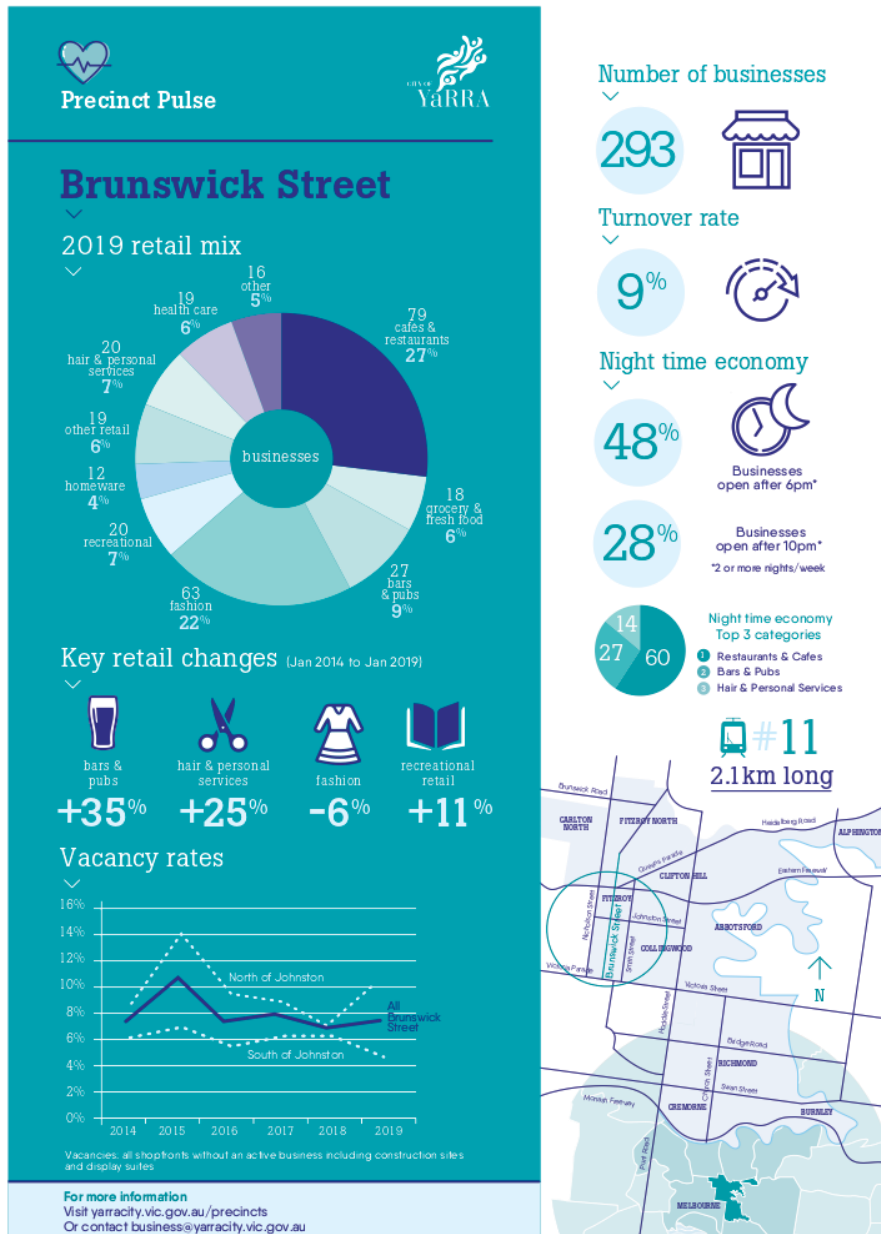


BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

RETAIL PROFILE

The retail snapshot outlines a street with a high proportion of food and beverage business and an active night time economy coupled with a relatively low vacancy rate.

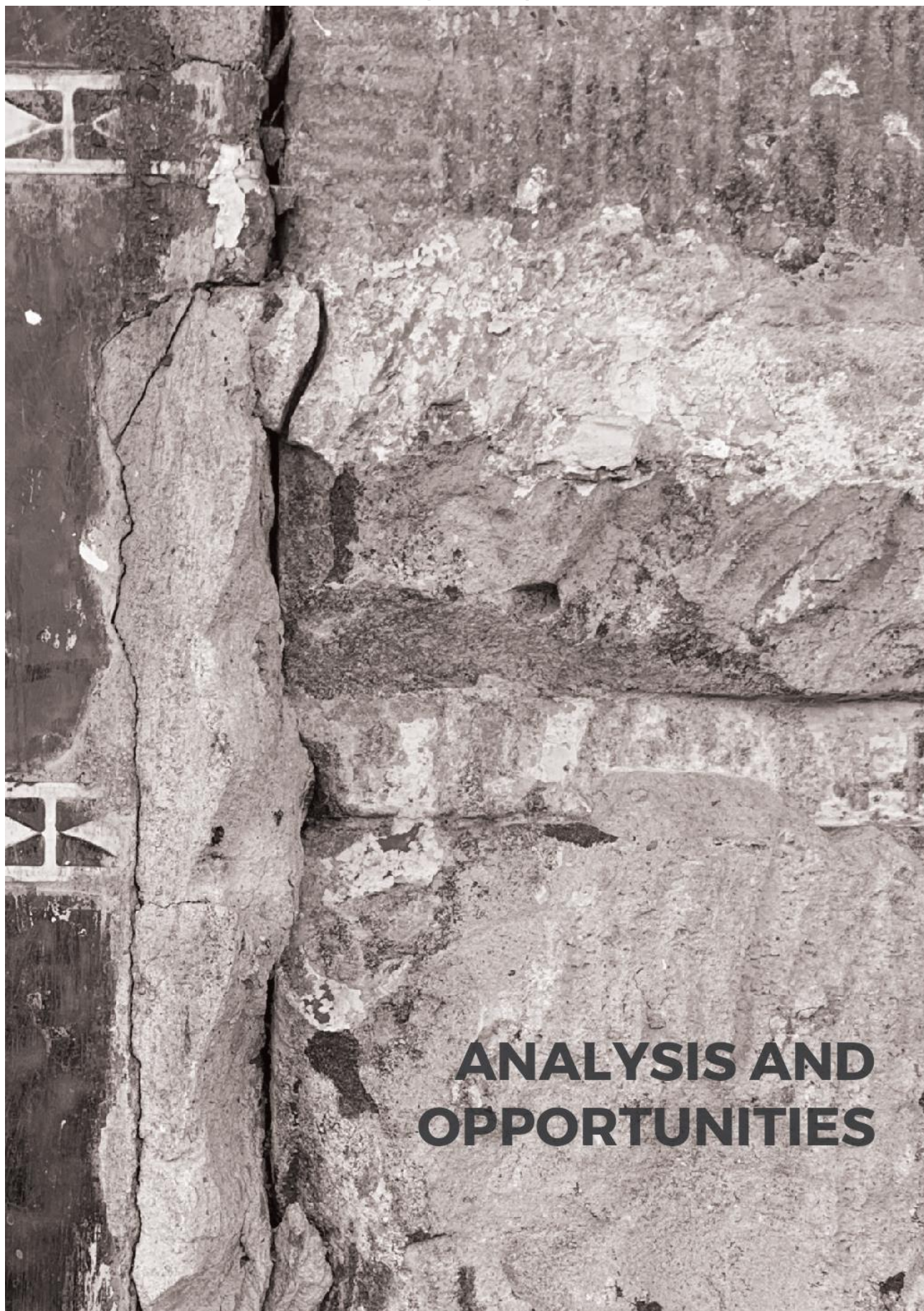


Brunswick Street Business Activity

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

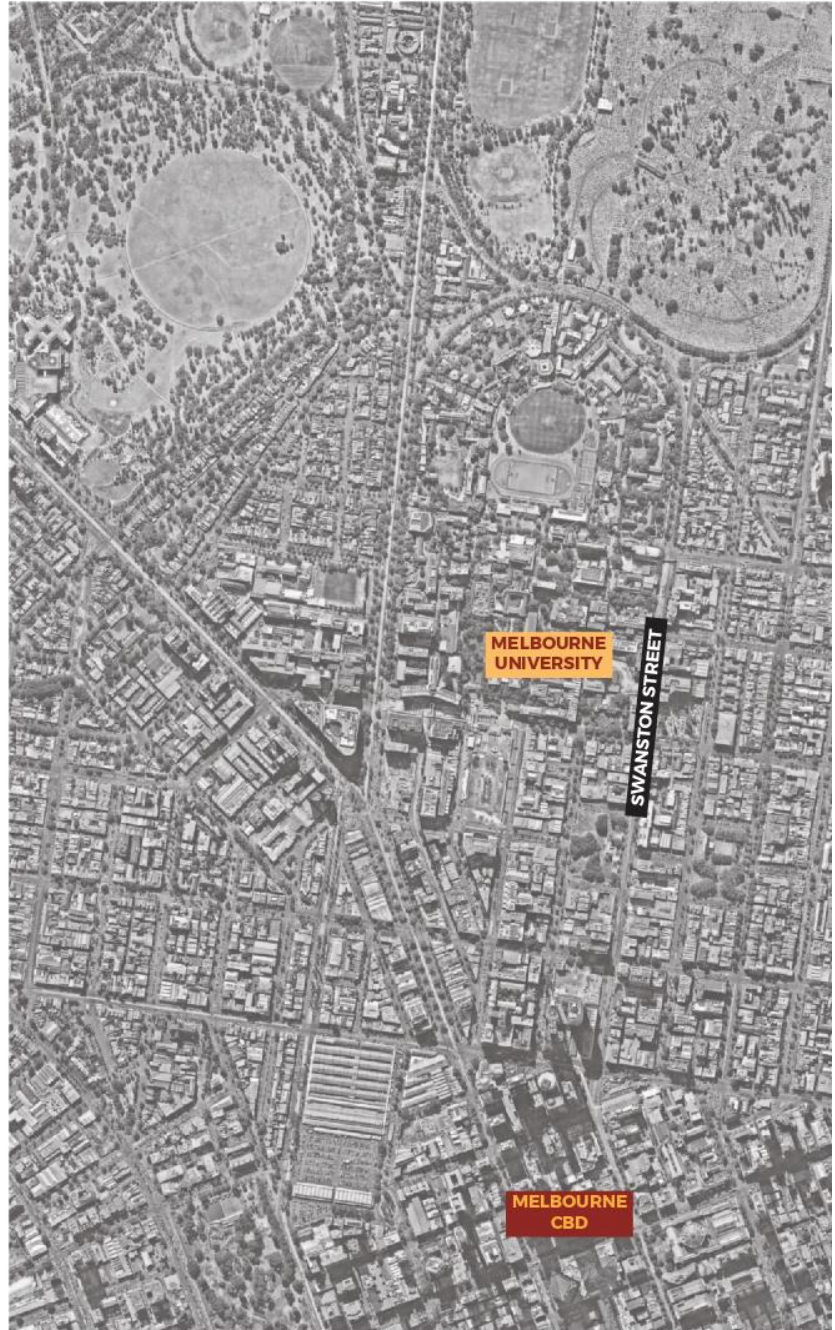
ANALYSIS AND OPPORTUNITIES

CONTEXT

Brunswick Street is a key north-south thoroughfare leading out of the CBD via Fitzroy, Melbourne's first suburb established outside of Hoddle's city grid.

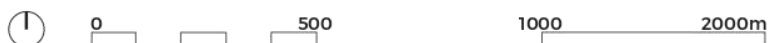
One of the first of Fitzroy's streets to develop as a commercial strip in the mid nineteenth century this activity was further consolidated with the introduction of the North Fitzroy cable tram in 1886.

Brunswick Street, along with Gertrude, Johnston and Smith Streets, form a tight network of highly active shopping strips with a complementary focus on food, diverse retail offers and entertainment.



BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

LAND USE AND TRANSPORT

Brunswick Street is dominated by Commercial use zoning which is the predominant frontage to the street from Alexandra Parade to King William Street.

This along with the Mixed Use and Residential zoning which surrounds the street provides the framework for a rich and thriving local activity centre, supporting a diverse local community, as well as those travelling to the area via public transport, cycling routes and the road network.

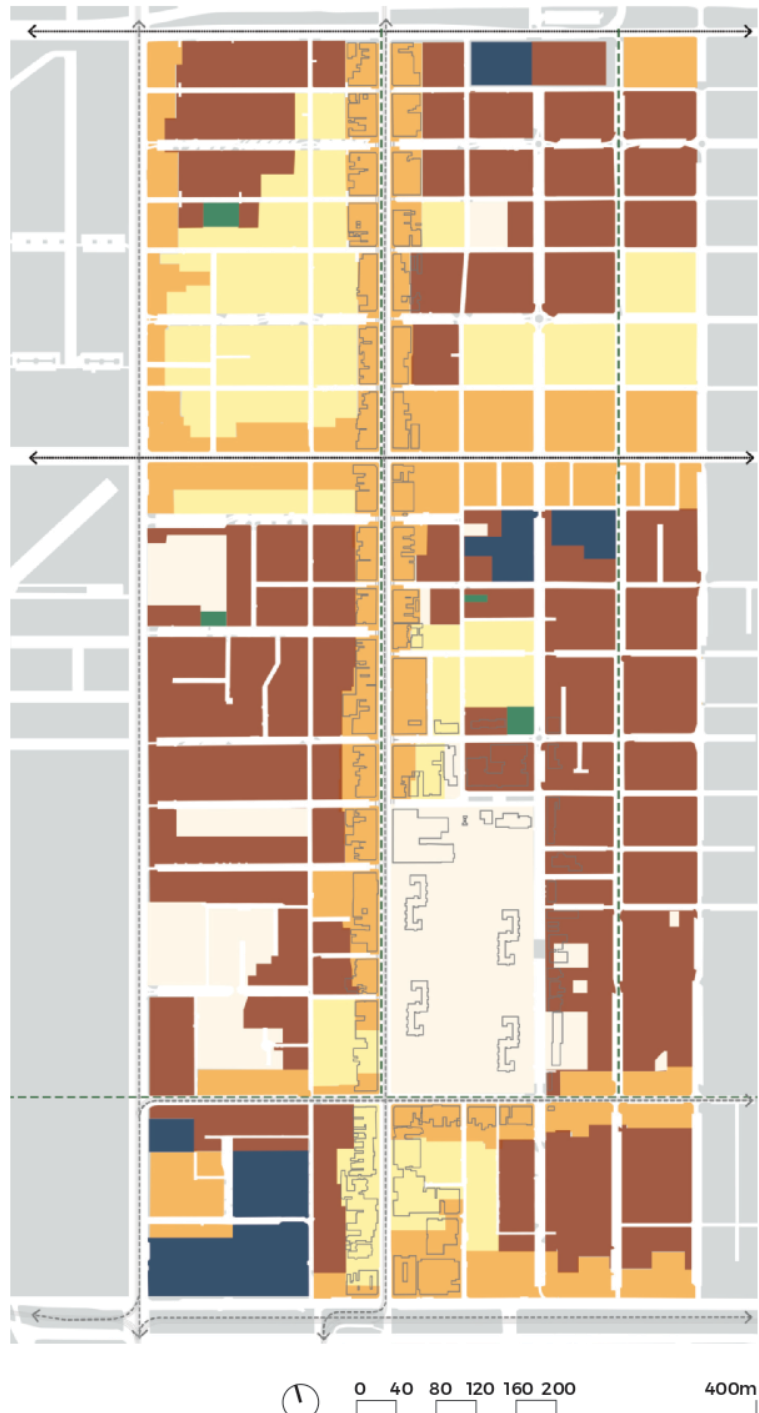
Other uses include the campuses of St Vincent's Hospital and the Australian Catholic University, along with a number of community, legal, health and outreach services

The area is well serviced for public transport. The Route 11 tram services runs the length of Brunswick Street and is intersected by the Route 86 tram service at Gertrude Street, Routes 12 and 109 trams at Victoria Parade/St Vincent's Plaza and the 200 and 207 bus services along Johnston Street.

Major cycle routes through Fitzroy run along Brunswick Street and Napier Street.

LEGEND:

- Commercial Use
- Residential Use
- Neighborhood Use
- Mixed Use
- Public Use
- Public Recreational Use
- Tram Line
- Bus Route
- Arterial Cycle Route



BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



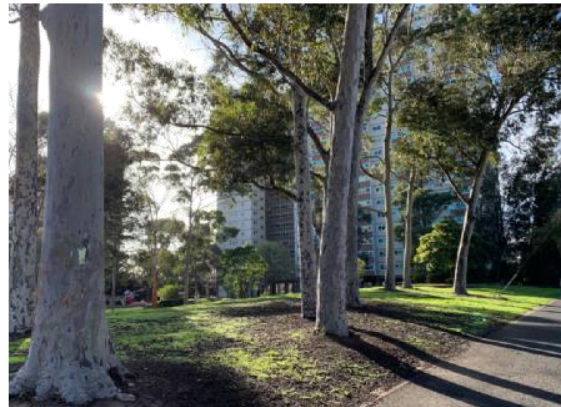
Active retail frontages



Set back residential terraces



Busy transport links



Public/ private open space



High density public housing



Footpath trading

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

UNDERSTANDING BRUNSWICK STREET

PRECINCTS

For the purpose of the Masterplan the street has been divided into four precincts based on land use, key intersecting streets, retail mix and architecture.

The precincts also perform differently in terms of provision of street furniture, trees, outdoor dining as outlined the precinct inventories.



BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

PRECINCT INVENTORY

<p>ALEXANDRA PARADE TO JOHNSTON STREET</p> <p>Length 542 m</p> <p>Street Trees 0</p> <p>Benches 5 (1 Raneri & 1 <i>Bronwyn Snow bench</i>)</p> <p>Bins 10</p> <p>Bicycle Racks 16</p> <p>Awning coverage 36%</p> <p>Garden bed 0m2</p> <p>Tram Stops 3</p> <p>Artworks 3</p> <p>Outdoor Dining 86m2</p>	<p>JOHNSTON STREET TO MOOR STREET</p> <p>Length 364 m</p> <p>Street Trees 0</p> <p>Benches 6 (3 Raneri & 2 <i>Bronwyn Snow benches</i>)</p> <p>Bins 5</p> <p>Bicycle Racks 18</p> <p>Awning coverage 40%</p> <p>Garden bed 0m2</p> <p>Tram Stops 1</p> <p>Artworks 4</p> <p>Outdoor Dining 50m2</p>
<p>MOOR STREET TO GERTRUDE STREET</p> <p>Length 464 m</p> <p>Street Trees 30</p> <p>Benches 2 (0 Raneri & 0 <i>Bronwyn Snow benches</i>)</p> <p>Bins 5</p> <p>Bicycle Racks 9</p> <p>Awning coverage 15%</p> <p>Garden bed 6m2</p> <p>Tram Stops 1</p> <p>Artworks 1</p> <p>Outdoor Dining 15m2</p>	<p>GERTRUDE STREET TO VICTORIA PARADE</p> <p>Length 257 m</p> <p>Street Trees 23</p> <p>Benches 1 (0 Raneri & 0 <i>Bronwyn Snow benches</i>)</p> <p>Bins 2</p> <p>Bicycle Racks 2</p> <p>Awning coverage 5%</p> <p>Garden bed 12m2</p> <p>Tram Stops 1</p> <p>Artworks 0</p> <p>Outdoor Dining 0m2</p>

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

PRECINCT CHARACTER

Alexandra Parade to Johnston Street

This stretch encompasses some of Brunswick Street's long standing iconic businesses- Mario's, Brunswick Street Bookstore, Vegie Bar and The Fitz along with a high concentration of cafes, restaurants, bars and independent retailers that contribute to a highly active streetscape both day and night.

A large proportion of the footpath is covered with awnings and verandahs, and this combined with outdoor dining areas leave little space for public seating and resting points.

The Brunswick Street and Johnston Street intersection can be congested at times and requires review to improve safety and capacity in conjunction with Department of Transport.



Johnston Street to Moor Street

This precinct is also high in food and beverage and retail tenancies and has similar issues as the Northern Precinct in regard to congestion at Johnston Street, and limited pavement space for new improvements and a general lack of public seating.

The outstands at the intersection of Victoria Street, on all four corners is a key opportunity for intervention.

The outstands at Moor Street also have attractive mature White Cedars, and have the potential to provides seating under the canopies and immersed in improved garden bed planting.



BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

Moor Street to Gertrude Street

South of Moor, Brunswick Street footpaths slightly broaden and this combined with fewer verandahs, less kerbside trading and the Atherton Gardens interface gives the street a wider calmer and more spacious feel.

In addition to retail and commercial premises this precinct contains a number of important health and community services, along with key residential entries to Atherton Gardens.

There is an amount of recent street tree planting, and there is the most potential for further planting in this precinct for both trees and gardens beds. The intersection with Gertrude Street is a key gateway into Fitzroy and intersects the Fitzroy Aboriginal Heritage Walking Trail.



Gertrude Street to Victoria Parade

The Southern Precinct is anchored by the educational campus of Australian Catholic University and the St Vincent's Hospital precinct. Fine Victorian terraces flank the street and their setback and front gardens lends a treed domestic and calm feel to the streetscape.

Footpaths area generally wide, and there is the most consistent street tree planting through this zone, and the most amount of seating boosted by the presence of the St Mary of The Cross Square which provides an expansive lawn and shaded seating at the entry to the University.



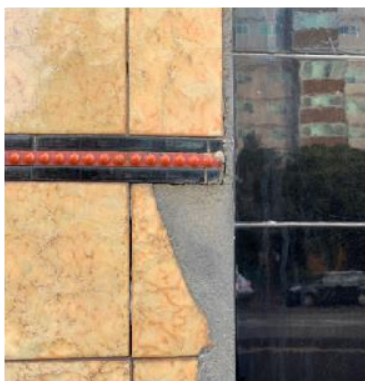
Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

THE THINGS THAT MAKE BRUNSWICK STREET “BRUNSWICK STREET”!

ECLECTIC PATTERNS, COLOUR AND TEXTURES

What makes this street different from other streets in inner city Melbourne? In Brunswick Street the relatively homogenous and intact Victorian shopfronts frame eclectic and ever changing layers of textures, patterns, materials, signs and symbols. This dynamic layering, reaching from the past and touching the current moment is further animated by the people and activity of the street itself.



BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

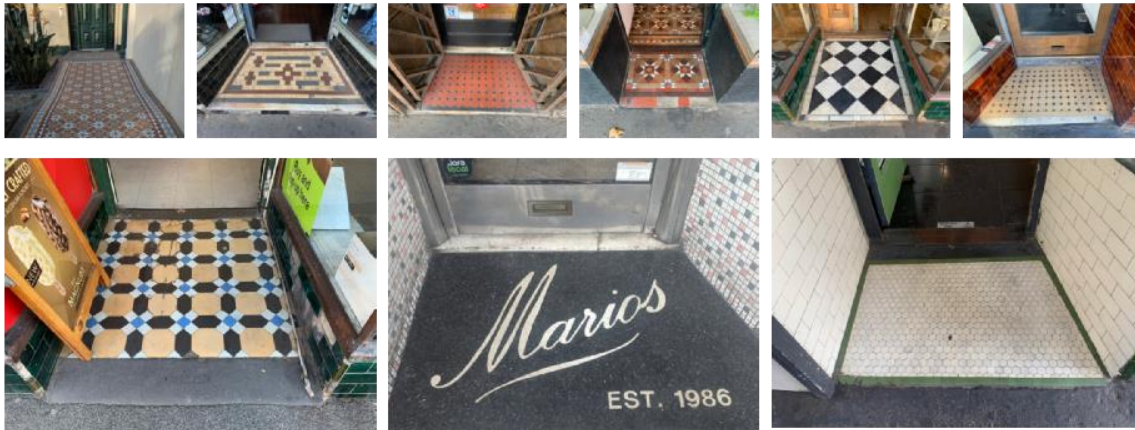


Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

THRESHOLDS

That moment between street, shop or home. A myriad of tiling patterns and terrazzo tell tales of time past and present.



AWNING AND VERANDAHS

The awnings and verandahs occur in varying concentrations along the length of the street, and where they occur make a significant contribution to the look and feel of the street, both positive and negative, along with the provision of weather protection. Typically the awnings reach to the back of kerb limiting tree planting opportunities where they occur. Under the awnings there is a lot going on!

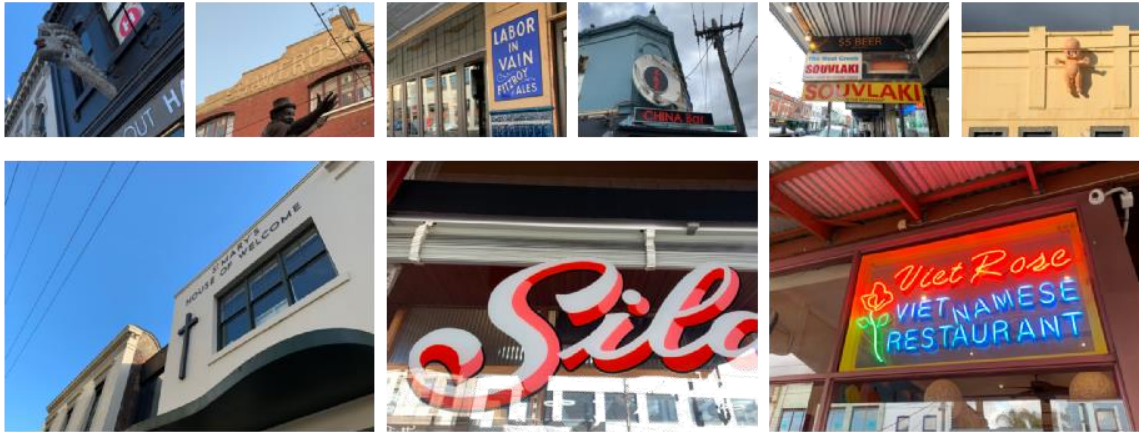


BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

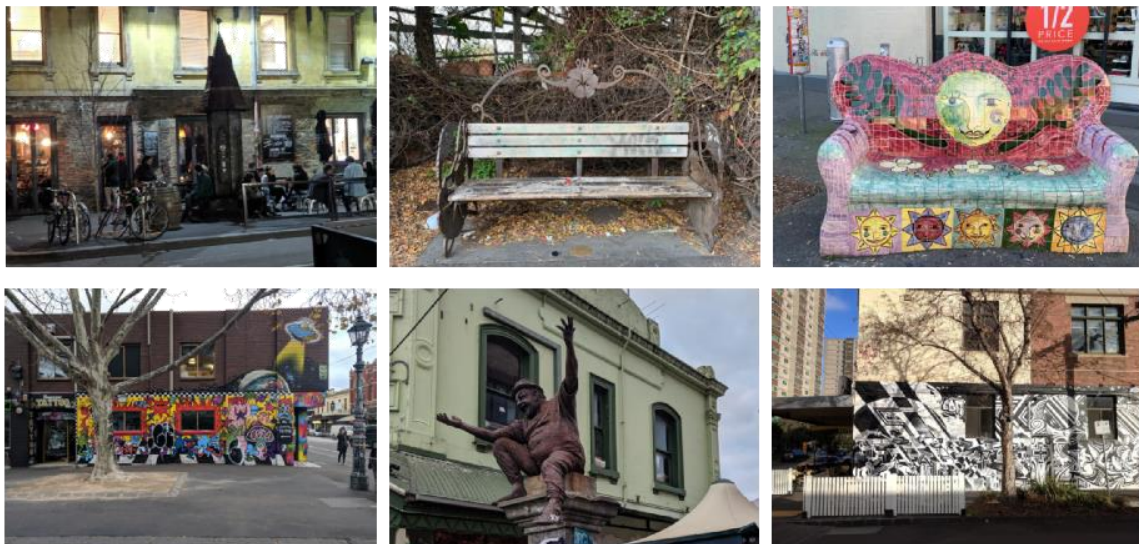
SIGNAGE

The street signage brings life, art, colour and light. Diversity diversity exists and many signs in the precinct are high quality in terms of materials, graphics and design. The emphasis should be this signage and statutory signage including parking signs should be reduced.



ART

The Street is and will continue to be a platform for varied artistic works, sanctioned and otherwise. All of the art commissioned by the City of Yarra was executed in the 1990's.



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

VEGETATION

There is currently very little diversity in street tree species, and groundcover planting.

The street trees are primarily deciduous, with the exception of the native planting of Atherton Gardens from Gertrude through to King William Street.

Planting in Brunswick Street is subject to a lot of wear and tear and needs to be robust in form and tolerant of inner urban conditions.

Given limitations of space there is a reliance on borrowed greenery such as the gardens of the terraces near Gertrude Street, the Black Cat and Fitzroy Nursery gardens, Flowers Vasette and any incidental planting that is provided by retailers.

The City of Yarra Urban Forest Strategy 2017 sets out a number of recommendations in regard to increasing canopy coverage and biodiversity in street planting.

Any new planting propositions should be developed in line with these recommendations including the canopy coverage targets for public roads.



Acer buergerianum, Brunswick Street



Agonis flexuosa and *Dietes* sp., King William Street



Pyrus calleryana (possibly 'Bradford') at corner of Brunswick Street and Victoria Street

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Jacaranda mimosifolia, James Street and Dietes



Platanus acerifolius, Kerr Street



Melia adzerach, Moor Street



Native Planting of Atherton Gardens with mixed understory



Guerilla garden, Palmer Street

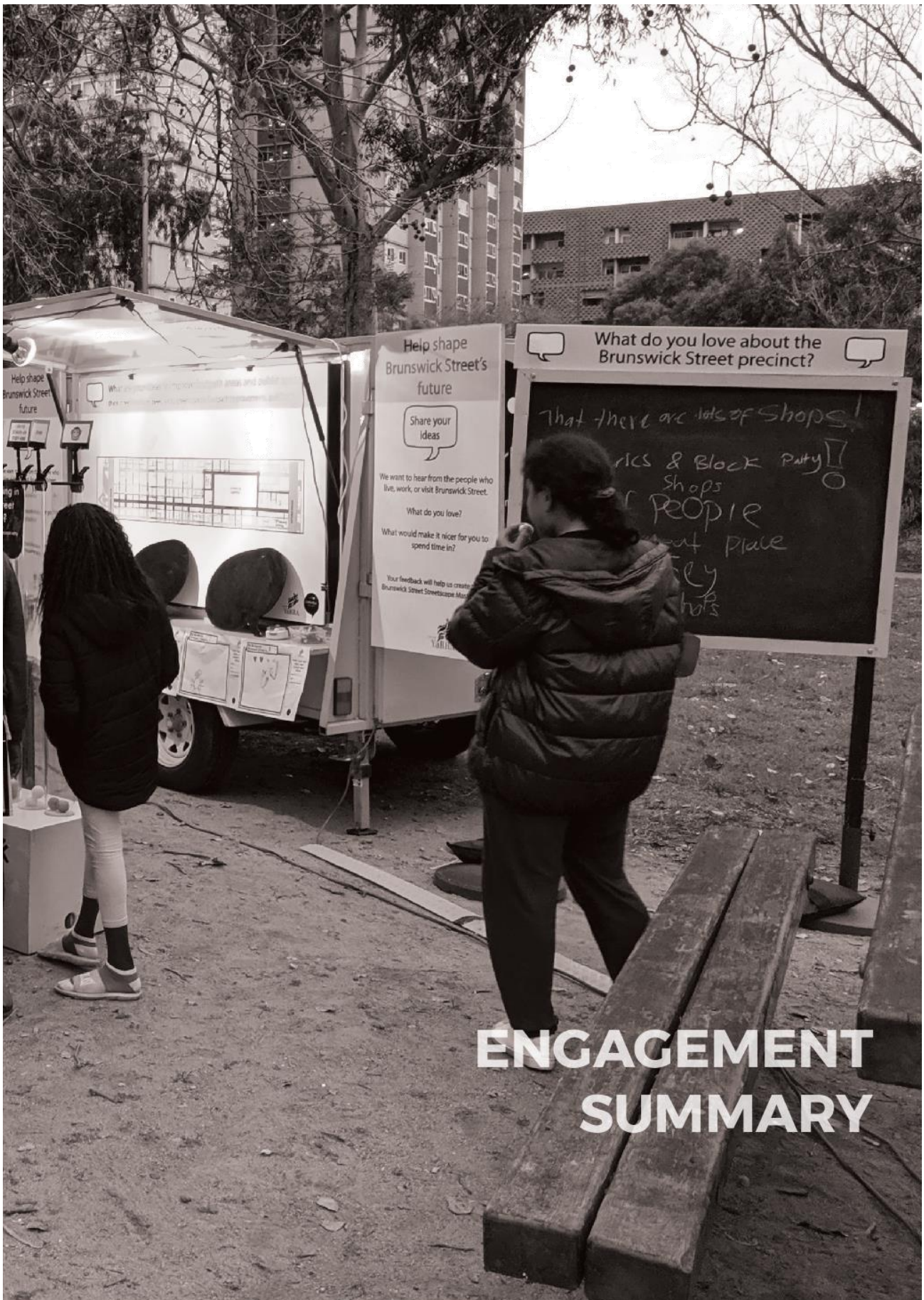


Washingtonia robusta, Greeves Street

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



ENGAGEMENT SUMMARY

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

COMMUNITY AND STAKEHOLDER ENGAGEMENT

What do you like?

In response to the question about what is special about the area, the top comments (listed in order) related to:

Heritage buildings

Brunswick Street includes long sections of intact heritage buildings that include high quality materials and interesting features such as the tiled facades and entrances.

Public art

Brunswick Street is known for its mosaic chairs and also has a number of murals and other public artworks.

Variety of shops and independent traders

Brunswick Street generally has a good proportion of independent shops, with many long standing traders.

Vibrant night life and music scene

The area has many pubs, bars and mosaic venues, some of which are much loved institutions (e.g. the Black Cat, the Evelyn).

Diversity of people

Brunswick Street has historically attracted people from all walks of life and continues to be a place of diversity and self-expression.

Sense of community

The area has a diverse mix of established residents and new people moving into the precinct, and there are a number of community facilities around the Fitzroy Town Hall that make Brunswick Street unique from other retail streets.

The Streetscape Masterplan recognises that the area has a distinctive look and feel, and the proposals included seek to add to the rich layered character and history. New public spaces

will be proposed throughout the precinct which allows the diverse community to meet and spend time in, and provides public art opportunities. Subtle improvements to the footpath are proposed, to rationalise the space ensure that the shops, venues and heritage buildings are prominent features in the street.

What could we do better?

In response to the question about what could be improved about the area, the top comments (listed in order) related to:

Prioritising pedestrians

This includes widening the footpaths, better enforcement of the footpath trading (outdoor tables and chairs), increasing pedestrian safety and access.

More trees and greenery

This includes planting more trees, increasing shade, adding greenery (such as planter boxes, and vertical greenery) and providing more green space.

Increasing bike lanes and better bike safety

This includes calls for dedicated and protected bike lanes.

Removal of graffiti and tagging

This also identified problem areas particularly where there are vacant properties.

More public art

Something that is already a feature the people want more of.

Improved safety

This is especially at night with increased lighting, and concerns about drug and alcohol use.

More bins and street cleaning

More furniture and places to sit

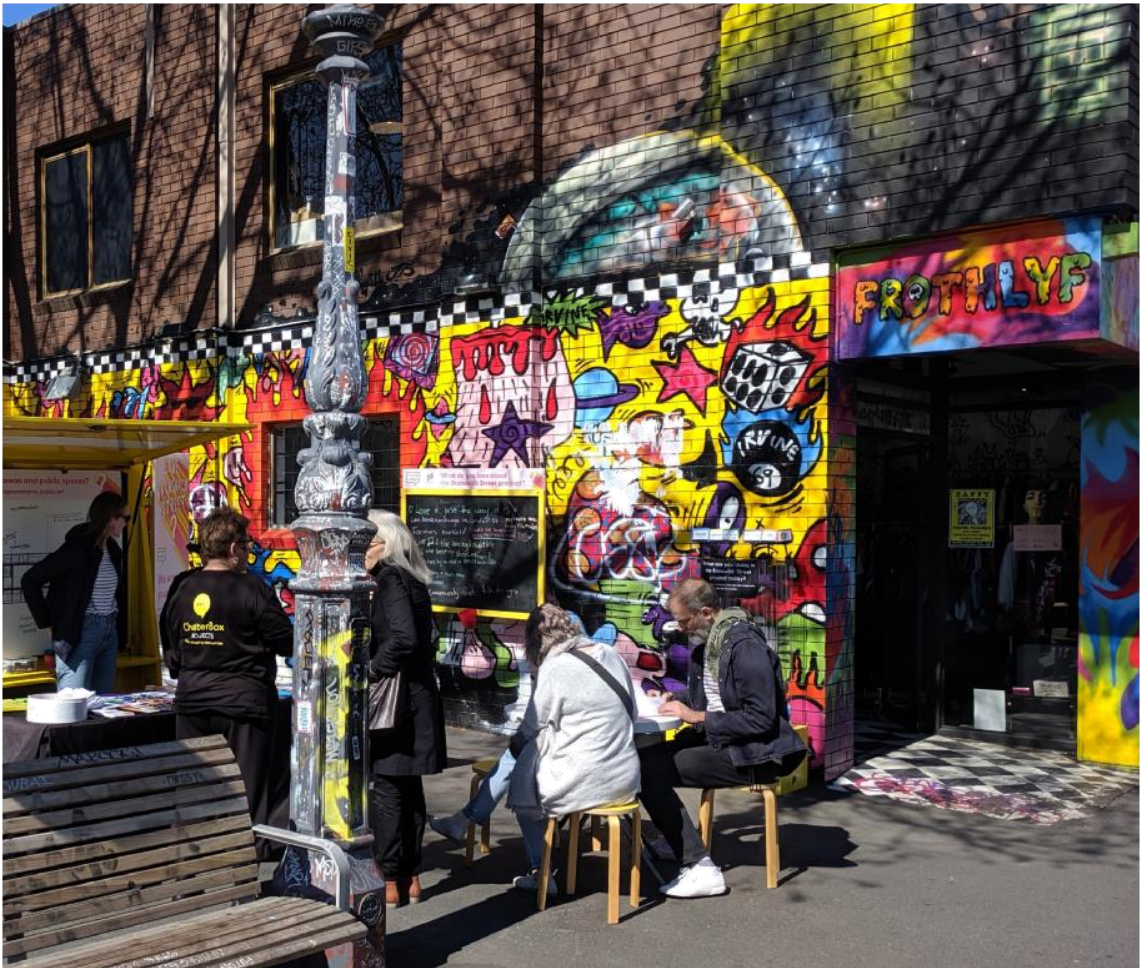
A more detailed response to the key issues around prioritising pedestrians, more cycle lanes, removal of graffiti, and street cleaning is set out in the Implementation Strategy..

The proposals set out in the Streetscape Masterplan maximise opportunities for trees and greenery, public art, better lighting, more bins and more places to rest and spend time, to improve the amenity and feelings of safety in the precinct.

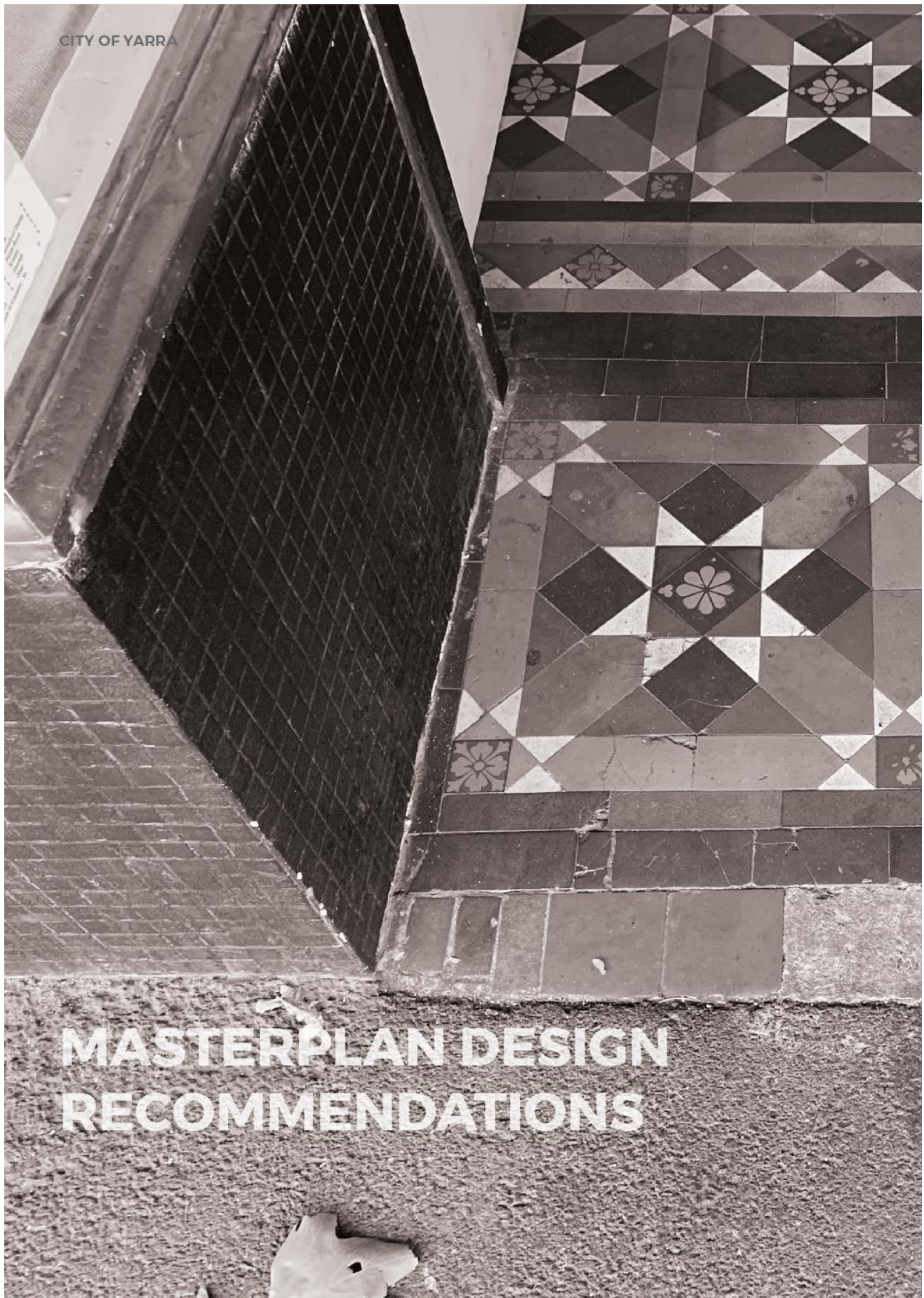
Future consultation is planned to gain more specific feedback on the draft Streetscape Masterplan document, particularly the improvements and enhancements proposed.

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

VISION

The overarching vision for the Brunswick Street precinct is drawn from consultation feedback and analysis of the area, recognising the area's strengths and distinctiveness.

Brunswick Street will continue to be a place of evolving eclectic character, artistic expression and layered history, and that attracts and welcomes a diverse community, both local and those visiting.

The streetscapes will provide an attractive network of high quality footpaths and public spaces which accommodate a variety of activities, support a vibrant mixed use precinct both day and night, provide improved amenity, and create spaces to meet and spend time in.

BRUNSWICK STREET STREETSCAPE MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

MASTERPLAN DESIGN STRATEGIES

BRUNSWICK STREET: STREET WIDE IMPROVEMENT STRATEGIES

Through analysis and research into the key issues present on the street, a range of key opportunities for improvements have been identified. These have been categorised into the following strategies:

Planting

There is little planting along much of Brunswick Street. This has been identified as a key issue both environmentally and socially, and was a key finding of the community consultation process.

Street Furniture, Urban Elements and Lighting

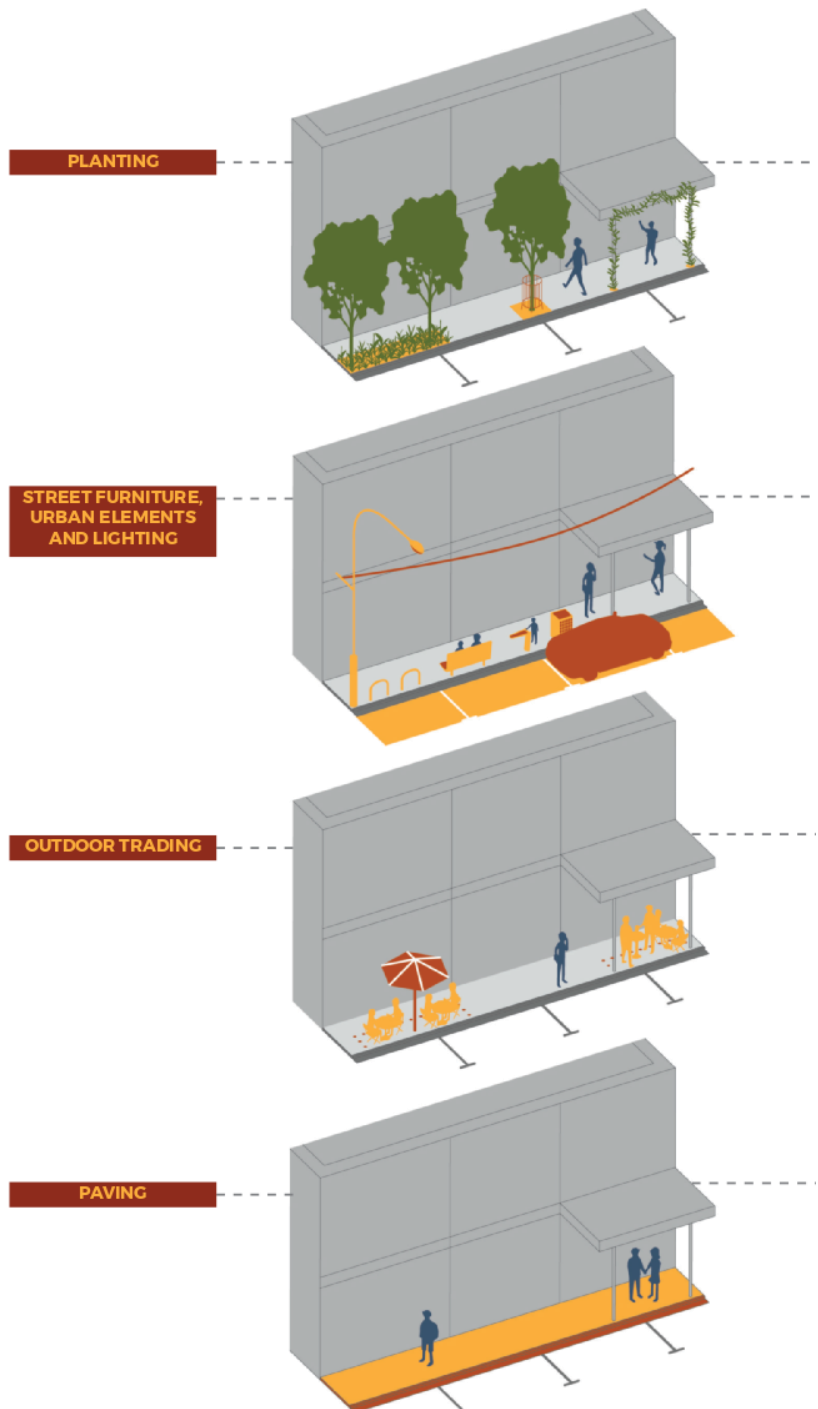
The street inventory undertaken revealed there is a deficiency in the amount of public seating available on the street. This needs to be rectified as well as the provision of more waste bins, drinking fountains, improved luminaires in lighting and consolidation of confusing signage and clutter of urban elements.

Outdoor Trading

Outdoor trading is a high level contributor to both the day and night time economy of Brunswick Street. This should be enabled to continue, whilst also prioritising the public nature of the street and allowing for clear enforcement of the City of Yarra Outdoor Trading Policy.

Paving-

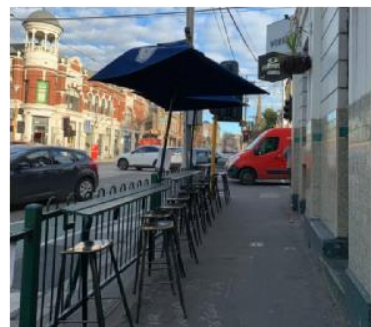
The distinctive character of the street is reinforced by the simplicity and grit of the asphalt paving, as a material it is also easy to maintain and replace. This should remain as the paving type.



BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

EXISTING CONTEXT



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

PLANTING

Objective

To identify opportunities for additional trees and greenery in the precinct to improve the amenity of streets and reduce the Urban Heat Island Effect to achieve outcomes as outlined in the City of Yarra Urban Forest Strategy 2017.

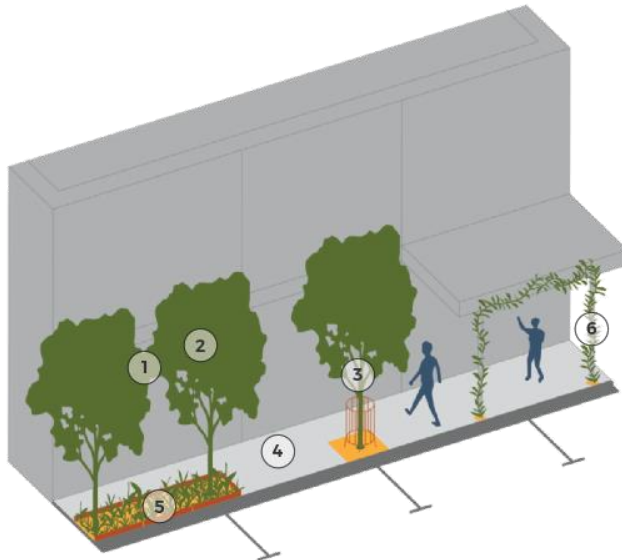
Design Initiatives

- Infill trees at every opportunity possible i.e. where there are no awnings
- Aim for tree spacings of 3-4m
- Where possible develop shared continuous trenching for soil volume in tree pits
- Explore use of structural soil/ strata cells in new tree pits
- Diversify range of species in both trees and groundcovers
- Increase garden bed areas where available and provide protective measure such as a 150mm high raised edge to prevent rubbish ingress and foot trekking through beds.
- Use robust semi permanent fabricated tree guards until street tree establishment is achieved
- Encourage different types of greening in front of shops and buildings, including vertical planting in canopies and against blank facades
- Consider the status of future strategic projects (e.g. potential future accessible tram stops) when establishing the placement of trees



BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



- ① Plant trees where possible with tighter spacing of 3-4m to establish a dense canopy
- ② Plant a variety of tree species to tie into the fabric of the street and avoid monocultures.
- ③ Protect tree planting by providing robust trunk protection and plant super advanced tree stock
- ④ Maintain a minimum 1.5m wide footpath for pedestrian movement and allow access from adjacent parking spaces
- ⑤ Employ a continuous trench for tree and understory planting to achieve higher soil volumes. Garden beds to have a raised edge to discourage ingress of rubbish and prevent foot traffic damage
- ⑥ Encourage greening of awnings, verandah posts and facades using both deciduous and evergreen vines



An Adelaide precedent- vines planted in the footpath and trained to verandah



Trees planted at tight centre produces a cohesive dense canopy



Diversify groundcover planting selections and diversity of tree species for resilience and delight



Example of vertical greening

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

STREET FURNITURE, URBAN ELEMENTS AND LIGHTING

Objective

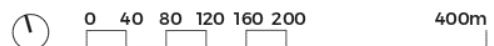
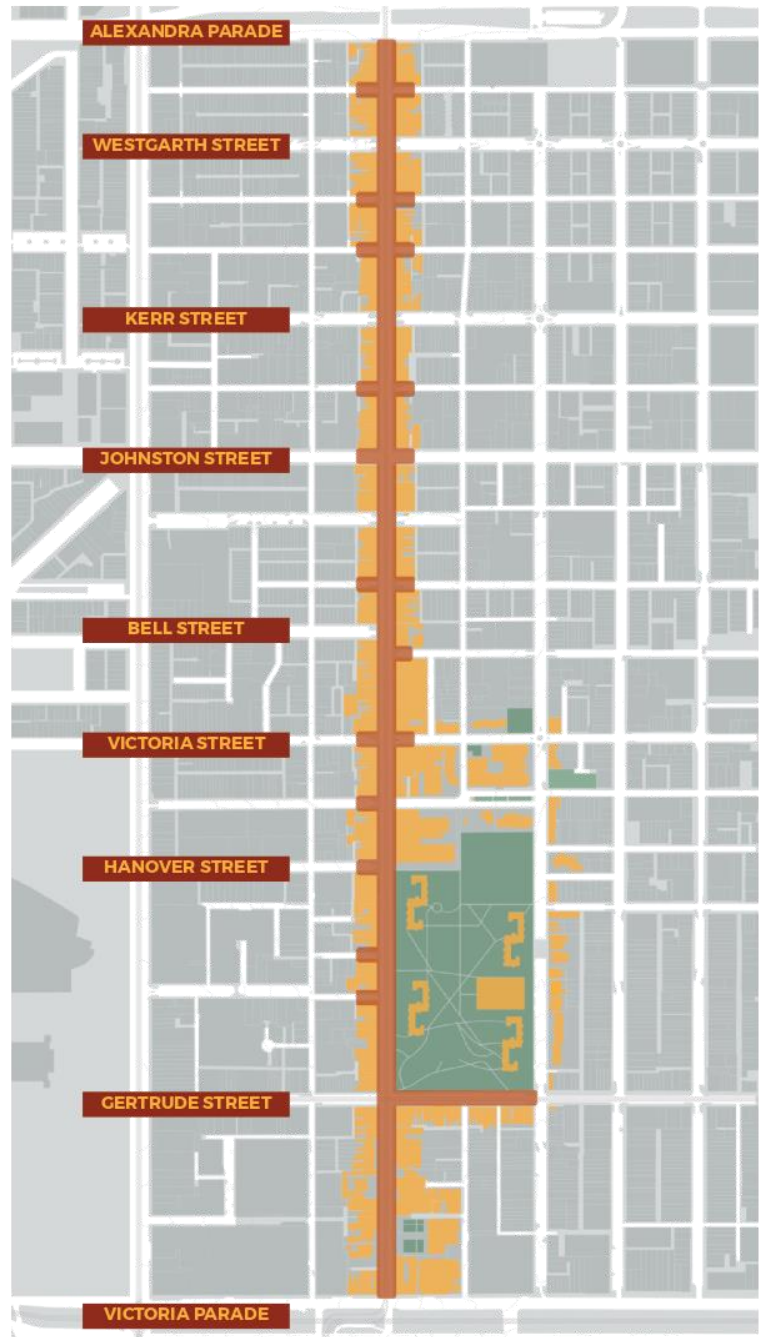
Provide improved public amenity, safety and universal access through the equitable and considered distribution of street furniture, urban elements and light

Design Initiatives

Reduce clutter and provide a cohesive public domain which encourages walking and cycling by:

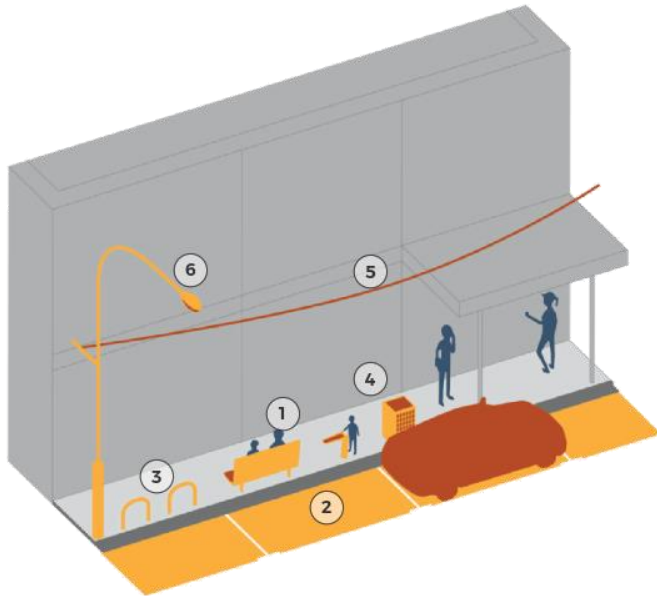
- Removing old furniture and replacing with a selection from the City of Yarra Public Domain Manual
- Providing a mixture of seating types including benches and seating with backs and arms.
- Aiming for a minimum 60m distance between public benches
- Providing a consistent orientation for bicycle hoops which is parallel to the street kerb
- Introducing a minimum of 3 drinking fountains along the length of the street
- Increasing the number of rubbish and recycling bins in the street
- Planning to bundle power to reveal street architecture
- Replacing inefficient old sodium street lighting with new energy efficient LED luminaires
- Removing old furniture and replacing with a selection from the City of Yarra Public Domain Manual
- Investigating opportunities for e-charging points on the main corridor or entries to the side streets

Refer to City of Yarra Public Domain Manual: Technical Notes for furniture specification and details



BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



- ① Place additional seating along the street. 60m spacing where possible.
- ② Amalgamate parking signage and create parking zones.
- ③ Place bicycle parking parallel to the street.
- ④ Increase the frequency of rubbish and recycling bins on the street to reduce occurrence of littering
- ⑤ Bundle power to reduce visual intrusion of power lines in front of heritage facades
- ⑥ Install LED luminaires to provide an even and environmentally responsible street light source



Standard City of Yarra seat



Example of power bundling in Chapel Street, Prahran

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

OUTDOOR TRADING

Objective

Footpath trading including dining and the display of goods can make a positive contribution to activation and liveliness of the street.

The extent of permitted footpath trading needs to be carefully balanced to:

- prioritise clear and unobstructed movement for pedestrians
- reduce the risk of privatisation of public space
- make greater allowances for public furniture including seats, bins and bicycle racks to be placed along the length of Brunswick Street

Design Initiatives

Encourage traders to continue to enrich the eclectic nature and amenity of Brunswick Street through:

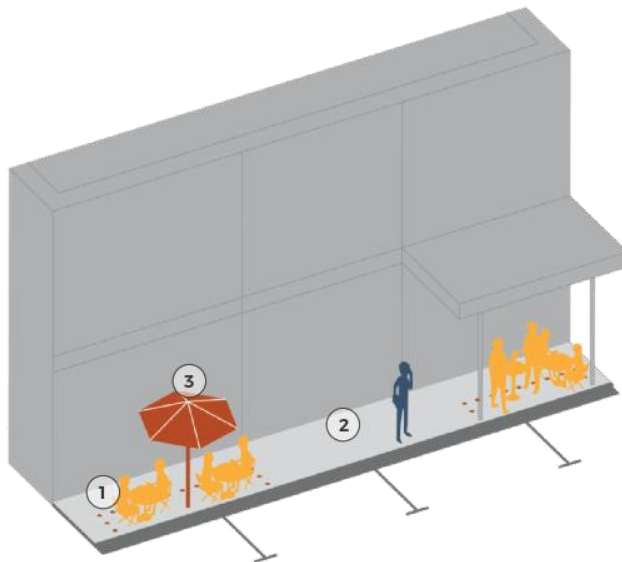
- High quality signage and visual merchandising
- Provision of planting by traders as part of out fitments to add greenery to the street
- Discouraging advertising on temporary barrier screens
- Providing incentives to promote seasonal trading events
- Encourage traders to use outdoor furniture which adds character and is attractive and robust
- Install paving markers to delineate footpath trading areas
- 50% public spaces at intersecting street corner outstands when reviewing footpath trading applications.

Refer to the City of Yarra Footpath Trading Policy for additional design information.



BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



- ① Paving markers to delineate areas of pedestrian movement and outdoor trading zones
- ② Maintain clear zones along building facades for access and pedestrian movement
- ③ Council should only authorise outdoor furniture and fitments which furniture placed on the street by traders



attractive furniture



Structure to define outdoor trading area



Bespoke furniture with planting encouraged



Correct scale of furniture based on footpath width

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

PAVING

Objective

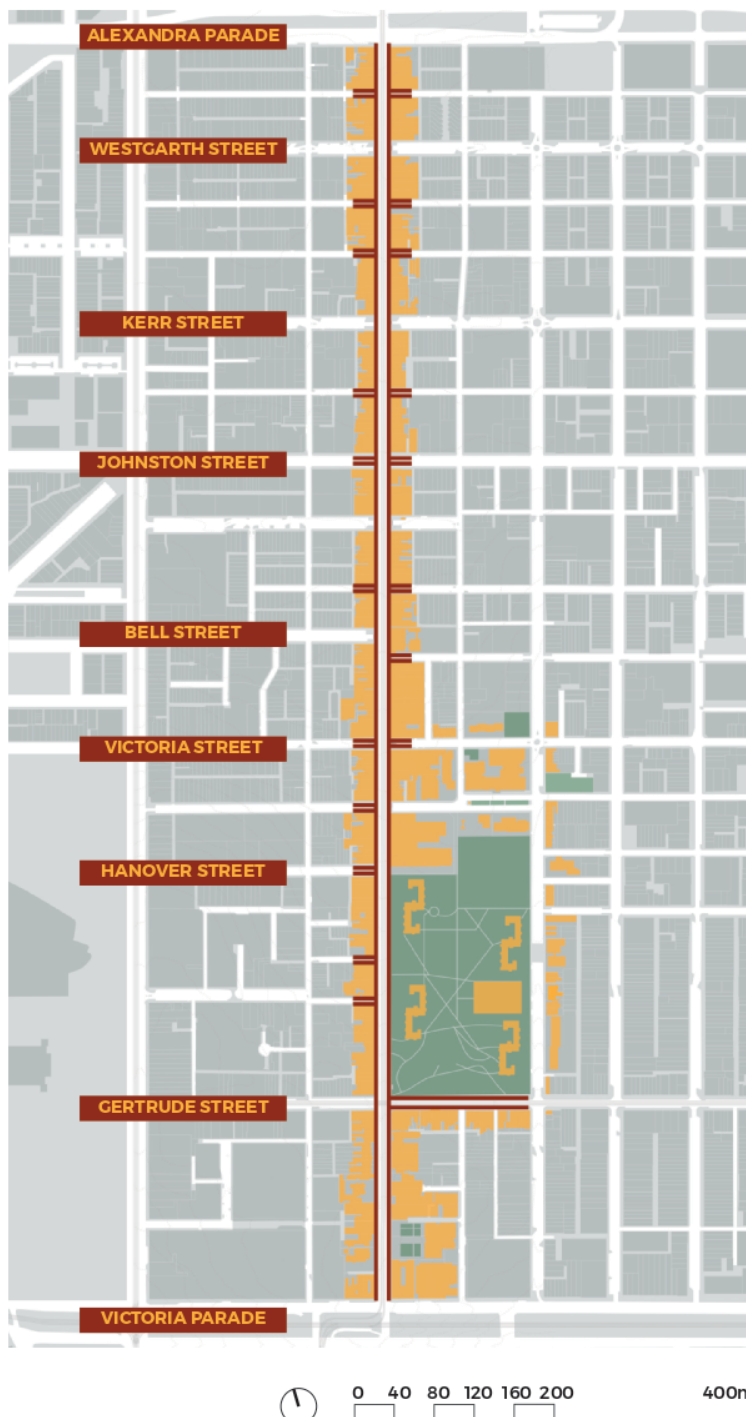
Asphalt is the paving type of choice along Brunswick Street. This assists in highlighting the colourful and eclectic thresholds to adjacent buildings as well as proving a robust and flexible surface that allows for easy services access which appears to be required constantly.

Heritage bluestone kerbs should be maintained and reinstated in areas of new works.

An easy and immediate improvement could be made through the removal of redundant vehicle crossovers through out the street and rationalisation/ reduction of the unnecessarily wide crossover in front of St Mary of the Cross Square.

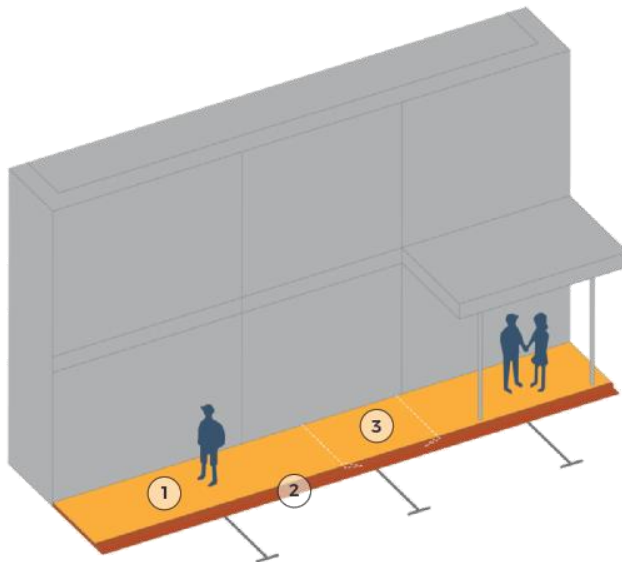
Feature paving is to be reserved for outstands at street intersections which will relate to the character of the outstand. The extent and type of feature paving will be determined by existing services and maintenance requirements.

The raised crossovers installed in 2017 will be retained. Tactile indicators should be upgraded to meet City of Yarra standards.



BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



- ① Maintain asphalt paving along the street.
- ② Reinstate Heritage bluestone kerb and channel to length of street
- ③ Remove redundant vehicle crossovers and replace with asphalt paving and adjacent kerb type

Refer to City of Yarra Public Domain Manual: Technical Notes for furniture specification and details



Don't fix it if it isn't broken!

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

THE OUTSTANDS

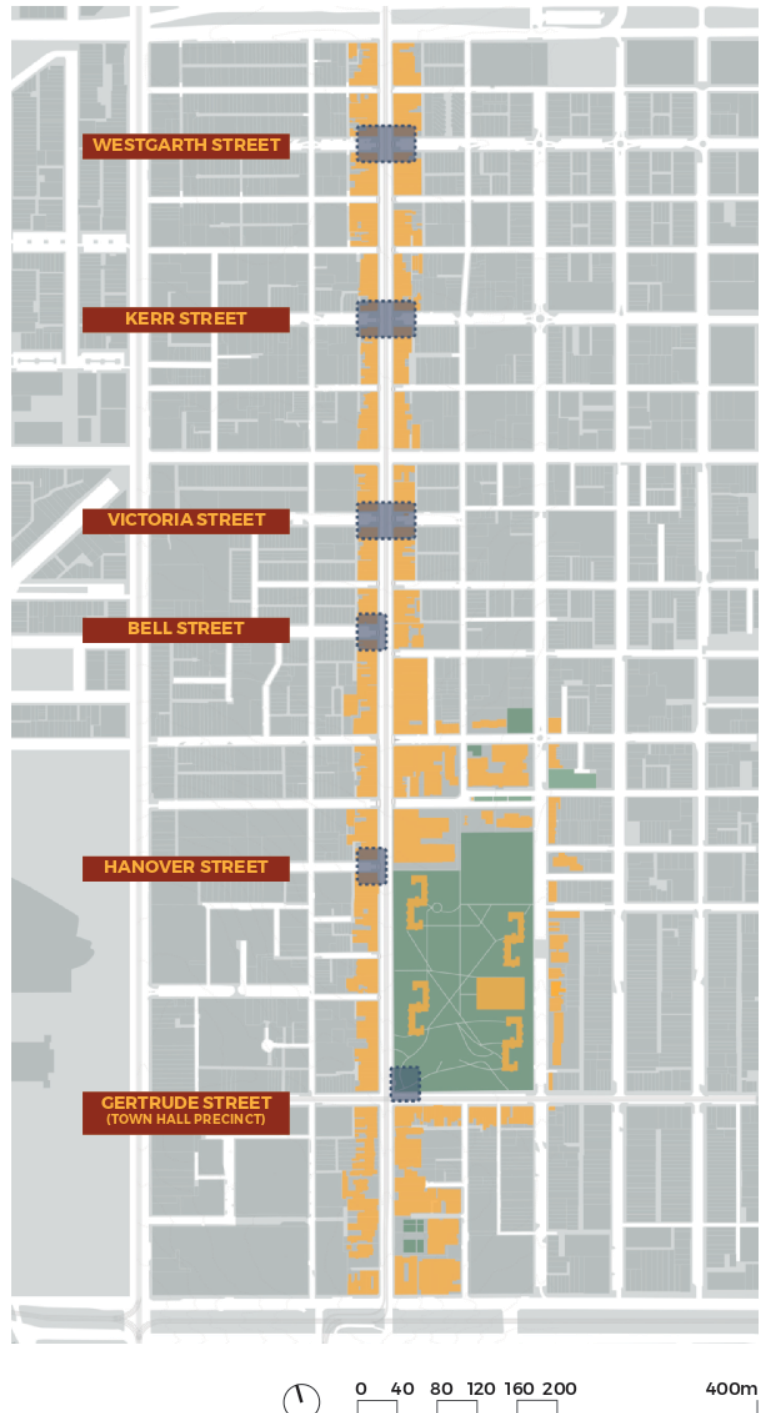
Objective

Establish a suite of smaller projects at key outstands and corners along Brunswick Street which makes the most of essential additional space not available in the typical footpath width of Brunswick Street. Some of these spaces are already fully occupied currently by outdoor dining and temporary structures permitted by Council and may in time become future opportunities.

Design Initiatives

Punctuate the length of the street with smaller pedestrian friendly gathering places that provide:

- Bespoke seating that is diverse in type and arrangement for multiple modes of use
- Opportunity for public art including art by local Aboriginal and Torres Strait Islander artists
- Public toilet upgrades, in line with The Public Toilet Strategy - one new toilet in north precinct
- A fair balance of area dedicated to permits for outdoor dining and those maintained for public use at each outstand
- Light for both safety and ambience or creative effect
- Inbuilt power infrastructure that could support busking/ outdoor performance/community activities
- Attractive planting- in-ground, horizontal and vertical
- Special paving treatments that incorporate colour and crafted elements
- Small high quality structures
- Play and engagement with children
- A celebration of local identity
- Opportunity for street furniture to use sustainable materials



BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

A LONG HISTORY OF THE USE OF CERAMICS COULD FORM A UNIQUE OVERRIDING THEME FOR NEW PROJECTS AT THESE INTERSECTIONS

The Outstanding projects should continue to build on the individual and eclectic character of Brunswick Street.

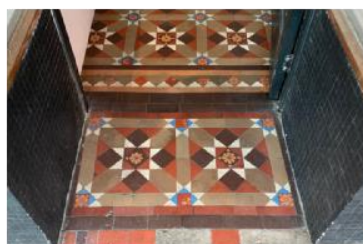
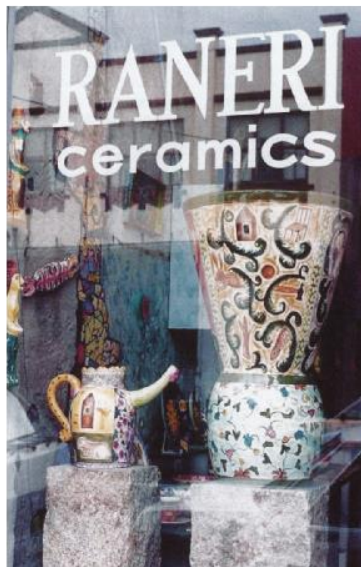
Brunswick Street has a long standing association with the use of ceramics and presence of ceramic artists in one form or another since the 19th century including:

- vitrified tessellated Victorian and Edwardian tiling at door thresholds
- glazed coloured tiles on shopfronts and historic pubs and hotels including the Provincial and Labour in Vain amongst others.
- Pigtales Pottery established in 1982 housed a womens ceramic collective for over 10 years
- Raneri Ceramics which was located on Brunswick Street from 1983 - mid 90's and lives on in the four mosaic benches
- Deborah Halpern lived above Black Cat Cafe for a number of years

The commissioning of new works at the outstands could incorporate briefed requirements to explore the use of contemporary ceramics in public space. There is also an artwork, "The Lovers" that was originally located on Brunswick Street and is currently stored by the City of Yarra that could be put back into the street if vertically mounted.

This would differentiate Brunswick Street projects from others in the surrounding area.

The choice of ceramics as a theme is deliberately open ended and allows for multiple interpretations from a range of cultural backgrounds and perspectives.



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

THE BOWER : A GARDEN GATEWAY

WESTGARTH STREET: EAST

Artists impression for further exploration



- ① Garden planting surrounding seating niches
- ② Arched pergola to define space and provide a structure for flowering vines to provide colour and seasonal change.
- ③ Textured intricate paving pattern to reinforce overall ceramic thematic

- ④ Retain heritage lamp post and additional feature lighting opportunities explored

Opportunity to relocate Bronwyn Snow's 'Shine on me' bench from the Fitzroy Nursery site (scheduled for redevelopment) to this location.

Explore opportunities for bike parking within the outstand or the first car parking space at the back of the outstand

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

EXISTING CONDITION



OTHER IDEAS AND EXAMPLES



Seating immersed in a garden



Draws on and aims to replace the visual contribution of iconic Fitzroy Nursery which is scheduled for demolition.

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

WESTGARTH STREET: WEST



- | | | |
|--|---|--|
| <p>① Existing Raneri bench is retained and is now semi encircled in planting</p> <p>② Arches for flowering vines, to frame views and define resting</p> <p>③ Long continuous winding bench provides group or single seating with a variety of outlooks</p> | <p>④ Textured intricate paving pattern to reinforce overall ceramic thematic</p> <p>⑤ Opportunity for sculpture within the garden to allow for further engagement with public art on the street</p> <p>⑥ Retain heritage lamp post and additional feature lighting opportunities explored</p> | <p>Explore opportunities for bike parking within the outstand or the first car parking space at the back of the outstand</p> |
|--|---|--|

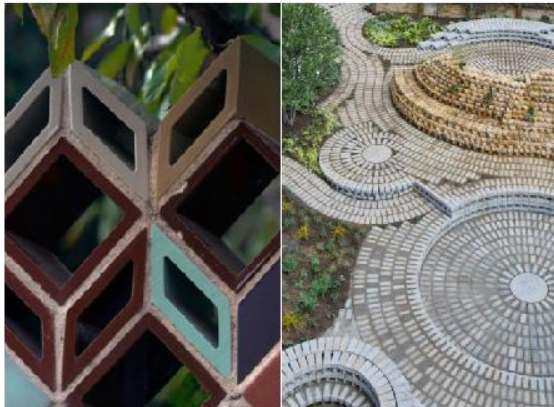
BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

EXISTING CONDITION



OTHER IDEAS AND EXAMPLES



Example of intricate brick and tile paving patterns



Garden arches with climbing planting

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

A PUBLIC PLATFORM : A SOCIAL SPACE IN THE MIDST OF ALL THE ACTION

KERR STREET: EAST



① Raised furniture element. Allowing for both substantial seating of groups and also for street performance and busking

② Raised platforms around existing tree for protection and additional seating

③ Smaller seating elements define area for crossing

④ Flexible spaces remain for outdoor trading. Explore the removal of the existing structure to open up this public footpath whilst still allowing for footpath trading

⑤ Textural paving pattern defines the outstand from the street

⑥ Retain Heritage lamp posts, and add additional lighting

to provide colour and feature illumination of seating elements.

⑦ Explore opportunity to locate new public toilet and associated DDA car space

Explore opportunities for bike parking within the outstand or the first car parking space at the back of the outstand

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

EXISTING CONDITION



OTHER IDEAS AND EXAMPLES



Flexible furniture for social seating and performance



Colour and tessellation to define spaces for activity

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

KERR STREET: WEST



- ① Allow for continuation of outdoor trading in the outstand, but also introduce some public seating around existing trees,
- ② Raised platforms around existing tree for protection and additional seating
- ③ Textural paving pattern defines the outstand spatially from the

street

- ④ Retain public art work: *The Upper Room's Outer Space*
- ⑤ Retain Heritage lamp posts, and add additional lighting to provide colour and feature illumination of seating elements.

Explore opportunities for bike parking within the outstand or the first car parking space at the back of the outstand

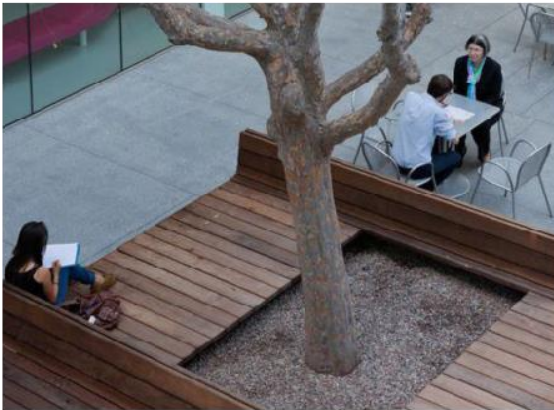
BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

EXISTING CONDITION



OTHER IDEAS AND EXAMPLES



Flexible furniture with multiple modes of use around existing planting



Colour and crafted surfaces to define the outdoors

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

A PUBLIC LOUNGE UNDER A COLOURFUL SUSPENDED DISPLAY FOR ACTIVATION DAY AND NIGHT

VICTORIA STREET: WEST



① Introduce a catenary lighting system framing the wide view down Victoria Street. The catenary light could be a new artwork in conjunction with the other initiatives.

② New intricate detailed paving to delineate seating areas

③ Create a public lounge by adding new seating elements

that allow for seating in groups around the Raneri benches as well as opportunities to orient out to the street

④ New areas of planting to define seating zones

⑤ Retain Heritage lamp posts

Explore opportunities for bike parking within the outstand or the first car parking space at the back of the outstand

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

EXISTING CONDITION



OTHER IDEAS AND EXAMPLES



Articulated canopy above the street adds interest, colour and projects shadows onto the ground below



Light projection animates the ground plane at night

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

VICTORIA STREET: EAST



- ① New intricate detailed paving to delineate seating areas
- ② Retain existing mature *Pyrus calleryana* 'Bradford.'
- ③ Protect trees with increased garden bed / permeable surface area.
- ④ Create a relationship between the new geometries of seating

and pavement and the existing Raneri bench to give the art work a bold and colourful new setting. Include feature lighting for inviting night time ambience

- ⑤ Maintain area for outdoor dining but remove unattractive planter boxes and replace with seating/ and or a immersive pergola structure that allows

for public occupation adjacent to licensed area

Explore opportunities for bike parking within the outstand or the first car parking space at the back of the outstand

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

EXISTING CONDITION



OTHER IDEAS AND EXAMPLES



Pavilions that can support public use and delineate outdoor dining spaces



Seating that allows multiples ways of occupying the space

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

THE SUN LOUNGE: A SPACE WHICH MAXIMISES SOLAR ACCESS FOR REST AND PLAY

BELL STREET: WEST



- ① A platform for sunning, lounging and gathering
 - ② Explore new feature planting to provide a moment of difference and a focal point in the street
 - ③ New feature pavements with a high level of craft and custom materiality
 - ④ Rope hammocks are playful for both adults and children
 - ⑤ Retain heritage lamp post and additional feature lighting opportunities explored
- Explore opportunities for bike parking within the outstand or the first car parking space at the back of the outstand

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

EXISTING CONDITION



OTHER IDEAS AND EXAMPLES



Integrated lounging furniture and planting



Places for relaxation and play

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

NEW AMENITY BLOCK AT HANOVER STREET

HANOVER STREET: WEST



① Placement of public bathroom. This will require the removal of one 15 minute parking space and extension of the outstand kerb. Facade treatment to be designed. Access doors on the footpath side of the structure

② Planting bed to be reconfigured and extended to wrap around the toilet structure.

③ New planting in existing garden bed.

④ Retention of outdoor trading area

⑤ Replacement of 15 minute parking/ permit parking with DDA car space.

Explore opportunities for bike parking within the outstand or the first car parking space at the back of the outstand

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

EXISTING CONDITION



OTHER IDEAS AND EXAMPLES



Bespoke facade treatment to amenities

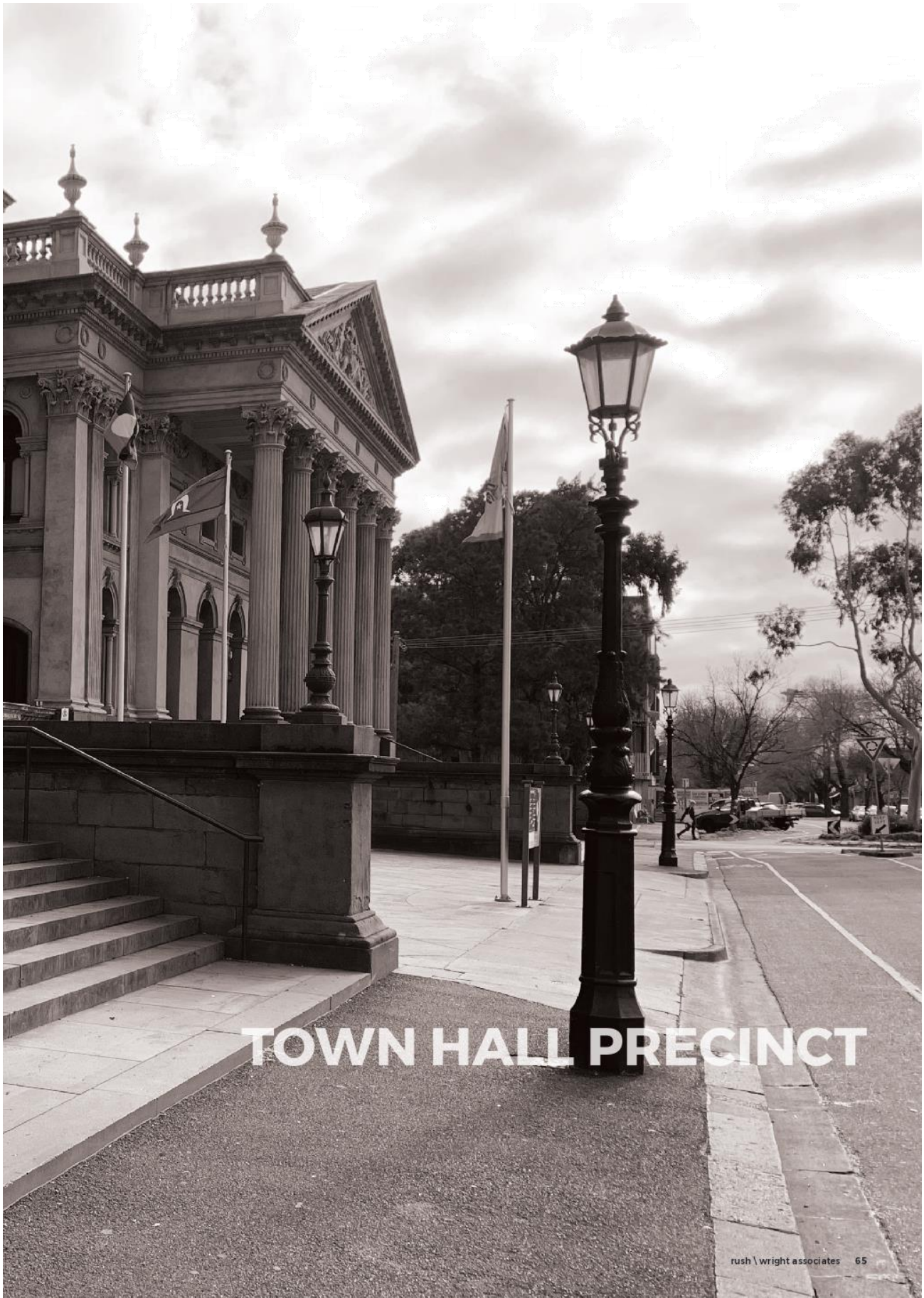


Lockable facades with visual permeability for safety

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

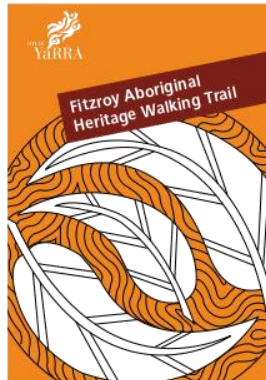


Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

TOWN HALL PRECINCT HISTORY

"From the 1920's, Gertrude Street established itself as an important hub for Aboriginal people, accommodating a number of community-led health and welfare facilities and meeting places. To commemorate the area's Aboriginal history, a walking trail has been created to encourage people to visit the many institutions and community led facilities that used to operate in the area"



10 George Wright Hostel

66 George Street

Established as a half-way house by Aboriginal people, limited and the Victorian Aboriginal Health Service in 1974, this building was officially named the George Wright Hostel in 1986. The shelter was initially set up in response to the many homeless men in and around Fitzroy. Over the years, the Hostel has played a vital role in helping homeless men in the Fitzroy area to get back on their feet by providing access to basic services including health, welfare and employment. For many who have stayed here, the Hostel has served as anything from a sanctuary from life on the streets to a starting point for linking back into the broader society. The Hostel was named after George Wright, one of Fitzroy's Lane boys, a homeless man and a well-known local identity.

12 Builders Arms Hotel

211 Gertrude Street

The Builders Arms Hotel was an important Aboriginal social and political gathering place from the 1940s until the 1960s. Together with other hotels along and around Gertrude Street including the Nagie, the Red Rover and the Royal (now closed), the Builders was frequented by Aboriginal community people who were not as keen on church-run activities, and instead preferred to meet with their mob over a quiet drink. It was in such pubs that Aboriginal people met with the Fitzroy mob and forged friendships with the long-term residents and post-war immigrants who also populated the area. Many older members of Melbourne's Aboriginal community retain fond memories of the Builders Arms Hotel which became known nationally as the 'Back Pit of Melbourne', the place to go and meet up with your mob, whether you were a local, or visiting from the country or interstate.

15 Victorian Aboriginal Co-operative Limited

108 Smith Street

Established in 1976, the Victorian Aboriginal Co-operative limited provided local housing and welfare services to the Aboriginal community of Melbourne. The Co-op was directly involved in, or provided in-house resources towards, the establishment of a number of Aboriginal community-controlled organisations and services, such as the Fitzroy Stars Aboriginal Youth Club (incorporated), Koori Kollj, Aboriginal History Program, Melbourne Aboriginal Community Youth Support Scheme, the McCauley Study Centre, Victorian Aboriginal Education Association, Aboriginal Housing Board of Victoria, Melbourne Aboriginal Education Association, Camp Jungi, Melbourne Radio Aboriginal Club, Yarras Children's Services, Victorian Aboriginal Youth Sport and Recreation, National Council of Aboriginal and Torres Strait Islander Women, and the Koori Kitchen.

11 Ninddebija

99 George Street

Established in 1981, the Ninddebija Workshop was a local community meeting place where Aboriginal people could gather to practice arts & crafts, play sports and have a meal. Its doors opened early in the morning to catch the street mobs and parties – serving breakfasts of tea, toast and hot porridge. Art & craft pursuits included screen printing, expanding copper, jewelry and leather crafts, as well as didgeridoo and boomerang making. Ninddebija had an open-door policy and welcomed anyone – Aboriginal or otherwise – in need of some help or direction. It was known as a place where the mob felt at home amongst their family members, a safe welcoming space that became an important community hub. Key Ninddebija staff included Ian Cheeser, Maree Briggs and Jack Charles, who always offered a friendly smile and welcoming hand to those in need.

14 Koori Kollj

42 Cambridge Street, Collingwood

Established in 1982, Koori Kollj was an Aboriginal health, welfare training program that forged new and enduring standards of Aboriginal healthcare in Australia. Born from the philosophy of Aboriginal control of Aboriginal affairs, the 'kollj' was created to ensure that Aboriginal people were an integral part of healthcare within their communities. A venture of the Victorian Aboriginal Health Service, the first male attracted many Aboriginal students. With enrolments from across the country, graduates returning to their communities were able to share newly learned skills and implement important changes to health service delivery. While focusing primarily on health/welfare training, course offerings soon expanded to include politics of health, media, art and music. Koori Kollj was a place where many students first learned of their country history and how to create positive changes for their people. Many graduates continued to fulfil senior leadership roles in their communities.

16 Pastor Doug Nicholls Church of Christ

258 Gore Street

In 1943, Pastor Doug Nicholls and his wife Gladys Nicholls, with support from the Church of Christ, established a church service that attracted a devoted Aboriginal congregation and famous international guests. Pastor Doug Nicholls remained pastor until 1970 and he became a great leader for the Aboriginal and Torres Strait Islander people of Australia. In 1962 he was named Victorian Father of the Year. In 1968 he was proclaimed 'Bapa Manu' (Grandfather) by the Torres Strait Islander people. In 1972 he became the first Aboriginal person to be knighted. In 1976 he became Governor of South Australia. In 1979 he was awarded King of Moomba. In 2007 a statue of Pastor Sir Doug and Lady Gladys Nicholls was unveiled in Parliament Gardens, Melbourne, and in 2008 the Nicholls family launched Dugulla Wamuyay (Water People) Exhibition on the Life of Pastor Sir Doug and Lady Gladys Nicholls.

Some Important Figures in Fitzroy's Aboriginal History



Top Row (L-R): Peter Se, David Mervin & Lucy, George Mervin, William George, Norman T. Turner, Joseph McGinness, Bruce McGinness, Jim McGinness, Ann Turner, Joe Anne. Bottom Row (L-R): Don, Osh, Victor Osh, Max Penty, Bruce Penty, Alex Jackson, Max Jackson, Steven Penty, Max Penty, Max Penty.

The Aboriginal History of Fitzroy

Disposition and Dispersal of the Wurundjeri (Woiwurrung) People

The Wurundjeri (Woiwurrung) people before contact lived, worked and looked after the land in the area now known as Fitzroy since the beginning of time. The cities of Fitzroy and Collingwood now stand on these traditional lands.

The settlement and development of the city of Melbourne impacted heavily upon the Wurundjeri people. Dispossession of land, dislocation, frontier clashes, massacres and the impact of introduced diseases saw a dramatic decline in Aboriginal populations of the area. In 1835, Wurundjeri Ngurungarjatar (or what leaders Billbarley and Bebejan were tried into signing a treaty (later deemed invalid) by the English government) with visiting businessman, John Batman, that signed over a large portion of Wurundjeri land in exchange for goods such as flour, blankets and steel axes.

As the government tried to assimilate Aboriginal people into white society, the Wurundjeri people were encouraged to move to the Meni Creek Protectorate Station. When this failed, people were moved to the Achern Mission Station, and later to Coranderrk (run by the Aboriginal Protectorate Board, near Healesville (see map below). Coranderrk was closed in the 1920s by the government, but some of the Wurundjeri refused to leave and stayed on.

Fitzroy Aboriginal Community

Despite the effects of colonisation, Aboriginal people and culture survived and the strong bonds between families and clans could not be broken. From the 1920s onwards, the Aboriginal community of Melbourne began to steadily increase with the wave of Aboriginal people coming straight from the missions such as Thomas James, Grace Brax, Margaret Tucker, Martha Neven (Wandin, Wurundjeri women) and William Cooper, who moved to Fitzroy from Cummeragunja between 1920 and 1925.

By the 1950s, Fitzroy supported a community of more than 300 Aboriginal people, with many living in surrounding inner city suburbs. Fitzroy not only became the largest Aboriginal community in Victoria, it also became the social and political hub of Aboriginal Melbourne.



Yarra City Council acknowledges the Wurundjeri people as the traditional Owners of the country within the council's boundaries. Today they remain the custodians of the cultural heritage of this land. Yarra City Council also acknowledges that many Aboriginal and Torres Strait Islander people have lived, worked and contributed to the cultural heritage of Yarra.



Brunswick Street - New Town. Nr. Melbourne from the front of our house. June 1841, Sarah Susanna Bunbury, Source: State Library of Victoria

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Gertrude Street Shops, including Nick's Hairdressing, Continental Medal handmade shoes, Phillip Rodgers, 1980's, Source: State Library of Victoria



1984 Fringe Arts Festival
Source: State Library of Victoria



Moor Street, Fitzroy, from Smith Street to Gore Street - south side.
Committee for Urban Action (Melbourne, Vic.) 1970
Source: State Library of Victoria

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

ANALYSIS AND OPPORTUNITIES

TOWN HALL CIVIC PRECINCT

The Town Hall Precinct is seen as the civic hub of the area covered by the masterplan and has much potential to be improved with an increase in the quality and quantity of open spaces and improved pedestrian connections.

A number of important community facilities are co-located in the precinct including the Fitzroy Police Station, Fitzroy Library, Connie Benn Centre (a family and childrens' hub), Yarra Youth Centre, Fitzroy Legal Service, Florence Peel Centre, Acacia Fitzroy Crèche, Sacred Heart School, All Saints Church, Cubbies Adventure Playground and school as well as public parks.

Formal and informal public spaces are well used in the area, such as the Condell Street Community garden and the King William Street closure as additional recreational space for students of the Sacred Heart School.

The historically significant Fitzroy Town Hall, which is regularly used for events, presents a grand facade to Napier street and its forecourt accommodates much foot traffic for those travelling to the library and surrounding parks.

ATHERTON GARDENS PRECINCT

The masterplan scope includes the street interfaces with the residential Atherton Gardens Estate. Generally there is a fence at the property line with a number of small forecourts and car park entries on all sides.



BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

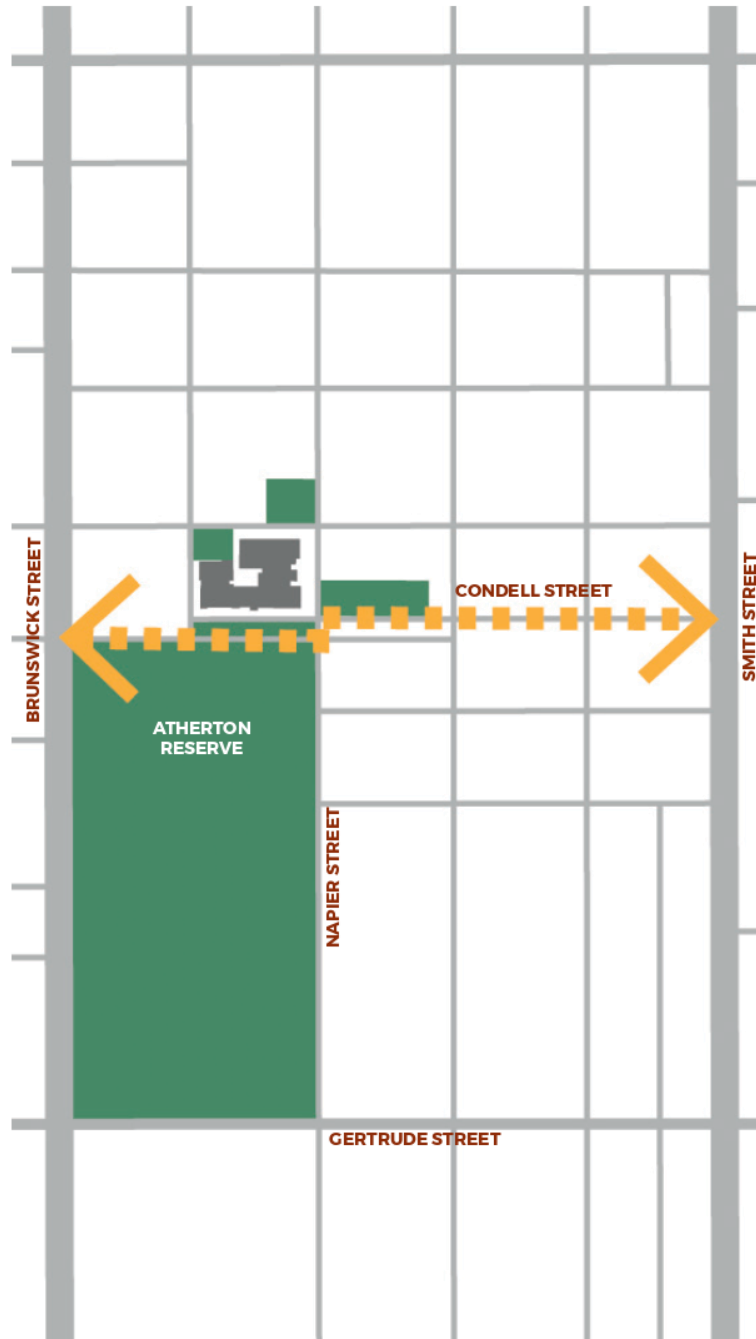
Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

Objective

Enhance the civic hub and gateway to the Brunswick Street activity centre through the provision of increased and improved public amenity and enhanced pedestrian and cycle connections.

Design Initiatives

- Reconfigure streets and to expand public open space and provide greater opportunities play, community activities and establish an improved connection between Brunswick and Smith street.
- Upgrade to higher quality paving
- Investigate high quality lighting design and replace inefficient old sodium street lighting with new energy efficient LED luminaires
- Create a safer pedestrian and cycle experience, especially between community facilities and the Sacred Heart School
- Advocate for increased permeability, physical and visual, between the streetscape and Atherton Gardens
- Increase community amenity and structure open space to accommodate for future growth
- Upgrade existing public space to better connect to public buildings
- Celebrate Indigenous and Torres Strait Islander heritage Atherton Gardens. and highlight the Aboriginal Heritage marker
- Amplify the gateway to Brunswick street at Gertrude Street intersection
- Increase planting in volume and species diversity
- Removing old furniture and replacing with a selection from the City of Yarra Public Domain Manual



Establish a mid-block link between Brunswick and Smith Street which prioritises pedestrians and cyclists day and night



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

KEY ISSUES AND OPPORTUNITIES

King William Street

King William Street is partially closed. At the intersection to Brunswick Street access is afforded to a rear laneway access and four fifteen-minute parking spaces and two one-hour spaces, along with the entry to Foodworks loading zone.

The remainder of King William Street is closed with removable bollards. Controlled access is currently provided for rubbish collection, access to All Saints Parish and Sacred Heart school car parking, along with occasional use as a site for a community soup van.

Students of the Sacred Heart School use the road during recess and lunch times as additional break out space due to the constricted area available on the school grounds.

At eastern end of road closure, there is a link to Atherton Gardens (alongside Cubbies). Many young people run or ride through the link and into the road space which is a safety issue that require resolution

The street comprises predominantly asphalt surfaces and existing street trees are planted directly in the road pavement and are in poor condition. Subsequently the street has little shade, no seating and little visual appeal beyond some of the fine Victorian halls that line the street.

King William Street provides the opportunity to develop a truly shared space that prioritises pedestrians and accommodates its many active uses in an attractive setting with increased amenity in the way of art, high quality pavements furniture and planting.

Condell Street

There is the opportunity to extend the widening of King William Street and connection through to Napier Street and beyond through the

removal of the right of way and the creation of Condell Street as a one way street.

This would have the benefit of creating a significant new fifteen metre wide public space with excellent solar orientation, and could include an expansion of the community garden, additional shelters and community gathering facilities and a pedestrian route with new lighting and avenue planting.

The existing toilet block is no longer compliant and is proposed to be relocated with a new facility on Hanover Street.

Young Street

Young Street is a one way local access road with very poor pedestrian amenity. The footpaths on either side are very narrow, with the west side often obstructed with parked cars semi mounted on the path. A redress of parking arrangements is required to either extend a footpath on one side or alternatively investigate a shared street option.

Town Hall Forecourt

The forecourt currently presents as little more than an empty wide footpath of aged concrete, providing little amenity or civic foregrounding to the Town Hall. This feeling of neglect is further added to by the random placement of signs, poles, lights and bike racks throughout. There is little in the way of signage or information that describes the important history of this building.

The forecourt could be carefully upgraded in quality and arrangement to continue to support the many events and festivals that spill out into Napier Street along with just being a good place in which to enjoy sitting on the steps in the morning sun.

Moor Street

The Fitzroy Library is an important community resource but the entry is not readily visible or celebrated. Visitors to the Library often congregate in front of the library entrance but there is a narrow footpath. By widening the footpath through the removal of two car parks would provide additional space for seating and signage at the entry.

Town Hall Courtyard

The Town Hall courtyard is an unrealised gem. It is the disabled access route into the Town Hall but issues such as rubbish storage and collection, along with heritage surfaces and lack of adequate night lighting have prevented the space being utilised in a way which encourages occupation. Evaluating the potential for the Library to access the Courtyard should be investigated.

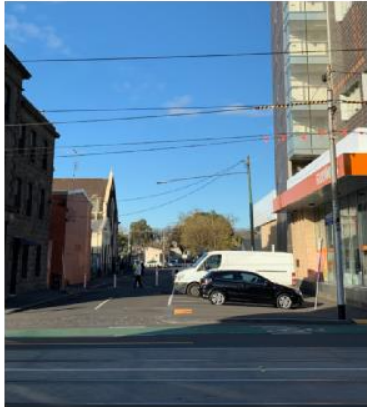
Florence Peel Reserve

The Florence Peel Centre is used every day for a variety of groups, including senior citizens and Atherton Gardens residents. With a north facing aspect this small pocket of land has the potential to provide a breakout and meeting space adjacent to the Fitzroy Library. It currently has attracted a plethora of clutter including donation bins and share bike racks that could be located elsewhere to free up this space.

Yarra Youth Centre

The Yarra Youth Centre provides and important space for young people in this area requires improved linkages and wayfinding to other services in the Precinct. There is also a current issue with young people crossing between the Youth Centre and Atherton Reserve and having near misses with cyclists who are moving at speed down Napier Street. Signage and crossings could be considered.

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



King William Street connection is car dominated



Controlled entry to King William



Community gardens have made a new positive contribution to the street



Existing amenity does not meet current access standards



Young Street has poor pedestrian amenity



Fitzroy Town Hall forecourt has attracted a lot of clutter over the years



Fitzroy Library entry lacks visibility



Underutilised courtyard at the rear of the Town Hall



Florence Peel Reserve

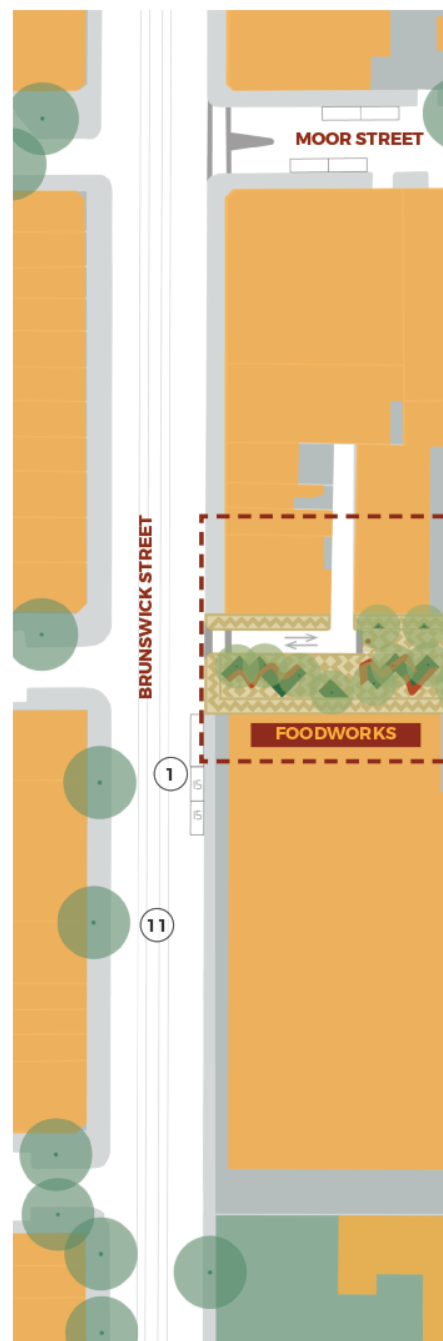
Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

CIVIC PRECINCT DESIGN RECOMMENDATIONS

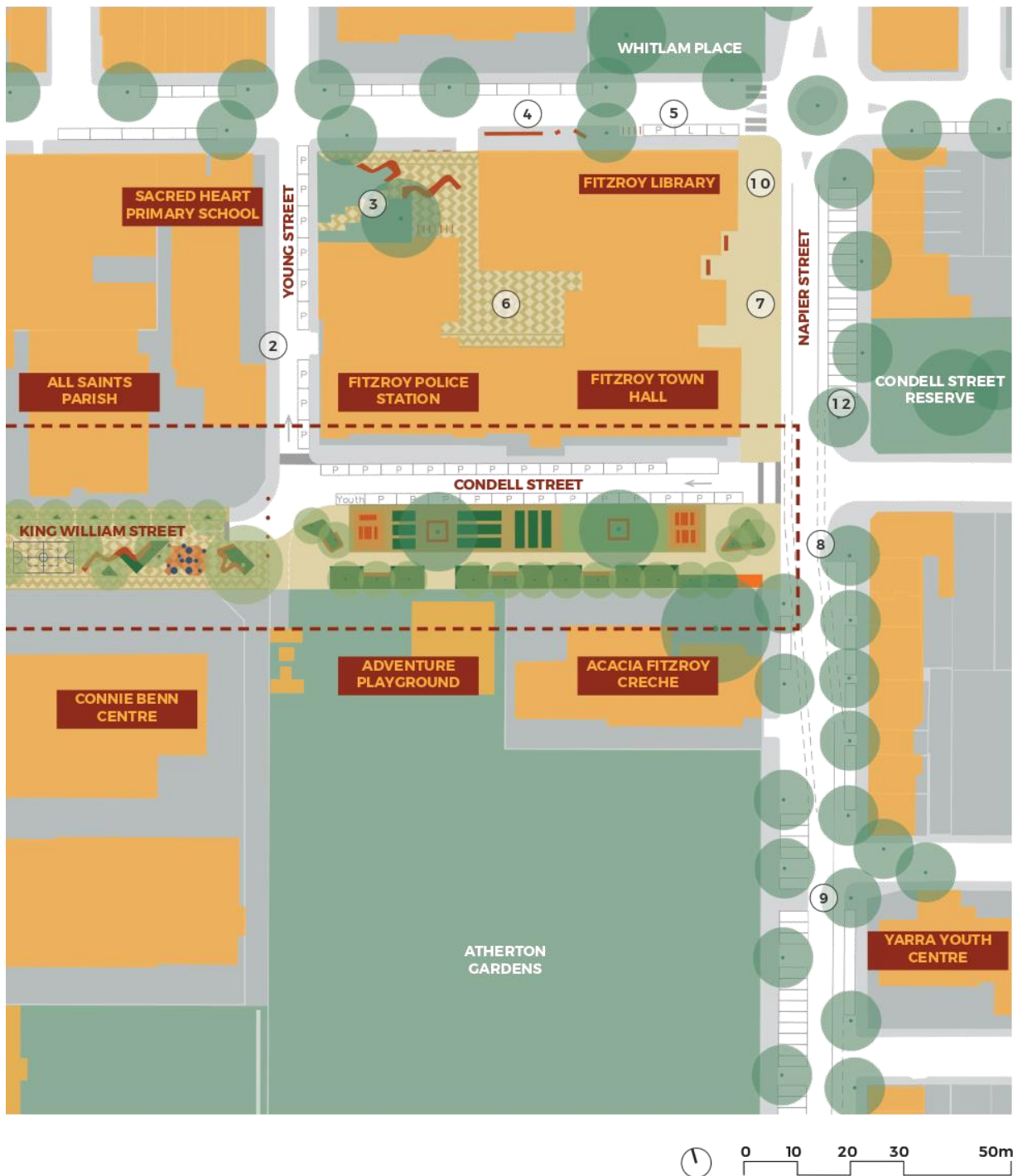
TOWN HALL CIVIC PRECINCT

- ① Relocate 15 minute parking and loading bay to Brunswick Street and extent outstand. To be reviewed in wider parking strategy
- ② Widen footpath on west side of Young Street and relocate parking to east side only. Could also be a raised road section.
- ③ Remove two on-site car spaces and clutter and redesign this as a pocket park which links to the Fitzroy Library entrance
- ④ Remove two car parks and extend outstand to provide a more prominent entrance to Fitzroy Library, including seating and signage.
- ⑤ Locate permit parking for two Library vans in these spaces
- ⑥ Redesign courtyard as a new outdoor space that is linked to Town Hall activities.
- ⑦ Replace asphalt and concrete pavements with high quality bluestone paving. Remove carparking and accommodate necessary vehicle access along the site frontage. Explore opportunities for seating, landscaping and facade lighting
- ⑧ Provide extended outstand for greater pedestrian connectivity
- ⑨ Provide extended outstands on either side of the street for safer crossing point for those travelling between Atherton gardens and Yarra Youth Centre
- ⑩ Develop an overall wayfinding and interpretation strategy for the precinct
- ⑪ Provision of more seating in front of community services and explore removal of tram shelter beneath awning
- ⑫ Investigate opportunities for e-charging points



BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

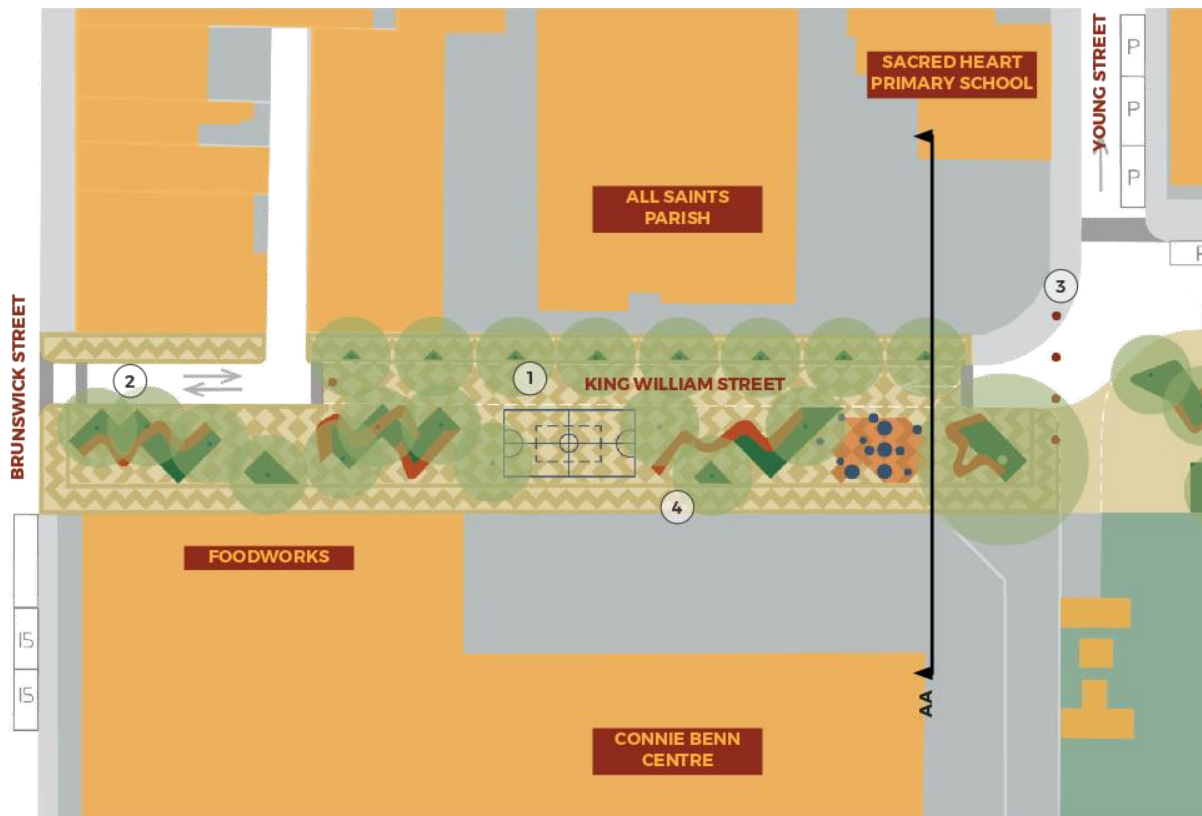


Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

CIVIC PRECINCT DESIGN RECOMMENDATIONS

A NEW CIVIC CONNECTION

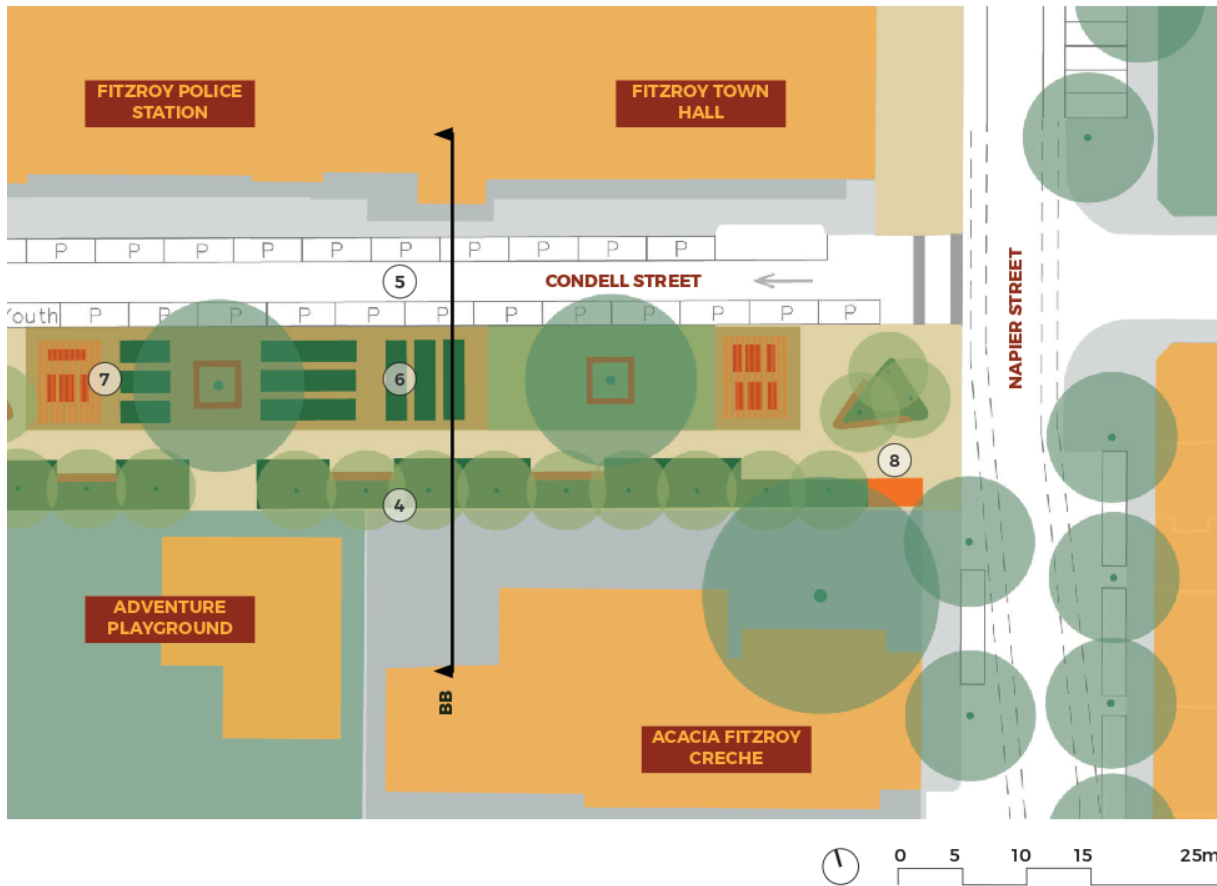


KING WILLIAM STREET

- ① Establish a controlled one way shared space at King William Street with no kerbs, new attractive street and garden bed planting, furniture, some nature play elements, and linemarking for balls sports that support the Sacred Heart students use of this space during school breaks and lunch
- ② Retain two way access to King William Street from Brunswick street for access to laneway
- ③ Relocate removable bollards to reduce conflict for cyclists and pedestrians exiting the Atherton Gardens laneway
- ④ Employ more attractive fence types to interface with new public open space. Allow for greater visual delight and connection between facilities where possible. Incorporate public art and planting opportunities

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



CONDELL STREET

- ⑤ Condell Street to become one way. All parking will be permit parking only for Police, community services and accessible parking

new lighting and significant tree planting
More seating and gathering spaces
Drinking fountains
- ⑥ Remove Right of Way and extend the central median to create a new expanded public space which could contain the following:
Improved community garden with the potential to be expanded
Community facilities such as shelter, BBQ, lawn and picnic seating
A new pedestrian link with
- ⑦ Remove existing public toilet and replace with new facility in Hanover Street.
- ⑧ Possible location for potting shed and equipment store to support community garden

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

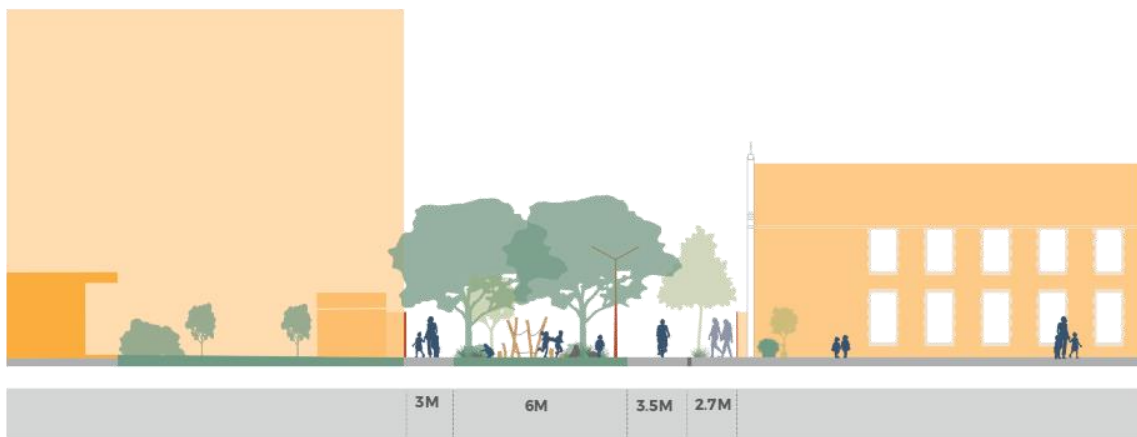
A MULTI FUNCTIONAL GREEN STREET

KING WILLIAM STREET

Artists impression for further exploration



Proposed view: King William Street shared space



Section AA - King William Street shared space

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

EXISTING CONDITIONS



OTHER IDEAS AND EXAMPLES



Integrated urban play



Shared zone with integrated planting

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

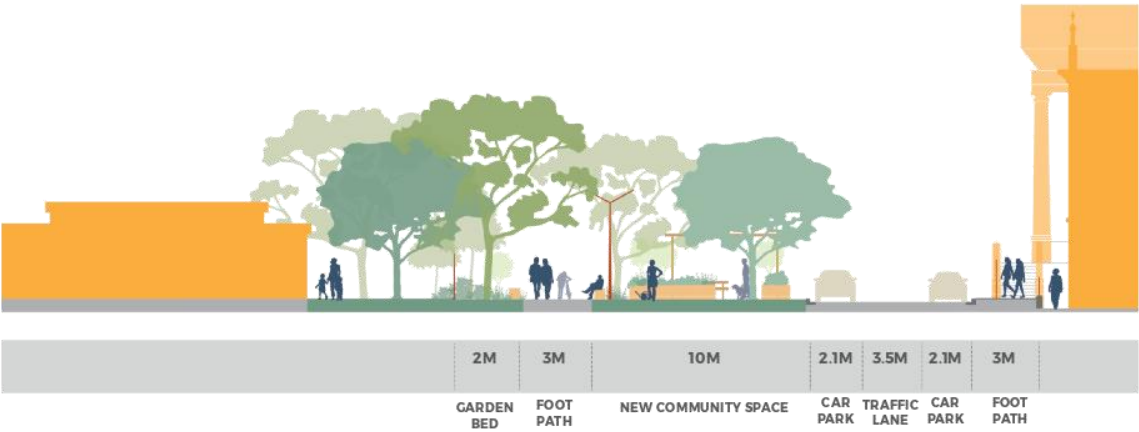
A NEW COMMUNITY OPEN SPACE AND PEDESTRIAN LINK

CONDELL STREET

Artists impression for further exploration



Proposed view: Condell Street Link



Section BB - Condell Street community garden and facilities

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

EXISTING CONDITIONS



OTHER IDEAS AND EXAMPLES



Lush and robust plantings with generous shady canopies



Productive gardens and community facilities

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

ATHERTON GARDENS PRECINCT

PRECINCT CHARACTER

Napier Street

Napier Street is partially closed to traffic and is a key pedestrian and bicycle route through Fitzroy. Lined with mature street trees, there is a small seating area located at the closure.

Due to the mature trees the street lighting is perceived to be poor.

Gertrude Street

The Gertrude Street footpaths, kerbs and planting are in good condition. It is in this section that some of the fencing has been removed to open up the Atherton Gardens landscape to the street and should be encouraged.

The corner of Gertrude Street and Brunswick Street, co-located with the tram stops and some of the important stops on the Aboriginal Heritage Walking Trail is an important gateway into the precinct and there is the opportunity to create a new space and focus on Aboriginal culture and art at this intersection to provide education about significance of the area for Aboriginal and Torres Strait Islander people and make the walking trail more visible.



Napier Street closure



Napier Streetscape



Gertrude Streetscape



Gertrude Street tram stop

OPPORTUNITIES

- ① Rejuvenate Napier Street closure with new understory planting, upgraded paving and social seating and review street lighting
- ② Make recommendation to DHHS to remove fence line where it denies access to Atherton Reserve
- ③ Consolidate furniture and provide covered waiting area at Gertrude/ Napier street intersection tram stop
- ④ Create new gateway landscape at the Gertrude/ Brunswick



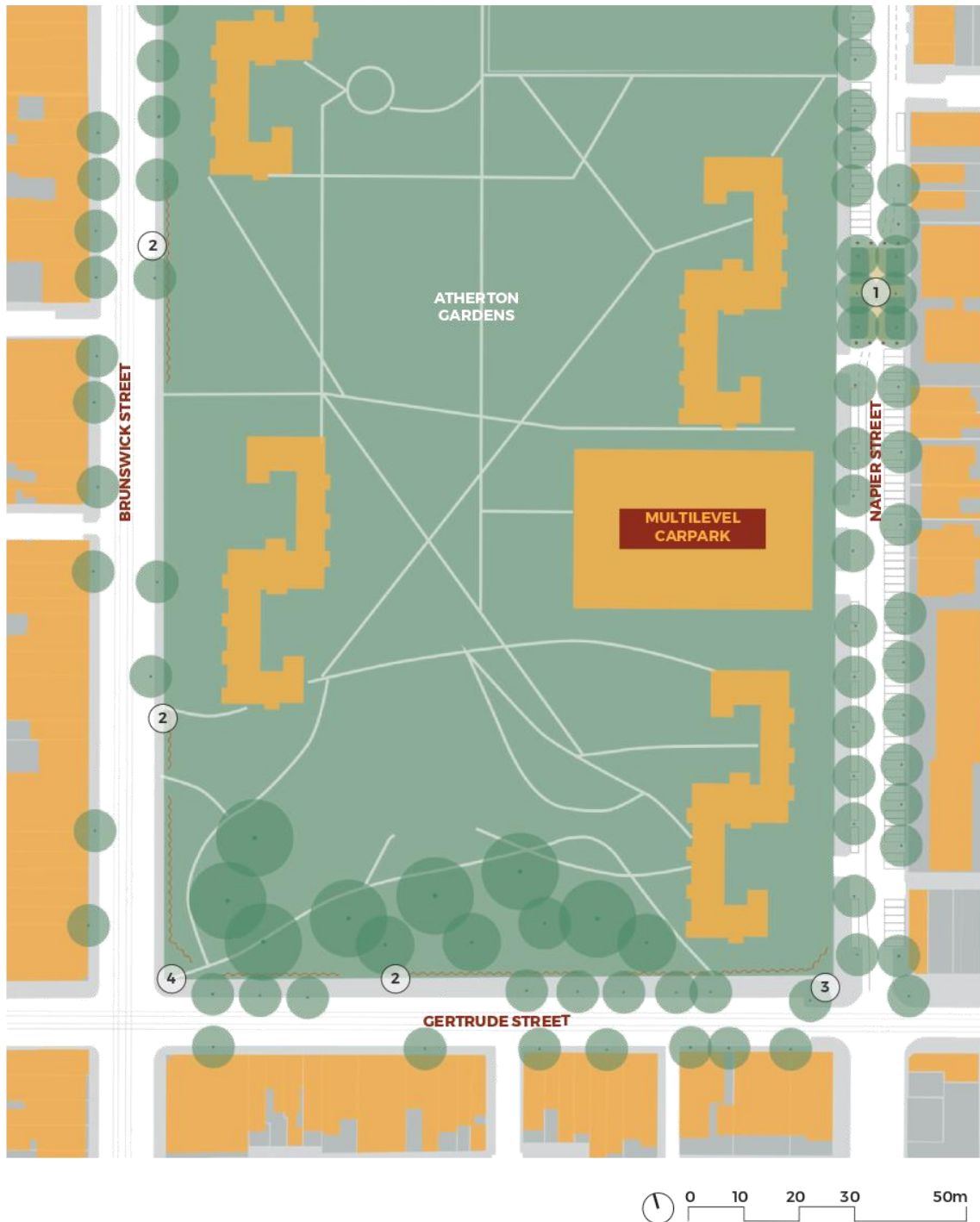
Redundant fencing



Public vs private conflict

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

GERTRUDE STREET GATEWAY

GERTRUDE STREET: EAST



- ① Negotiate with DHHS to open up the corner to create a new meeting place and gateway to Gertrude Street
- ② Create a welcoming entry to the Atherton Gardens. Make the Aboriginal Heritage marker more prominent.
- ③ Commission a significant art work which celebrates Aboriginal and Torres Strait Islander history in Gertrude Street
- ④ Locate a custom tram stop shelter that is integrated with new artwork and public realm improvements on this corner
- ⑤ Retain heritage lamp post and install feature lighting to structure corner at night
- ⑥ Explore opportunities for new trees and greenery at the corner and along the edges with the estate to offer improved amenity and shade and reflect the local identity

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

EXISTING CONDITION



OTHER IDEAS AND EXAMPLES



Trams Shelter to be an integral part of the integrated art for the corner

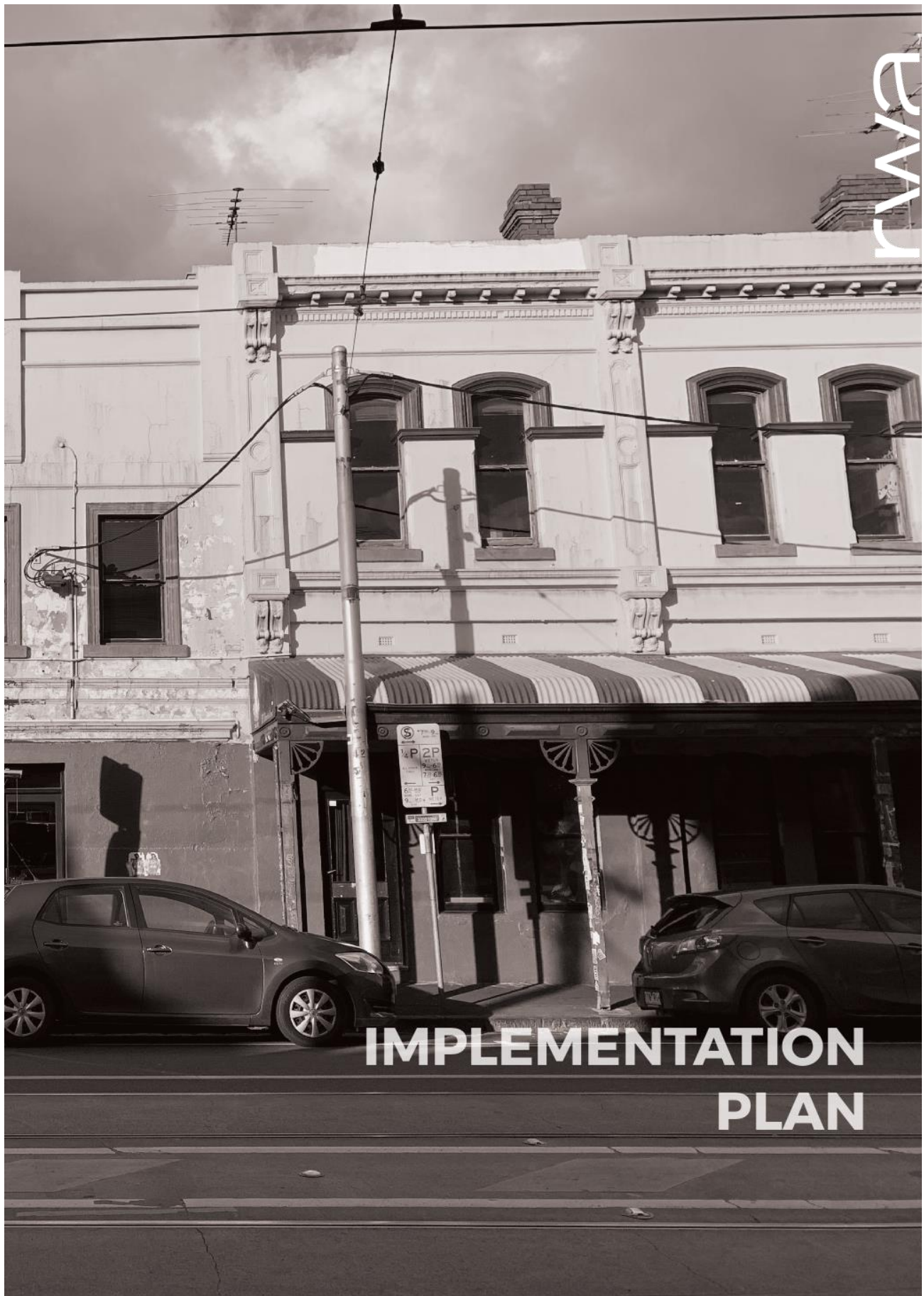


Tiered seating overlooking all the action

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

SUMMARY OF PROJECTS AND ACTIONS

This section provides a summary list of the projects that have been identified in this report. Further details will be added to this section following consultation feedback.

Street wide improvement strategies

- Planting of new trees and greenery along Brunswick Street corridor.
- Upgrade/installation of street furniture, including seats, bins, bike parking and drinking fountains.
- Investigate power bundling.
- Investigate replacement of existing lighting with LED efficient lighting.
- Install paving markers to delineate footpath trading areas.
- Reinstate heritage bluestone kerb and channel along the length of Brunswick Street.
- Remove redundant crossovers and replace with asphalt paving and adjacent kerb type.

New public spaces on the side streets – kerb outstands

- Westgarth Street
- Kerr Street
- Victoria Street
- Bell Street
- Hanover Street

Town Hall Precinct

- New public space at King William, Condell and Young Street
- Upgraded forecourt in front of Fitzroy Town Hall
- Public realm improvements at Library forecourt, Florence Peel forecourt and Fitzroy Town Hall courtyard

- Pedestrian crossing improvements on Napier and Moor Street.

Atherton Gardens Precinct

- New gateway space at Gertrude Street / Brunswick Street intersection
- Public realm improvements at Gertrude Street / Napier Street intersection
- Improved landscaping and lighting at Napier Street road closure

Further projects

- Future strategic work to investigate allocation of road space and key intersections to deliver improvements for pedestrians and cyclists. Timing to be determined when accessible tram stops are due to progress in the precinct.
- Investigate opportunities for a diagonal (scramble/Barnes) crossing at Johnston Street / Brunswick Street intersection.
- Support Council initiatives to improve access into shops, such as temporary ramps.
- Advocate to Department of Health and Human Services to remove fencing along edge of Atherton Gardens.
- Advocate to Department of Transport to remove tram shelter outside Connie Benn Centre.

BRUNSWICK STREET STREETScape MASTERPLAN
DATE: 20.11.2019

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

CITY OF YARRA

FUTURE ACTIONS

The consultation has raised a number of other issues faced in the area, which predominately relate to the road space (between the kerbs) and private property. Although these are out of scope for this project, it is important to acknowledge these and consider how they can be addressed through future work. This chapter outlines the key issues that have been raised and provides recommendations for future actions to investigate these. This chapter also highlights other projects that are happening now or in the future which need to be coordinated with the Streetscape Masterplan.

Accessible tram stops

Council understands that the Department of Transport (DoT), who are responsible for the tram route infrastructure, have the obligation to provide upgrades to all tram stops to make them accessible (Disability Discrimination Act (DDA) compliant).

At this stage it is unclear when this is likely to happen along Route 11 on Brunswick Street, and at the time of writing there are no committed funds to deliver the work. Although it is not clear what style or location of tram stops, for the purpose of the testing the Streetscape Masterplan the following assumptions have been made to help with future proofing the proposals:

- The stops at the Johnston Street, Gertrude Street and Alexandra Parade intersections will likely remain near either side of the intersection as they serve as interchanges with other tram and bus routes.
- The two stops in between the Gertrude Street and Johnston Street stretch (820m long) are relatively close together and therefore DoT may investigate whether there is any benefit to

consolidating the two tram stops, as this has been done for other projects.

- As Brunswick Street is a Council owned local road, there will be more flexibility in terms of the style of stops and supporting placemaking measures proposed, provided that they still meet any requirements around tram journey times, performance of intersections etc.

The tram stops are an important part of the street and any changes to them should consider what the community have already said in terms of what they value about the area and what they want to see improved. The consultation feedback captured through this project will be used to assist with any initial discussions with DoT about tram stops. This includes but is not limited to the following:

- Supporting the shops and independent traders
- Providing more space for pedestrians and cyclists
- Providing more trees and greenery
- Contributing to the area's eclectic character and heritage buildings
- Reflecting the significance of the area for Aboriginal and Torres Strait Islander people, particularly around the intersection with Gertrude Street and along Gertrude Street (if Route 86 tram stops are upgraded in future)
- Providing more places to sit and improved lighting

In testing the Streetscape Masterplan's response to potential future tram stops, the key aspect at this stage relates to the planting of trees along Brunswick Street, and ensuring that the placement of trees considers existing and potential future tram stop locations, based on the above assumptions and continued discussions with Department of Transport.

It is also important to ensure that current issues with existing tram stop design are dealt with in the short term where this is possible. In particular, we have heard that the tram stop shelter (which is situated under an awning) outside the Connie Benn Centre greatly restricts footpath space and should be removed. The Streetscape Masterplan recommends that discussions with the Department of Transport take place to address this issue.

Allocation of road space

Along Brunswick Street, the scope of work is focused on the existing footpaths and does not include the road space (in between the kerbs). It is noted that road space comprises approximately 75% of the available street space so has to be considered at some stage albeit this will be a complex work area where there will be divergent views around how this space should be allocated and how the street should function. One of the main reasons that the project does not include the road space is because strategic work has not yet been carried out to deliver accessible tram stops along the corridor (as discussed above). When this does come forward it will be an ideal opportunity to consider the allocation of road space on Brunswick Street (including car parking) and to carry out strategic work to determine the role of Brunswick Street in the wider street network in Yarra. It is noted that Brunswick Street is Council managed road (not VicRoads) so presents more opportunities for how the road space is divided up.

Through the community consultation, many people have expressed the desire for wider footpaths and increased bicycle lanes, which are not

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120

within the scope of this project. The Streetscape Masterplan acknowledges these important issues and recommends that future strategic work (such as an integrated transport corridor study) is carried out in future to explore the allocation of road space and be coordinated with any potential tram stop proposals to ensure a holistic approach to the street.

The existing Streetscape Masterplan provides relatively light touches to the footpaths along Brunswick Street (e.g. rationalisation of street furniture) which won't greatly impact any potential future changes to the road space. The planting of trees as identified in the Streetscape Masterplan will bring many benefits to the street, however when they are taken forward will need to check the status of any future strategic work to ensure it is future proofed. Most of the tree planting opportunities are in the Moor to Gertrude Street precinct (particularly around Atherton Gardens) where the footpaths are slightly wider already.

It is also worth considering the potential for interim measures that look at the potential for temporary reallocation of the road space (e.g. sections of the 2m wide car parking) for other uses, such as greenery, seating, bike parking as means for testing reallocation of the road space at a localised level. The Streetscape Masterplan recommends that this be explored in the short term.

Key intersections

Brunswick Street intersects with many other busy streets, including Victoria Parade, Gertrude Street, Johnston Street and Alexandra Parade. Some of the feedback received and observations note that these intersections (most of which

are VicRoads managed with the exception of Gertrude Street) are poor for pedestrians and cyclists. There is the opportunity for these intersections to be reviewed in future (as part of strategic work or through other opportunities), looking at:

- Reduced road crossing times and shorter crossing distances
- Improved pedestrian amenity, including more footpath space, wider crossings and public realm improvements.
- Improvements to cyclist safety and reductions in delay

At the Brunswick and Johnston Street intersection, the community suggested implementing a diagonal (also known as a scramble) crossing. The Streetscape Masterplan recommends that this be taken forward, to investigate opportunities for scramble crossing as a trial or potentially as a permanent change.

Access into shops

Accessibility into shops has been raised as an issue and impacts a range of people, including wheelchair and pram users. The issue of providing step free access into shops is a challenging one, particularly as many properties are heritage and given the relatively modest footpath width.

Although adjustments into shops requires work on private land, there is the potential to explore this further to investigate if other initiatives could be rolled out in the precinct to encourage businesses to provide better access into shops.

The Streetscape Masterplan recommends that Council continues work to explore initiatives to improve access into shops. Initiatives such as temporary ramps could be investigated and potentially be piloted on retail

streets such as on Brunswick Street.

Graffiti

Graffiti and particularly tagging of properties was raised as a concern by many community members. Particular hotspots were also identified where there is regular tagging of vacant properties. The community has asked for better and more frequent removal of graffiti.

Council has drafted a Graffiti Management Framework which outlines Council's approach to managing graffiti in Yarra. It includes strategies related to the removal of graffiti on Council sites and private land. It includes actions to conduct programmed graffiti removal in retail precincts and to explore alternative ideas, such as green walls and lighting, to assist in the prevention of graffiti.

Rose Street shared zone

Through previous Local Area Traffic Management (LATM) work, Rose Street has been earmarked as a shared zone to provide improved safety for people moving along this well-used street. Council aims to deliver this TAC funded proposal in the next financial year. There will be the opportunity for any treatment of this space (particularly where it meets Brunswick Street) to consider the concepts and recommendations that are made in this report to ensure a similar approach.

Attachment 2 - Brunswick Street Streetscape Masterplan DRAFT 191120



11.5 Micromobility (Bike, e-bike and e-scooter share) proposals

Executive Summary

Purpose

This report responds to the resolution below and provides Council with:

- (a) background information on the current state of the emerging micromobility industry in Victoria, with a particular focus on bikes, e-bikes and e-scooters;
- (b) information regarding the specific proposal from *Jump*; and
- (c) options for responding to the *Jump* proposal, and other micromobility proposals.

On 22 October, Council resolved:

That given receipt of a proposal to commence operations in late November/December 2019 for a launch of a dockless E-bike share scheme in January/February 2020, together with other potential options, Council respond by:

- (a) Consideration of the proposal seeking Council's support for same; and*
- (b) An officer report on the proposal or any other future options be presented to Council by early December 2019 for Council to determine its position on the proposal.*

Key Issues

- (a) micromobility operators and proposals;
- (b) community sentiment towards micromobility services;
- (c) the legal and regulatory status of bike-share, e-bike share and e-scooter share;
- (d) how micromobility aligns with Council's commitments to sustainability and transport choices and the Council plan; and
- (e) other Council's responses to micromobility operators.

Background

Bikes and E-bikes

Jump has approached Council (and City of Melbourne and City of Port Phillip) with a proposal to launch an e-bike share scheme in Melbourne.

City of Melbourne (CoM) is currently running an Expression of Interest (EOI) process seeking to identify preferred shared e-bike providers, to operate under a Memorandum of Understanding (MOU) on a 12 month trial basis. The EOI process would be conducted in co-operation with other Councils and enable other Councils to join the MOU after preferred operators have been identified. CoM officers are working with CoPP and CoY officers to draft the MOU.

An MOU with preferred operator(s) would enable the parties to agree to terms of operation, enforcement and data sharing of e-bikes.

e-Scooters

Since 2017, there has been a rapid growth in e-Scooter share systems across the globe. E-Scooters are stand up "foot scooters" equipped with batteries and electric motors (they are not 'Vespa-style' scooters). In Victoria, e-Scooters are not legally allowed to be ridden on public roads or footpaths, unless they are not capable of traveling more than 10km/h; and their engines are limited to 200 watts. Scooters that do not meet these requirements can only be legally ridden on private land. In addition to State laws, Council's General Local Law includes provision 14.5 which states: 'A person must not, without a *permit*, use, or permit a person to use, a wheeled recreational vehicle [including e-scooters] on *Council Land, a road, or footway*'.

11.5 Micromobility (Bike, e-bike and e-scooter share) proposals

Reference: D19/212500

Authoriser: Director Planning and Place Making

Purpose

1. This report responds to the resolution below and provides Council with:
 - (a) background information on the current state of the emerging micromobility industry in Victoria, with a particular focus on bikes, e-bikes and e-scooters;
 - (b) information regarding the specific proposal from *Jump*; and
 - (c) options for responding to the *Jump* proposal, and other micromobility proposals.
2. On 22 October, Council resolved:

That given receipt of a proposal to commence operations in late November/December 2019 for a launch of a dockless E-bike share scheme in January/February 2020, together with other potential options, Council respond by:

 - (a) *Consideration of the proposal seeking Council's support for same; and*
 - (b) *An officer report on the proposal or any other future options be presented to Council by early December 2019 for Council to determine its position on the proposal.*

Background

3. Micromobility refers to categories of transport modes that are provided by very light vehicles such as electric scooters, electric skateboards, shared bicycles and electric pedal assisted, pedelec, bicycles; on a hire or shared basis.
 4. Micromobility is considered to complement public transport by providing "last mile" options for people to get to and from stops and stations and their destinations. Micromobility is a viable alternative to car use, and in particular there is strong evidence it frequently displaces ride-share (*Uber*, *Lyft*, etc.) and taxi trips. Micromobility can also be an alternative to owning bicycles for people with limited space or that cycle occasionally.
- Melbourne Bike Share*
5. The *Melbourne Bike Share* scheme commenced in 2010 by the Victorian State Government, in partnership with RACV. Like similar schemes in other parts of the world at the time – the scheme relied on permanent docking stations where all trips needed to start and end. The State Government subsidised the scheme on the basis that it would:
 - (a) promote sustainable transport;
 - (b) reduce motor vehicle dependency; and
 - (c) reduce pressure on public transport.
 6. A not-for-profit social enterprise called *Good Cycles* who engage disenfranchised people in ongoing employment was contracted to run the day-to-day operations of the scheme.
 7. Yarra advocated strongly for *Melbourne Bike Share* to be significantly expanded into Yarra boundaries, however, for various reasons only four docks were ever placed across the municipality.
 8. *Melbourne Bike Share* never achieved satisfactory ridership levels and relied heavily on subsidy for a number of reasons including:
 - (a) it was geographically small and predominately located within the CBD limiting usefulness;

- (b) the bikes were heavy which made riding up any hills difficult;
 - (c) the free-tram zone was implemented reversing the slow-growth in ridership;
 - (d) hiring and pricing was complicated;
 - (e) mandatory helmet laws and difficulty accessing helmets limited the accessibility and usefulness of the scheme;
 - (f) there was a lack of station density, meaning many people still had significant distances to walk to their final destinations; and
 - (g) other options such as *Uber* came on line offering more mobility competition.
9. Following nearly a decade of low-ridership and the ongoing cost to government, the State Government ended its involvement in the *Melbourne Bike Share* scheme and a decision made to shut it down at the end of November 2019. *RACV* have begun the removal of docking stations.

oBike

10. In 2017 *oBike*, a corporately owned and financed bike share company, launched in Melbourne. *oBike* was a 'dockless' system, where bikes could be locked and unlocked anywhere via a smartphone app. Specifically, against the advice of Council officers, *oBike* launched bikes in Yarra without any warning or any agreement with Council which generated a number of issues.
11. Officers from City of Yarra (CoY), City of Port Phillip (CoPP) and City of Melbourne (CoM) worked closely to explore potential responses to *oBike*'s launch. *oBike* was not in direct breach of any Local Law (except in cases where bikes were causing obstructions – however, obstruction laws could only be enforced on a case by case basis and not broadly against the company). Additionally, some Councils received legal advice that the Local Government Act gave Councils only limited avenues to regulate bike share, and indicated that the State Government was in a significantly stronger position to regulate the industry.
12. In response a high number of complaints from the community and no timely response from the State Government; officers from the CoY, CoPP and CoM negotiated a Memorandum of Understanding (MOU) with *oBike*. Whilst *oBike* did not meet its obligations under the MOU, the document did empower the three Council's with some enforcement capabilities they did not have without the MOU.
13. Approximately eight months after *oBike* launched the Environmental Protection Authority (EPA) announced it had issued *oBike* with Litter Abatement Notices. This response by the EPA gave Councils the ability to issue fines where *oBike* had not complied with requests to remove or relocate bikes within the timeframes outlined in the terms of the MOU. Importantly, the EPA indicated the Litter Abatement Notices applied specifically to *oBike*; and only because CoM had demonstrated that *oBike* had systematically failed to remove damaged or dumped bikes; i.e. if a new micromobility operator launches, Councils will not immediately have the same powers to issue fines. A Council will first need to demonstrate to the EPA, that the operator is systematically failing to "clean up after itself".
14. After approximately 12-months of operations and very poor ridership figures, *oBike* announced it was withdrawing Melbourne operations. Yarra officers have collected over 100 bikes and had them recycled for scrap metal after *oBike* left Melbourne. *oBike* has since shut down all global operations and gone into liquidation.

Other bike share proposals

15. Since *oBike* initially launched, Council officers have been approached by a handful of different bike share operators, looking to launch dockless bike-schemes. Most of these proposals never progressed past preliminary discussions, and many of the operators have since exited Australia or the industry entirely. This reflects the highly volatile state of the micromobility industry.

16. Council officers are not aware of any active proposals to launch a bike share scheme in Melbourne using traditional bikes (i.e. not using e-Bikes).

The experience in Sydney

17. Contrary to the experience in Melbourne, private bike share operations fared far better in Sydney. At its peak, Sydney had six bike share operators competing with each other. Of the six providers, two remain in operation: *Mobike* and *Lime*. *Mobike* uses traditional pedal powered bikes, whilst *Lime* operates e-bikes. City of Sydney officers indicate both *Mobike* and *Lime* operate well managed operations and ridership is relatively high.
18. *Ofo* was the first bike share scheme to launch in Sydney, who by most accounts were a significantly better operator than *oBike* as bikes were of higher quality and operations were better managed. *oBike* launched in Sydney shortly afterwards and many of the same problems that were experienced in Melbourne were also experienced.
19. Local Council's and the community viewed the *oBike* launch in Sydney in the context of a poorly run operation; rather than a failure of the industry entirely. This led to Sydney Councils taking a more accommodating approach to some future bike share proposals. Conversely, in Melbourne, almost all potential new bike share operators have faced strong opposition from Councils during preliminary negotiations.

e-Scooters

20. Since 2017, there has been a rapid growth in e-Scooter share systems across the globe. E-Scooters are stand up "foot scooters" equipped with batteries and electric motors (they are not 'Vespa-style' scooters).
21. E-Scooter providers promote their devices as "green" and low-carbon, however, evidence to support this claim is mixed. Recent studies from the US indicate lifetime emissions are better than private motor vehicles, but worse than walking, cycling or using public transport (including diesel powered buses). The main contributor of emissions is the requirement for e-scooters to be collected nightly for charging – which is typically done by 'gig-economy' employees using private vehicles. Whilst there is evidence that e-scooters displace some car trips, they also displace trips from more sustainable transport modes – so the overall impacts and benefits are unclear.
22. **E-Scooters are illegal across Australia under various State road rules; however, the Queensland and South Australian governments have both introduced exemptions to their relevant road rules, to allow shared e-Scooter trials specifically in Brisbane and Adelaide.**
23. In Victoria e-Scooters are not legally allowed to be ridden on public roads or footpaths, unless they are not capable of traveling more than 10km/h; and their engines are limited to 200Watts. Scooters that do not meet these requirements can only be legally ridden on private land. In addition to State laws, Council's General Local Law includes provision 14.5 which states:

'A person must not, without a *permit*, use, or permit a person to use, a wheeled recreational vehicle [including e-scooters] on *Council Land, a road, or footway*'.
24. Council officers have been approached by approximately 14 companies looking to launch e-Scooters in Melbourne. None of these companies have had scooters that comply with existing regulations, hence Council officers have not progressed discussions past the preliminary stages. Since these initial discussions, many of these operators appear to have abandoned plans to launch in Melbourne.
25. City of Port Phillip recently resolved to support a trial of dockless e-scooters within their municipality. The motion is subject to 'the introduction of State Government regulations authorising the use of electric scooters on roads'.
26. Department of Transport (DOT) officers have indicated they are considering options to regulate the use of e-Scooters on a trial basis.

27. CoY officers have advocated to DOT that any e-scooter trial should be geographically limited to the LGA of interested Councils.
28. There are currently no clear timelines for exemptions to be introduced into the road rules, or for the Port Phillip trial to commence. On this basis the e scooter topic is generally in a holding pattern.

Jump

29. *Jump* is an American based micromobility company that operates both e-Bikes and e-Scooters in various cities across North America, Europe and in Wellington. *Jump* was bought by *Uber* in April 2018. *Uber* has indicated that it purchased *Jump* because it wants to integrate the service into its “mobility as a service” app. There is also evidence that the number of short *Uber* trips declines significantly in markets where e-bike share is introduced; therefore *Uber* appears to be protecting its overall market share by acquiring the company.
30. *Jump* has approached Council with a proposal to launch an e-bike share scheme in Melbourne. As was the case with *oBike*, *Jump* is aware that there are no State or Local Government laws that would prohibit them from launching operations without Council’s agreement. *Jump* have indicated that their proposal is more likely to be successful if it is launched with Council’s agreement and cooperation. In particular, *Jump* appear to believe that Council’s agreement would help provide a “social licence” to operate.
31. *Jump* have partnered with *Good Cycles* to run day-to-day operations. *Good Cycles* previously ran Melbourne Bike Share day-to-day operations and is a not-for-profit social enterprise dedicated to engage disenfranchised people in employment. Unlike *Uber* drivers, *Good Cycles* utilises a ‘direct employment’ model.
32. Whilst the *Jump* proposal shares some basic similarities with the previous *oBike* operations, there are also significant differences which are likely to result in:
 - (a) a better managed scheme,
 - (b) a more attractive service to the public; and
 - (c) less problems for Council to manage or respond to.
33. The following table highlights some of the differences between the *oBike* operations and the *Jump* proposal:

Feature	<i>oBike</i>	<i>Jump</i>
System Type	Dockless	Initially dockless; with option to move to a semi-docked “hybrid” system. A hybrid system can involve physical or app based ‘preferred parking’ locations in areas with significant demand, or conflict with other uses – with dockless parking in other areas.
Cost & Quality of bikes	Estimated <\$80 per bike. Very poor quality bikes that were highly susceptible to vandalism.	Reported >\$1,000 per bike. High-quality, durable and robust
Locking System	Rear wheel lock – not fixed to any object. This resulting in bikes being left in the middle of footpaths, tipping over and being thrown into waterways, put in trees, etc.	Rear wheel and integrated cable lock which can be locked to bike hoops or other objects.

Feature	<i>oBike</i>	<i>Jump</i>
Bike power	Pedal power, single-gear.	<u>Electric-assist</u> , three-gears.
GPS	No onboard GPS. <i>oBike</i> relied on the location data reported by users' phones. Once a bike was locked it was no longer being tracked.	Active GPS equipped. Location data is reported in real time until the on-board battery runs out.
On-board Computer	Basic on-board computer communicates with user's phone via Bluetooth to lock and unlock bikes.	Sophisticated on-board computers communicate directly with <i>Uber</i> servers. The following information is reported: <ul style="list-style-type: none"> • battery levels; • if bikes are being moved; • if bikes have tipped over; • if bikes have been knocked or vandalised.
Operational Approach	Bikes were deployed by small operations team and contractors. Operations team responded to <u>most</u> Council complaints, but there was little evidence of operations team responding complaints from the public. Very limited pro-active sweeps.	e-Bike batteries must be swapped approximately every 48-hours. This means operational staff will attend each bike at least once every few days. Battery swapping will be performed by people on cargo e-bikes and in motor vehicles. Bikes will be inspected for damage and relocated if inappropriately parked or in a low demand location.
Helmets	Helmets were initially deployed to about half the bikes. Helmets were frequently stolen and rarely replaced.	Helmets will be deployed with each bike. Users will be encouraged to lock them to the bike using the cable lock. Missing helmets will be replaced when batteries are swapped.
Geo-fencing	<i>oBike</i> claimed to have geo-fencing capabilities, but in reality this system did not function as described.	<i>Jump</i> can apply "no parking zones" where users cannot end their trips. If users do end trips in these areas they will be issued a fine. <i>Jump</i> can introduce "preferred parking zones" where users will be given discounts if trips are ended in a preferred zone.
Business Model	<i>oBikes</i> primary income was generated by using customer 'deposits' as a hedge fund.	<i>Jump</i> does not collect deposits. Income is generated through ridership and selling data.

34. Based on the information provided by *Jump*, Council officers believe the proposal is significantly more likely to succeed as a micromobility scheme and to provide a benefit to the community than *oBike* operations.

Memorandum of Understanding

35. To formalise an agreement between Council and *Jump*, *Jump* propose an MOU which would cover the following:
 - (a) customer safety and conduct;
 - (b) safe bike placement;
 - (c) distribution of bikes;
 - (d) processes and communication channels for complaints handling;
 - (e) processes for managing faulty, damaged and inappropriately parked bikes;
 - (f) timelines for retrieving or relocating bikes;
 - (g) insurance and liability;
 - (h) data sharing;
 - (i) cessation of operations; and
 - (j) review of the MOU.

Fees

36. The *oBike* MOU required *oBike* to pay Council a fee for the bikes within its municipality. This fee clause was inserted to cover the costs to Council for dealing with *oBike* related issues and managing complaints. The fee did not generate significant income for Council and also did not cover the cost of administering the fee given the large amount of work involved.
37. *Jump* has indicated it will not enter into any MOU or other agreement that requires a payment to Councils. *Jump* believe that fees have proven to undermine the sustainability of similar schemes in other cities and create a disincentive to providing enough bikes for the schemes to operate successfully.
38. Whilst *Jump* and similar proposals are likely to place demand on Council resources – these must be viewed in context of the service being provided (noting that historically bike share has been subsidised by State Government) to the community and how these services align with Council's policies around sustainable transport.

External Consultation

39. Council officers have consulted with staff from the following organisations in relation to micromobility:
 - (a) City of Melbourne (CoM);
 - (b) City of Port Phillip (CoPP);
 - (c) Department of Transport (DoT; and
 - (d) Micromobility Operators, including recent discussions with:
 - (i) *Jump*; and
 - (ii) *Lime*.
40. In particular, Council officers have worked closely with officers from CoM and CoPP and the topic has been discussed at the CEO level between the three Councils.

City of Melbourne

41. CoM is currently running an Expression of Interest (EOI) process seeking to identify preferred shared e-bike providers, to operate under an MOU on a 12 month trial basis. The EOI process would be conducted in co-operation with other Councils and enable other Councils to join the MOU after preferred operators have been identified. CoM officers are working with CoPP and CoY officers to draft the MOU.
42. An MOU with preferred operator(s) would enable the parties to agree to terms of operation, enforcement and data sharing of e-bikes. An MOU would not empower the Council(s) to exclude other bike or e-bike operators from entering the market, and additional operators

could choose to commence operations at any time. However, in officer's opinion, if operators chose to launch outside of this process without Council endorsement, then the Council(s) are likely to respond in a less accommodating manner and operators may attract criticism from the media and public.

43. CoM's *Transport Strategy 2030* identifies that CoM will advocate for regulatory or legislative changes to ensure new transport technology benefits the city and will support and facilitate technology trials which align with the strategy. On this basis, subject to regulatory reform led by the Victorian Government to manage associated issues, the City of Melbourne may support a trial of e-scooters in the future. Associated issues include parking, amenity, safety, vehicles, insurance, liability, competition between companies and consumer protection.

City of Port Phillip

44. CoPP voted on 6 November 2019 to trial an e-bike share scheme, and have delegated authority to the CEO to enter into an MOU and manage this agreement.
45. At the time of writing, CoPP officers have indicated they will recommend CoPP joins the CoM agreements, after CoM have selected their preferred operators. This approach would ensure that both Councils have identical MOUs with the same operators. This approach would also provide more consistent outcomes across the two LGAs, increase the usefulness and usability of the schemes for the community and increase the chance of the operators running successful and sustainable schemes.
46. CoPP will continue to work with DoT to support an e-scooter trial in their LGA.

Department of Transport

47. The Department of Transport has indicated it considers managing micromobility operations a Local Government responsibility.
48. Port Phillip Council has publically called on the State Government to regulate the industry on numerous occasions. Officers from the three Councils have advocated that developing a regulatory framework should be a State priority and responsibility – however the position of DoT has not changed to date.
49. DoT has indicated that they are considering options to regulate the use of e-Scooters on a trial basis. This relates only to the road rule exemptions, and not the general management of operators. Matters being considered by DoT include:
 - (a) where scooters should be allowed to be ridden (roadways, footpaths, bike facilities, etc.);
 - (b) maximum allowable speeds and engine wattage;
 - (c) helmet laws; and
 - (d) age limits.

Internal Consultation (One Yarra)

50. The following teams have been consulted internally about micromobility and current proposals:
 - (a) Compliance & Parking Services;
 - (b) Traffic & Civil Engineering; and
 - (c) City Works.

Compliance and Parking Services

51. The Compliance team does not believe the Jump Bike proposal (or similar proposals from bike share operators) directly violates any existing local law or require a permit to operate in Yarra.
52. Concerns have been raised that new micromobility operators would result in a significant increase in enquiries, complaints and impacts to staff resourcing. Without an MOU in place,

this impact is likely to be worse as there would be no agreed process or timeframes for resolving complaints from Council.

53. Compliance has indicated if any e-scooter share operators launch in Yarra without a permit, then Council's existing local law can currently be used to impound scooters. At this stage it is unclear whether Council's Local Law would remain enforceable if the State Government introduces legislation to allow scooters to be ridden in Yarra.

Traffic & Engineering

54. The traffic and engineering team has no objection in principle to micromobility schemes within the municipality, providing operators are able to manage parking impacts on the footpath.
55. The traffic team does not support e-scooter share operating on the footpath, given this would cause significant conflict between scooter users and pedestrians.

City Works

56. City Works has no objections to entering into agreements with suitable micromobility operators that are able to manage their operations. However, City Works has indicated that it would be highly undesirable for officers to be required to impound bikes or scooters, given limited space available for bike storage and significant demands on finite staff resourcing. To encourage operators to resolve issues before impounding is required, it is suggested that there is a high impound fee.

Financial Implications

57. If one or more micromobility operators launches within Yarra's LGA, there would be some additional burden on staff resourcing and demand for Council infrastructure (especially bike parking). If micromobility operators are not willing to pay a fee to operate, this demand would not be offset by new income.
58. An appropriate impound fee would cover costs of impounding bikes or scooters if required, although if it is too high then it would encourage abandonment of impounded equipment.

Economic Implications

59. Micromobility services are likely to improve access and transport choices across the municipality and into adjoining municipalities. This is expected to have a net economic benefit.

Sustainability Implications

60. There is strong evidence that bikeshare is a low-carbon transport mode that results in a significant mode-shift away from private motor-vehicle trips (in particular ride-share trips).
61. Evidence regarding the sustainability of e-bike share and e-scooter share is less conclusive due to the requirements for bikes and scooters (or batteries) to be collected for recharging.
62. *Jump* argue that their swappable battery technology allows operations teams to use a mix of cargo-bikes and motor vehicles to carry out charging operations to lower environmental footprint compared to systems without swappable batteries.

Social Implications

63. Micromobility services provide additional transport choices and can increase access for a significant portion of the community. However, there are concerns that micromobility services (particularly scooters) can clog and clutter footpaths when parked, impacting pedestrians and in particular people with disabilities.
64. There is strong evidence that shared bike and e-bike schemes are relatively safe compared to cycling more generally (this is typically attributed to the upright 'Dutch' style bikes used, slower cycling speeds and the types of roads that bike share users choose to ride on).

65. Evidence regarding the safety of e-scooters is less conclusive – there have been a number of high-profile reports of deaths and injuries as a result of using scooters, however, it is unclear if injuries and/or fatalities are statistically high compared to the number of trips taken.

Human Rights Implications

66. There are no apparent human rights implications under the Charter of Human Rights and Responsibilities Act 2006.

Communications with CALD Communities Implications

67. Council's interpreter service would be available to CALD community members that have enquiries relating to micromobility.

Council Plan, Strategy and Policy Implications

68. Supporting shared e-bike schemes aligns with the Council Plan, and the Strategic Transport Statement; in that shared bike schemes improve connectivity, and are safe and sustainable travel options.
69. E-scooter schemes also provide transport choices, but evidence about the sustainability and safety of such schemes is inconclusive at this stage.

Legal Implications

70. A key objective of any MOU with micromobility operators would be to address Council's liability concerns.
71. Council may need to consider legal liability concerns specific to e-scooter share if the State Government allows e-scooter share trials to commence.

Other Issues

Reputational risk

72. *oBike's* operations were derided by the community (albeit supported by BAC and some other cycling groups). There may be some community and media concerns if Council enters into an agreement for a similar scheme.
73. If the scheme is well managed and successful it is expected that any concerns would be minimal. NB. There is very rarely community consensus regarding transport projects or proposals, so some community and media attention is expected and inevitable.
74. The EOI process being undertaken by City of Melbourne and a collaborative approach between Councils and the selected operators may increase the likelihood of bike or e-bike share schemes being successful.
75. Scooter share has proven to be controversial in almost all cities it has operated. It is expected that Yarra can minimise reputational risk in this space by allowing a trial to run in Port Phillip before deciding to run a similar trial.

Options

76. Given the differences between bike share (including e-bike share) and e-scooter share, there are different options that respond to each of these modes.

Bike and e-bike share

77. There are four options for Council in response to bike and e-bike share.

Option 1:

Support bike share and e-bike share in principle. Delegate authority to the CEO to enter into MOUs with preferred bike and e-bike share operators.

78. Under this option Council would:

(a) resolve to support in principal a trial of dockless electric bicycles on Council land;

- (b) authorise the Chief Executive Officer to work in partnership with other Councils and organisations to manage and respond to bike and e-bike share service providers including entering into a Memorandum of Understanding (MOU) with other Councils and service providers; and
- (c) note that City of Melbourne is currently running an Expression of Interest process to select up to two (2) preferred e-Bike share operators, and that the CEO will likely be in a position to join MOUs with City of Melbourne, other Councils, and the operators selected by City of Melbourne.

79. This is the **preferred option**, as it would:

- (a) allow Council to join the City of Melbourne EOI process for e-bike share operators,
- (b) allow Council officers to work collaboratively with City of Melbourne, City of Port Phillip and other interested Councils on any potential future MOUs with bike share operators;
- (c) reduce duplicating work across multiple Council's for limited benefits; and
- (d) provide the best outcome for relevant Councils, operators and users, as there will be consistent rules across different municipalities.

80. This option is likely to demand the least amount of officer time, whilst achieving the best outcome. It should be noted that Yarra has a relatively small officer team when compared to other Councils. If there is an expectation that Council will take a lead in this space, then additional resources would be required and/or it would need to be acknowledged that work on a number of other important transport projects would be delayed.

Options 2a and 2b:

Support bike share and e-bike share in principle and run a Yarra specific EOI process to enter into MOUs with bike and e-bike share operators.

81. This option could be pursued under delegation of the CEO (Option 2a), or the EOI process could be brought to Council to be considered in more detail (Option 2b).

82. Under Option 2a, Council would:

- (a) resolve to support in principal a trial of dockless bike-share or e-bike share on Council land; and
- (b) authorise the Chief Executive Officer to run a Yarra specific EOI process to identify preferred operators and enter into MOUs with the preferred operators.

83. Alternatively, under Option 2b, the Council would:

- (a) resolve to support in principal a trial of dockless bike-share or e-bike share on Council land;
- (b) note that Officers would present detail on a Yarra specific EOI process to identify preferred operators to Council at a meeting in the first half of 2020; and
- (c) note that Council would have the opportunity select preferred operators as part of the EOI process.

84. These options are not recommended, as:

- (a) this would duplicate work being undertaken by CoM and expend significant officer time, for very little benefit (given both Councils have broadly consistent transport priorities and safety and amenity concerns);
- (b) this may result in different rules or operators across the adjoining municipalities, causing inefficiencies for users and operators, and enforcement problems for both relevant Councils; and
- (c) bike or e-bike share operators are likely to launch in Yarra before officers have had a chance to start the EOI process.

Option 3:

Support bike share and e-bike share in principle and negotiate MOUs with each operator on an individual basis as and when operator proposals are presented.

85. Under this option individual proposals would be brought to Council to be considered in more detail.
86. Under this option Council would:
- (a) resolve to support in principal a trial of dockless bike-share or e-bike share on Council land; and
 - (b) note that specific proposals will be presented to Council to consider, as they are received.
87. This option is not recommended as it would generate significant work negotiating with each operator, for no significant benefit over Option 1 or 2. Further, this option would require a separate Council report for each proposal, which would place a significant burden on Council.

Option 4:

Do not enter into any agreements with bike share or e-bike share operators at this time, or in the near future.

88. Under this option Council would:
- (a) resolve to not support private bike-share or e-bike share companies launching in Yarra at this time, or in the future;
 - (b) note that Council's position to not support bike-share or e-bike share operators operating in Yarra is not directly enforceable under any State or Local Law; and
 - (c) note that bike-share or e-bikeshare operators may *launch* in Yarra, without agreements in place to manage their operations or resolve complaints or disputes.
89. This option is not recommended, as:
- (a) it does not align with Council's commitments to sustainable transport and providing transport options; and
 - (b) operators may *launch* without agreements with Council in place. This would generate additional work for Council officers and would leave Council without agreed timelines for resolving issues, or dispute resolution agreements in place.

Scooter Share

90. Given e-scooters are currently illegal in Victoria, there are three options for Council when responding to current proposals.

Option 1:

Support an e-scooter trial, subject to State Government legislation allowing such a proposal to take place.

91. Under this option Council would:
- (a) resolve to authorise the Chief Executive Officer or her delegates to support a trial of dockless electric scooters on Council land dependent on managing insurance and other safety risks to Council, and the introduction of State Government regulations authorising the use of scooters on roads;
 - (b) note an open and competitive Expression of Interest process would be conducted to enter into a contractual agreement with up to two electric scooter operators to participate in the electric scooter trial within the municipality and if possible this would be performed in conjunction with other abutting municipalities; and
 - (c) note that running an EOI process, and monitoring and evaluating an e-scooter trial within Yarra would put a significant drain on Council resourcing, and that this would impact other strategic transport and enforcement work currently being undertaken.

92. This option is not recommended as it would put a significant burden on Council resources, and there are a significant number of unknowns including:
- (a) speed limits on e-scooters;
 - (b) age limits for using e-scooters;
 - (c) where e-scooters would be allowed to be ridden (i.e. footpaths, roads or bike lanes); and
 - (d) how the community would respond to e-scooter share.

Option 2:

Defer any decision on e-scooter share until the State Government releases the detail of what (if any) legislative changes will be introduced to allow a trial to commence.

93. Under this option Council would:
- (a) resolve to note that Council officers are in discussions with Department of Transport staff with regards to introducing exemptions into State road rules to allow an e-scooter trial to take place; and
 - (b) defer any decision on e-scooter share until the State Government releases the detail of regulatory changes it plans on introducing to allow an e-scooter trial to take place.
94. This option is not recommended for the following reasons:
- (a) E-scooters have proven highly controversial in most cities globally, Council could suffer a significant reputational risk for running a trial before community sentiment to such a scheme has been tested in the Melbourne context;
 - (b) Council would not have had opportunity to evaluate the outcomes of the Port Phillip trial; and
 - (c) running an e-scooter trial and monitoring the outcomes would require significant officer resources, and Council is not currently resourced to manage such a trial. There is also no allowance in the budget for this.

Option 3:

Defer any decision on e-scooter share until the City of Port Phillip releases the outcomes of its proposed e-scooter share trial.

95. Under this option, Council would:
- (a) resolve to note that Council officers are in discussions with Department of Transport staff with regards to introducing exemptions into State road rules to allow an e-scooter trial to take place;
 - (b) note that Council officers are in close contact with officers at City of Port Phillip with regards to their proposed e-scooter trial, and would be monitoring the outcomes of the trial if and when it takes place; and
 - (c) defer any decision on e-scooter share until the City of Port Phillip releases the outcomes of its proposed e-scooter share trial.
96. This is the **preferred option**, as it would:
- (a) give Council the best opportunity to consider the details of the legislative changes that have enabled the e-scooter share trial;
 - (b) provide Council with an opportunity to review the outcomes of the trial within the Port Phillip LGA; and
 - (c) best respond to the existing and ongoing Council officer resource situation.

Conclusion

97. Council has received a proposal from *Jump* to launch an e-bike share scheme across Melbourne, Port Phillip and Yarra LGAs. There are currently no State or Local Laws which would prohibit e-bike share schemes from being launched in the LGAs without any agreement in place.
98. CoM is in the process of running an EOI process, to assess the *Jump* proposal against other potential e-bike share operators. CoM is expected to select up to two operators to run an e-bike share trial on a 12-month basis. Yarra would have the opportunity to join an MOU with CoM and its preferred operator(s) once CoM has finished this EOI process.
99. E-scooter share is currently illegal in Victoria under State road rules. City of Port Phillip has resolved to trial e-scooters within its LGA dependant on legislative changes from the State Government to allow the trial to operate. The Port Phillip trial would enable valuable data on the potential value of e-scooters to Yarra. NB. City of Melbourne has not determined whether it will support an e-scooter trial at this point in time.
100. There are no current (non-electric) bike share schemes proposed, however, Council may receive a proposal in the future. The considerations relating to bike share are very similar to e-bike share.
101. In the context of the above it is recommended that Council:
 - (a) support bike share and e-bike share 'in principal' and delegate authority to the CEO to enter into MOUs with preferred bike and e-bike share operators; and
 - (b) defer any decision on e-scooter share until the City of Port Phillip releases the outcomes of its proposed e-scooter share trial.

RECOMMENDATION

1. That Council note the officer report in relation to micromobility options and in particular e-bike and e-scooter proposals from private companies.
2. That, in regard to bike share and e-bike share, Council:
 - (a) support in principal a trial of dockless electric bicycles on Council land;
 - (b) authorise the Chief Executive Officer to work in partnership with other Councils and organisations to manage and respond to bike and e-bike share service providers including entering into a Memorandum of Understanding (MOU) with other Councils and service providers; and
 - (c) note that City of Melbourne is currently running an Expression of Interest process to select up to two (2) preferred e-Bike share operators, and that Council may be able to join MOUs with City of Melbourne, other Councils and the operators selected by City of Melbourne, as a means of managing the approach within the municipality.
3. That, in regards to e-scooter share proposals, Council:
 - (a) note that Council officers are in discussions with Department of Transport staff regarding exemptions into State road rules to allow an e-scooter trial to take place;
 - (b) note that Council officers are in close contact with officers at City of Port Phillip with regards to their proposed e-scooter trial, and monitoring the trial if and when it takes place; and
 - (c) defer any decision on e-scooter share until the City of Port Phillip releases the outcomes of its proposed e-scooter share trial.

CONTACT OFFICER: Julian Wearne

TITLE: Sustainable Transport Officer
TEL: 9205 5737

Attachments

There are no attachments for this report.

11.6 Elizabeth Street Bike Lane Upgrades

Executive Summary

Purpose

To seek endorsement for a 12 month 'iterative trial' to deliver protected bike lanes on Elizabeth Street.

Key Issues

Travel demand in Yarra is rising rapidly as a result of population growth and there is a pressing need to deliver transport projects that respond to this as efficiently and effectively as possible.

Cycling has a high level of priority in City of Yarra policy documents with Elizabeth Street being an important local east/west road and also a key cycle route. However, it currently provides a hostile and intimidating environment for cyclists due to narrow bike lanes that place cyclists between parked car doors and large volumes of moving traffic.

There is a long standing commitment to delivering a protected bike lane facility on Elizabeth Street in the *Bike Strategy Refresh 2016*. In the 2019/2020 budget resolution, Council committed \$400,000 for the delivery of protected bike lanes on Elizabeth Street in 2019/20.

The *Urban Forest Strategy (UFS)* also identifies Elizabeth Street as a high-priority location for tree planting as it is a thermal hotspot, with limited existing tree canopy, significant volumes of pedestrian activity and a large vulnerable population.

Taken together, these documents outline a clear long-term vision for this street which includes protected bike lanes and a significant increase in trees and canopy.

Delivering transport projects of significance that align with adopted policy is very challenging as it requires the reallocation of busy, highly contested street space which is a sensitive topic in the community.

The Wellington Street protected bike lane project cost \$4.5m and took Council nearly ten years to deliver with 11 separate supporting reports tabled for decision makers as part of this process. Contention around possible impacts, and a general divergence of views on various aspects of the project, contributed to the significant amount of time it took to plan for the project before any works could be delivered.

In response to the lessons learnt from Wellington Street, the broader challenges around project delivery and the constrained budget situation, officers propose that an 'iterative trial' approach is used to deliver protected bike lanes on Elizabeth Street. This would allow the delivery methodology and the design treatment to be tested before further longer term decisions are made by Council that consider the outputs of the trial. It will also mean that upgraded bike facilities can be installed in the requested 2019/20 financial year timeframe.

Financial Implications

Stage 1 (the trial) would be delivered using 2019-2020 budget resources. Stage 2 (the permanent solution) would require funding in the 2020-2021 or 2021-2022 budget.

PROPOSAL

In summary, the proposal is that Council:

- (a) endorses the use of a 12 month 'iterative trial' (commencing in the first half of 2020) to deliver protected bike lanes on Elizabeth Street; and
- (b) requests a report detailing the performance of the trial, to determine the future state of the bike lanes, within 6 months of the conclusion of the 12 month period.

11.6 Elizabeth Street Bike Lane Upgrades

Reference: D19/205485

Authoriser: Director Planning and Place Making

Purpose

1. Council has a number of strategies and policies that promote cycling, traffic calming, placemaking, the use of sustainable and active transport and tree planting.
2. Cycling has a high level of priority in City of Yarra policy documents given it is space efficient, practical, environmentally friendly, convenient, healthy, and cheap form of transportation that aligns with placemaking objectives.
3. Elizabeth Street is an important local east/west road and also a key cycle route but currently it provides a hostile and intimidating environment for cyclists due to narrow bike lanes that place cyclists between parked car doors and large volumes of moving traffic.
4. There is a long standing commitment to delivering a protected bike lane facility on Elizabeth Street in the Bike Strategy Refresh 2016. This project would complement the protected facilities installed by Melbourne City Council west of Hoddle Street on Albert Street some time ago.
5. Alternative east-west options for cyclists in the local area are limited with Bridge Road, Victoria Street and Swan Street all classified as strategic cycling routes but all are busy traffic routes, with trams, narrow bike lanes or non-existent bike and significant car dooring hazards.
6. In the 2019/2020 budget resolution, Council committed \$400,000 for the delivery of protected bike lanes on Elizabeth Street in 2019/20.
7. This report details:
 - (a) the delivery approach proposed to deliver this project to meet the desired timeframe;
 - (b) how the proposed delivery approach will benefit the Elizabeth Street project;
 - (c) the capital works recommended by officers from the road design options identified; and
 - (d) the long term vision for Elizabeth Street and the method of working towards it.

Background

8. Population growth is putting ever increasing pressure on the municipality's transport network. Simultaneously there is an urgent need to reduce transport related emissions and get infrastructure delivered which gives people genuinely attractive sustainable transport options.
9. Yarra has long had acknowledged these challenges in its Strategic Transport Statement 2006 and more recently in declaring a Climate Emergency. A further challenge is the pressure on Council budgets which means there is a pressing need for Council to look at ways of 'doing more with less' wherever possible in an environment where community expectations are higher than ever.
10. Project delivery processes and funding allowances for sustainable transport projects have not kept pace with development and population growth resulting in increased congestion, increased conflict between transport modes and a reduction in the attractiveness of traveling by active transport modes and sustainable transport. These trends will continue to worsen unless Council adopts processes and practices that better match the policy intent, so that key transport projects can be delivered more quickly and more cheaply.
11. New innovative and responsive delivery approaches are required to deliver major bike projects to date. The following paragraphs provide some context around existing delivery

challenges for bike projects, lessons learnt and the proposed way forward for this particular project.

Challenges in delivering cycling projects

12. Wellington Street was the first protected bike lane project to be delivered in the City of Yarra. It has been received generally favourably and is in some respects a signature project for Council with the second phase recently officially opened by the Mayor and the Local Member of Parliament. It is recognised that more facilities such as this need to be provided if Yarra is to improve on its existing seven per cent mode share by bike for work trips to the 15% mode share target by 2015 as stipulated in the 2010 Bike Strategy.
13. A 'traditional' project planning and design delivery approach was used on Wellington Street which featured 'up front' extensive consultation, multiple design iterations and a heavily design engineered capital works program. It took Council nearly ten years to deliver this project with 11 separate supporting Council or Confidential Council reports tabled for decision makers, equating to one Council report for every 100 metres of bike lane. Staff resource requirements to produce this volume of supporting material were very significant.
14. Capital costs were approximately \$4.5 million with the majority of funding provided by State Government across the 2 stages. Without external funding it may not have been possible for Council to deliver this project given the financial capacity of the Council.
15. There are no State Government proposals to fund Elizabeth Street at this time and if a traditional planning, delivery and design approach is taken to project delivery it will not be remotely possible for anything to be delivered within the desired timeframe and allocated budget. If the traditional approach is used it would take at least three years to deliver this project.
16. A view has been expressed amongst some community members and groups that Council should *'just get on with it'* when it comes to delivering bicycle infrastructure upgrades, as encouraging cycling is a consistent Council policy position having a long established urban cycling culture (compared to most other metropolitan Council areas) and seeing itself as a leader in the sustainable transport space. The reality is that 'traditional' delivery approaches take a great deal of time, particularly for significant cycling projects that require **road space reallocation**, which is often a sensitive topic amongst some sections of the community. Some members of the community who really want change, believe Council is not doing enough to implement its policies.
17. Council officers have looked at alternative approaches to the planning and delivery in response to these challenges that have emerged elsewhere. These are a departure from the 'standard way of doing things' but are more flexible and can produce often better final outcomes with the initial start-up of the project achieved more quickly and at a reduced cost.
18. 'Iterative trials' are a new, innovative way of working that are steadily gaining traction around the world as Governments look to deliver new projects and new types of project to get desired outcomes in busy urban areas where:
 - (a) space is often limited and highly contested;
 - (b) wider project impacts and benefits are difficult to quantify and cannot be really understood in advance; and/or;
 - (c) community and decision maker opinion is divided to some degree on:
 - (i) the potential impacts of a project (be they deemed good or bad on an individual basis);
 - (ii) whether a project should go ahead; and
 - (iii) what should it look like and what it should do.
19. All of these aspects were present on Wellington Street which was a complex and a somewhat contentious project for Council to deliver at the time given that protected bike lanes are very rare in Melbourne (albeit common on some other cities). This contention

around possible impacts contributed to the significant amount of time it took to plan for the project before any works could be delivered.

20. It is therefore proposed that an '*iterative trial*' approach is used for delivering the separated bike lane project in Elizabeth Street. If this approach is successful then it may be rolled out for other Council bike projects in order to progress them.
21. An '*iterative trial*' approach (sometimes called 'pilots and trials', 'low-cost rollouts', and 'rapid-rollout') offers a method of delivering transport and urban design projects using a 'low-cost, light-touch,– high-impact' approach where trial designs can be rolled out quickly and be tested in real world environments before more permanent and costly upgrades are undertaken.
22. There is already a commitment to providing separated bike lanes on this street in the adopted Bike Strategy Refresh. The trial is about testing the delivery methodology to see how it performs.

A new way of delivering projects

23. The delivery and transport challenges facing Yarra as a busy inner city Council are not unique and governments and other agencies across Australia and internationally are looking at alternative ways of tackling them. Although '*iterative trial*' approaches are relatively new to Australia, there are many examples of this type of approach being used overseas with great success.
24. The most famous example of the iterative trial approach was undertaken at Times Square (in New York) where large areas were converted into a pedestrian plaza using little more than Astroturf, low-cost paint and cheap folding chairs. The results proved highly successful, so it was followed with a second pilot, which involved a mix of permanent paving and a temporary plaza design. A third pilot continued the process installing more permanent fixtures and temporary upgrades, before the final and current infrastructure was installed seven years after the initial pilot. In many cases multiple rounds of iteration are not required but this example is provided to highlight the responsive nature of this approach.
25. State Government (Dept. of Transport) is now actively considering iterative trial approaches and has been in discussions with Council officers.

Core components to successful infrastructure delivery

26. There are seven basic components when delivering infrastructure:



27. Both the traditional approach and an '*iterative trial*' approach incorporate these elements. There are, however, significant differences between when and how these elements (including consultation) are undertaken.

The traditional approach vs. an iterative trial approach

28. An '*iterative trial*' approach is multi-staged and linked to a long-term vision for how something should look or operate. The early stages focus on delivery of a '*low-cost, light-touch, high-impact*' design to evaluate how it works in a real life setting for a specified period of time (e.g. 12 months). If the trial design is proven to work well following an evaluation process then higher cost, more durable, permanent infrastructure can be installed. In some cases the

initial low-cost solution is modified in response to onsite evaluation in the permanent design as part of lessons learnt.

29. The table below provides a summary of how the *iterative trial* approach would differ from the traditional approach in the context of delivering protected bike lanes on Elizabeth Street.

	Traditional approach	Iterative trial approach
(1) Issue	<ul style="list-style-type: none"> • Cycling is encouraged by Council but facilities on the key radial route on Elizabeth Street are not safe and attractive for people to use. • Tree planting is an urgent priority, but cannot occur within the roadway until the revised road-layout is finalised. 	<ul style="list-style-type: none"> • Cycling is encouraged by Council but facilities on the key radial route on Elizabeth Street are not safe and attractive for people to use. • Tree planting is an urgent priority, but cannot occur within the roadway until the revised road-layout is finalised.
(2) Proposed solution	<ul style="list-style-type: none"> • Provide a protected bike lane on Elizabeth Street as per the Bike Strategy Refresh. • Plant trees within the footpath and redesigned roadway (as per the Urban Forest Strategy). 	<ul style="list-style-type: none"> • Trial a protected bike lane as per the Bike Strategy Refresh. • Commence initial tree planting as part of the 'permanent' upgrades following the completion of the bike lane trial.
(3) Data Collection and Analysis	'Before project' data <ul style="list-style-type: none"> • Collected to understand how Elizabeth Street currently looks and operates as an input to project design. • Before data is compared to post-delivery data to see if the project was a success e.g. are more cyclists using Elizabeth Street? 	'Before trial' data <ul style="list-style-type: none"> • Collected to understand how Elizabeth Street currently looks and operates as an input to project design. • Before data is compared to data collected live during the trial e.g. are more cyclists using Elizabeth Street. If so can the design be tweaked to further increase this number? If not should the original road design be reinstalled?
	Forecasting <ul style="list-style-type: none"> • Models can be used to predict the impacts e.g. will traffic queuing increase? • In other cases assumptions or 'best guesses' can be used to try and predict an impact e.g. hopefully more women, children and the elderly will use the new protected cycling facility. • Either of the above are better than nothing but predictions in this space often have very limited scope and large margins for error. 	'Live Trial' data <ul style="list-style-type: none"> • Substantial real-world data is collected during the actual trial to assess performance. This is used to: <ul style="list-style-type: none"> ➢ evaluate the road layout and bike lanes; ➢ inform community consultation during the trial; ➢ guide any trial design iteration; and ➢ inform the long-term permanent design solution.
	Post-delivery data <ul style="list-style-type: none"> • Can be useful for guiding decisions on future projects but of little value to this project given any changes are often difficult (and costly) to make to permanent designs. An example of this would be widening bike lanes if they are more heavily used than anticipated. 	Post-trial data <ul style="list-style-type: none"> • Often not required or relevant due to the collection of 'live' trial data
	Preliminary Consultation <ul style="list-style-type: none"> • Preliminary consultation with directly affected stakeholders often focusing on perceived/actual issues and impacts. 	Preliminary Consultation <ul style="list-style-type: none"> • Early consultation addresses any immediate operational stakeholder concerns.
(4) Community & stakeholder consultation		

	Traditional approach	Iterative trial approach
	<p>Main Consultation</p> <ul style="list-style-type: none"> Occurs before any infrastructure can be delivered. Can require multiple rounds, significant time and resources delaying delivery timeframes Can be dominated by people concerned about any change and/or who are most impacted. Concerns are often based on a perceived unknown future and can centre on unlikely but potential worst case scenarios that guide decision making. Can focus primarily on (often minor) potential “new problems” rather than resolving major existing known problems. Once the project is delivered it is unlikely to change or be removed in response to further feedback. This heightens any sensitivities or opposition to this project. 	<p>Main consultation</p> <ul style="list-style-type: none"> Occurs after the trial design is delivered and being used. Undertaken in a live environment where it can be seen and used to guide any design modifications and the long term vision The process is more empowering as people know that the project can change in response to feedback. This promotes a ‘<i>give it a try</i>’ environment rather than what can be framed by opponents as a ‘<i>this project must be stopped at all costs</i>’ environment.
(5) Design iteration	<ul style="list-style-type: none"> Design iteration and evaluation is ‘on-paper’ only. The design is not tested in the real world first. 	<ul style="list-style-type: none"> Multiple designs can be tested in a real world setting (if needed). Any design problems are far more obvious and can be resolved during the trial period. New materials and new ideas can be tested in real world settings.
(6) Decision making	<ul style="list-style-type: none"> Decisions are ‘permanent’. Decision makers are not encouraged to ‘think outside the box’ or try innovative methods. Based on ‘tried and true’ solutions, (even if these are known not to be very effective) If opinions following consultation are divided, outcomes can be: <ul style="list-style-type: none"> deferred decisions, and requests for more consultation and/or more information stalling project delivery; the ‘path of least resistance’ is taken by selecting options that maintain the existing status quo as much as possible which can result in sub-par outcomes. 	<ul style="list-style-type: none"> Decisions are made on a ‘<i>try before you buy</i>’ basis and decision makers are more empowered in the design/iteration process. If the trial does not result in the desired outcomes, or results in unexpected outcomes then decisions can be altered or reversed. ‘Innovative’ solutions are far more palatable and may become ‘standard designs’ if they work well.
(7) Final project delivery	<ul style="list-style-type: none"> The ‘final’ design is the first and only design implemented. Infrastructure only delivered at the end of the project often years after planning work has commenced. Post-construction problems often 	<ul style="list-style-type: none"> The final design can be refined and improved through the trial process, and is informed by extensive ‘live trial’ data collection and stakeholder engagement. Pre-trial conditions can be reinstated at a reasonable cost if the project is

<i>Traditional approach</i>		<i>Iterative trial approach</i>
	expensive to rectify.	unsuccessful.

30. For a trial to be viable, the infrastructure needs to be:
 - (a) easily altered or removed;
 - (b) low-cost;
 - (c) fit-for-purpose; and
 - (d) able to last the length of the trial without unreasonable maintenance requirements.
31. Materials fitting this criteria are commonly in use for temporary construction and traffic works. Examples include:
 - (a) paint;
 - (b) temporary removable line marking (line marking tape);
 - (c) planter boxes;
 - (d) flexible plastic bollards; and
 - (e) 'bolt-in' kerbs, road humps and lane splitters.
32. These types of materials are suitable for Elizabeth Street.
33. It is noted that an *iterative trial* approach is not appropriate for all projects e.g. where:
 - (a) major works would be required to deliver 'fit-for-purpose' infrastructure (e.g. bike lanes over cobbled lanes/channels, off-road paths, most rail infrastructure);
 - (b) full project funding is already in place (e.g. VicRoads funding) to deliver a 'best-practice' final design and/or there is consensus between stakeholders on all project aspects (which is rare in transport projects); or
 - (c) projects are small, not contentious and where extensive consultation would not ordinarily be required (e.g. installing signage, raised threshold treatments, kerb outstands).

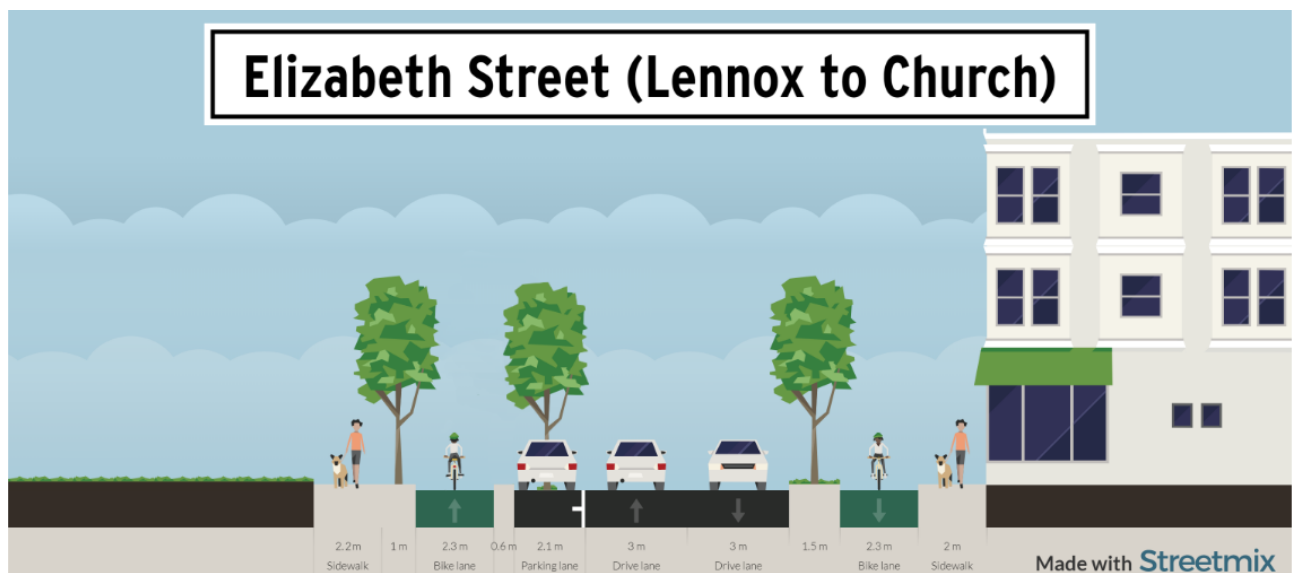
Elizabeth Street: Background

34. Elizabeth Street, Richmond is a 40kph local road carrying 10,000 vehicles a day and 1,000 cyclists per day that runs east-west between Hoddle Street and Church Street. The route is designated a Strategic Cycling Corridor by the State Government.
35. To the west of Hoddle Street Albert Street (Melbourne) has protected bike lanes. To the east of Church Street, the route continues along Baker Street and Johnson Street to connect to Victoria Street. Although this is a key cycling corridor it presents a hostile, intimidating environment for cyclists; which discourages cycling outside of 'the fit and the fearless'.
36. Kerbside car parking is provided on the north and south, with painted bike lanes between parked cars and a single traffic lane in each direction. It is predominately a residential street with some commercial and mixed-use developments towards the Hoddle Street end. At its western end, a large off-street multi storey (250 space) privately owned undercover car park is provided on Butler Street approximately with parking costs starting from \$13 per day. Apartment blocks also exist at this end of Elizabeth Street which contain large amounts of dedicated off street car parking.
37. The section between Lennox Street and Church Street is flanked by public housing estates on its northern and southern side. These estates contain significant amounts of off-street parking for exclusive use by residents and visitors. The housing estates on the southern side contain approximately 1,000 off street car parking space for residents and 48 spaces for visitors. The housing estates on the northern side contain 138 car spaces for residents and 14 spaces for visitors, DHS staff, emergency vehicles and loading.

38. Street trees are planted within the footpath between Lennox Street and Church Street. Smaller trees are planted within the footpath between Hoddle Street and Lennox Street with some larger trees (within kerb outstands), along with some small trees within the roadway between car parking bays. Some trees within the roadway have been in place for a few years, but have stunted growth; other trees are young and not well established. Some photos of Elizabeth Street are provided at Appendix 1 to provide further context.
39. The VicRoads Crashstats database details all injury crashes on road throughout Victoria. The records show that 12 crashes have occurred on Elizabeth Street over a recent five year period. Eight of these crashes involved a cyclist. Cyclists are over represented in the crash statistics as they make up approximately 10% of the daily trip volume but are involved in approximately 35% of the crashes. It is noted that a large proportion of incidents involving cyclists go unreported so do not show up in official numbers. Near misses are also likely to be common and are also not recorded.
40. Data from the City of Melbourne suggests that bike riders feel 83 per cent safer in protected cycling lanes. Delivery of protected bike lanes on Elizabeth Street would address safety issues and complement the existing protected bike lanes on Albert Street which have been further upgraded to include better separation at intersections. N.B. council officers are also working on separate plans to the east to improve cycling conditions on Baker Street and Johnson Street.

The Long-Term Vision for Elizabeth Street

41. It is important to visualise the long term vision for Elizabeth Street.
42. The *Bike Strategy Refresh 2016* identifies the need to provide protected bike lanes along Elizabeth Street, and specifically recognises that car parking will need to be removed on one side of the street to achieve this. Cycling levels in Richmond, and in the south-eastern area of the City of Yarra, generally are significantly lower than those in northern areas of the municipality. Differences in the quality of the cycle network between these areas are a key determinant of respective cycling rates.
43. There is a perception amongst some members of the community that Council is not delivering cycling infrastructure in the south-eastern areas and is more concerned with improving cycling facilities in the north where cycling rates are higher and it is easier to provide better facilities due to the layout of the road network. Regardless of the accuracy of these perceptions, it is clear that cycling facilities in Richmond need to be significantly upgraded if cycling rates are to substantially increase in line with adopted targets originally intended to be reached by 2015.
44. The *Urban Forest Strategy (UFS)* also identifies Elizabeth Street as a high-priority location for tree planting as it is a thermal hotspot, with limited existing tree canopy, significant volumes of pedestrian activity and a large vulnerable population. Taken together, these documents outline a long-term vision for this street which includes protected bike lanes and a significant increase in trees and canopy. A concept plan showing the long-term vision for Elizabeth Street is provided in Attachment 1, a cross section provided below.



45. The long-term vision features:

- (a) eastbound and westbound protected bike lanes – with car dooring buffer zones, concrete separators with sufficient width to provide general comfort and allow safe overtaking during periods of heavy use;
- (b) single eastbound and westbound **traffic** lanes which are narrowed slightly to reduce vehicle speeds;
- (c) significant new tree planting within the footpath, within the bike lane buffer zone and between parking bays (48 new trees in the roadway and 31 new footpath trees); and
- (d) green surface treatment at intersections and other conflict points.

46. Road space reallocation would be required to achieve this vision, specifically:

- (a) car parking bays on the north side of the street would need to be removed; and
- (b) existing (juvenile) street trees within the roadway, and in the path of the proposed protected bike lanes, would need to be removed and relocated.

47. Council officers have thoroughly considered retaining as many on-street car spaces as possible whilst delivering the long-term vision as set out in the adopted policies. It is noted that all existing mature trees are retained.
48. The traffic lanes in the proposed design have been narrowed to reduce speed and accommodate bike lanes, however, these lanes still have sufficient width for cars and trucks as per road standards
49. No changes are currently proposed to the Hoddle Street and Church Street intersections. Both are Department of Transport managed roads and any changes to these intersections would require State Government approval which is likely to be both difficult to obtain without large amounts of supporting justification work and would be very expensive due to engineering works required to change the intersection layout. It should be noted that the cycle lanes in the immediate vicinity of Hoddle Street were upgraded in 2016.

Achieving the long-term vision on Elizabeth Street

50. Delivering the long-term vision using traditional project processes would mean that the project would not be delivered in the timeframe desired for the following reasons:
 - (a) the requirement to reallocate street space and remove some car parking bays would mean a long multi-stage consultation process in an attempt to reach consensus. There may be also some concerns about tree relocation although it is important to note that mature trees providing good canopy cover would not be impacted by this project;
 - (b) the potential for 'decision making inertia' is relatively high as attempts are made to resolve conflicting positions between providing genuinely safe and attractive cycling facilities vs. retaining car parking. Multiple rounds of consultation and Council reports around these topics would be required which take significant amounts of time to produce; and
 - (c) the long-term vision involves significant up-front capital funding necessitating the diversion of budget from other areas, or 'banking funds' over multiple years. Delivering a permanent solution now would be a significant capital investment which is not budgeted.
51. If a traditional approach is used, it would be a number of years before protected bike lanes or new trees in the roadway are actually delivered.

Short-Term Iterative Trial - Options for Elizabeth Street

52. Three design options for providing protected bike lanes have been identified for the trial at the western end of Elizabeth Street between Hoddle Street and Lennox Street. These options factor in impacts to car parking and trees, and it is proposed that one option is delivered and evaluated on a trial basis.
53. At the western end each design option aligns with the long term vision and takes a low-cost, light-touch approach so that works can be relatively easily altered or reversed at a reasonable cost if needed. It should be noted that a road re-sheet is scheduled for 2021. This provides an excellent opportunity to either deliver a permanent design if the trial is successful; or remove the trial infrastructure and return the street to its existing layout, following an assessment of the trial.
54. Each of the three design options (western end) delivers a protected bike lane facility eastbound and westbound and maintain one traffic lane in each direction. The design options differ in terms of their impact on existing car parking bays, straightness of bike lane and trees:
 - (a) design option A provides the upgraded bike lanes without impacting any existing trees planted in the roadway. This results in bike lanes that weave in and out between kerbside trees located in the roadway and parking bays which is far from ideal from a street legibility and safety perspective as traffic lanes would have kinks and bends in them. Retaining all the trees would also mean that more parking has to be removed

and more space within the street is made redundant and not useable due to lane angles and geometry;

- (b) design option B removes or relocates these juvenile trees from the southern side of the road, but retains trees to the north. This means the same safety and legibility concerns noted above apply to the east-bound bike lane; but the west-bound bike lane is straight and significantly more car parking can be retained; and
 - (c) design option C straightens both bike lanes out to provide safer and more attractive bike lanes. This means that more juvenile trees need to be removed or relocated, however, parking removals are minimised and the street legibility would be improved.
55. Council's arborist has indicated that if the juvenile trees within the roadway need to be removed for the trial, many of them would be able to be relocated to other locations across the municipality. Any stunted trees are not likely to be able to be relocated as they are in poor health.
 56. Typically tree removal or relocation would not form part of a trial as these are at the more permanent end of the works spectrum. However, the trees located in the road pavement that would be relocated as part of the trial are not mature, have a marginal visual presence (see photo's) and do not contribute significantly to the look and feel of the street at this time. The relocation of these trees would also be required to deliver the long-term vision. On this basis, assuming the long-term vision is delivered at some point, it is more a question of when these trees are relocated rather than if. Following on from this logic, if trees need to be relocated it makes more sense to do this now as part of the long term vision before the trees grow and establish themselves making it either more difficult or not possible to relocate them.
 57. The visual impact and sensitivity around these trees would also be increased if they are left as is but removed/relocated later. A number of other trees are provided in the footpath: these would not be impacted in any way by the trial.
 58. Further, tree planting would occur in the footpath as part of this project, meaning the number of trees located in Elizabeth Street would increase under all trial options. Trees would be relocated further away from power lines which means they have more space to grow vertically and less pruning is required which reduces maintenance costs. These are a significant benefit of the project and far better align the street with the outcomes sought in policy.
 59. A single design option has been presented at the eastern end as there are no trees located in the road, hence multiple design options are not required.
 60. Concept plans showing each of the trial design options are provided at Attachment 1. By reference to the photographs in this attachment it should be noted that:
 - (a) a significant number of street trees within the roadway are very small;
 - (b) overhead power lines are a constraining factor on tree planting and types of tree to be planted;
 - (c) the existing on-road bike lanes are narrow and put cyclists close to car dooring hazards and between moving traffic and parked cars;
 - (d) the northern footpaths between Lennox and Church are too narrow for footpath tree planting (having regard to pedestrian and disability requirements);
 - (e) large mature trees would not be impacted in any way by this project;
 - (f) existing trees in the roadway get bumped by cars as they are parked; and
 - (g) the eastern section of Elizabeth Street is relatively bare and in need of additional tree planting.
 61. Under each design option road widths would be maintained to allow the passage of cars and trucks to include emergency vehicles such as fire engines along with refuse trucks.

62. A summary of each design option for protected bike lanes is provided below:

	Hoddle St to Lennox St				Lennox St to Church St	
	Existing	Option A	Option B	Option C	Existing	Option A
Total trees	55	55 (0)	50 (-5)	44 (-11)	0	46
Small trees in <i>footpath</i>	35	35	35	35	0	0
Small trees in <i>roadway</i>	13	13 (0)	8 (-5)	2(-11)	0	0
Mature trees in <i>kerb outstands</i>	7	7	7	7	0	0
New trees in <i>footpath</i>	n/a	0	0	0	n/a	46 (+46)
New trees in <i>roadway</i>	n/a	0	0	0	n/a	0
Total Car parking bays	73	29 (-44)	39 (-34)	39 (-34)	77	44 (-33)
Total Car parking bays with buffer	0	21	26	38	0	44
Total Car parking bays without buffer	73	8	13	1	77	0

Trial <u>Design Option</u> Assessment - Overall Summary						
Quality of Bike Lanes	Very Poor	Poor	Good	Very Good	Very Poor	Very Good
Tree canopy	Poor	Poor	Poor	Poor	Poor	Good
Straightness of traffic lane	Straight	Very bendy	Bendy	Straight	Straight	Straight
Width of traffic lane	Satisfactory	Satisfactory but variable	Satisfactory but variable	Satisfactory	Satisfactory	Satisfactory
Alignment with long term vision	Low	Average	High	Very High	Low	Very High

Existing Arrangement v Permanent Vision Arrangement				
	Hoddle St to Lennox St		Lennox St to Church St	
	Existing Arrangement	Permanent Vision	Existing Arrangement	Permanent Vision
Quality of Bike Lanes	Very Poor	Very good	Very Poor	Very Good
Tree canopy	Poor	Good	Poor	Good
Straightness of traffic lane	Straight	Straight	Straight	Straight
Width of traffic lane	Satisfactory	Satisfactory	Satisfactory	Satisfactory

Officer Comments on Design Options

63. By reference to the design options table the following should be noted. A straight bike lane is generally preferable to a bike lane that bends around trees located in the road from a safety and useability perspective (trees would inhibit sightlines between cyclists and pedestrians crossing near the trees). Under design option A the bike lane bends in and out in order to minimise tree relocation. These bends mean that more parking has to be removed and there is a lot of undefined/redundant road space. In summary, the design is most compromised in terms of useability and safety and parking impacts maximised to maintain existing on-road trees.
64. The on-road trees are small and currently have a very low presence in the street environment. On this basis, the cost of maintaining a relatively small number of underdeveloped trees in their existing location appears excessive in the context of this project, particularly given that these trees can be relocated and the project would result in a net increase in trees during the trial scenario. Of the 11 on road trees removed in design option C, only 4 or 5 cannot be replanted elsewhere as they are stunted not healthy. Council is also likely to receive a significant amount of criticism from cyclists and probably other uses of the street for providing a bike lane that is 'bendy' without a genuinely good reason (it is unlikely that cyclists will think that retention of small trees should take precedence over cyclist's safety).
65. All trial design options would provide at least 35 new trees as any reduction in trees in the western section is more than off-set by additional trees in the eastern section. In the permanent design additional trees would be added in both sections
66. Under design option A (and a lesser extent option B) Council is also likely to be criticised by motorists for providing 'bendy' traffic lanes. The net number of trees would be increased further should the trial be successful and the long-term vision is delivered (how this is achieved is explained in the section discussing the permanent street design proposal).
67. The table shows the number of existing parking bays and the number of parking bays provided under each option. Under design options A and B, there are a number of locations where parking bays can be provided without a buffer between the car door and the bike lane. These are optional spaces that have been squeezed into the space available to reduce parking removals. Installing these spaces would reduce the safety and comfort for cyclists and people getting in and out of cars given car doors from these spaces would intrude onto the bike lane.
68. The absence of a buffer is relatively common in the City of Yarra albeit not on routes where bikes are located between parked cars and the kerb. In this situation (without a buffer) *passengers* in a car are not used to checking for approaching bikes as typically these doors open onto the footpath. To use these 'unbuffered' car spaces, vehicles would need to park very close to the bollards to stop vehicles from parking across the bike lane. These bollards are more likely to be hit and require maintenance than bollards located within the buffer zone.
69. The officer recommendation is that car parking bays without buffers should not be provided as the quality of the route would be significantly undermined simply to retain a relatively small number of parking bays and trees in the roadway.
70. The cost of delivering the trial would be approximately \$400k; this cost consists of capital works, data collection, maintenance and evaluation and is broadly consistent across all of the design options. These costs include capital works and supporting work activity to include:
 - (a) tree removal and relocation (juvenile and stunted trees only);
 - (b) linemarking;
 - (c) removal of existing linemarking;
 - (d) installation of kerb separators and flexible bollards;
 - (e) maintenance of trial related materials (bollards etc.);

- (f) new signage and sign posts;
- (g) traffic management;
- (h) data collection;
- (i) communications and publicity materials; and
- (j) reinstatement of the existing road design if the trial is deemed to have failed.

71. The officer recommendation would be to trial design option C in the western section on the basis that:

- (a) it provides the straightest, safest and most user-friendly protected bike lanes in line with its designation as a strategic cycling corridor;
- (b) the treatment for motorists is the most standard;
- (c) it best aligns with the long-term vision for the street;
- (d) fewer parking spaces need to be removed than other options which maintain existing tree locations;
- (e) the potential number of parking spaces with a dooring buffer is maximised;
- (f) existing juvenile trees can be relocated, hence the net tree impacts of delivering the best design outcome are minimal; and
- (g) it is the most standard proven design of the options put forward ('bending' cycle lanes around trees in the manner shown in design options A and B is a relatively unique and sub-optimal design).

72. For the eastern section, the officer recommendation is that only one option be trialled on the basis that:

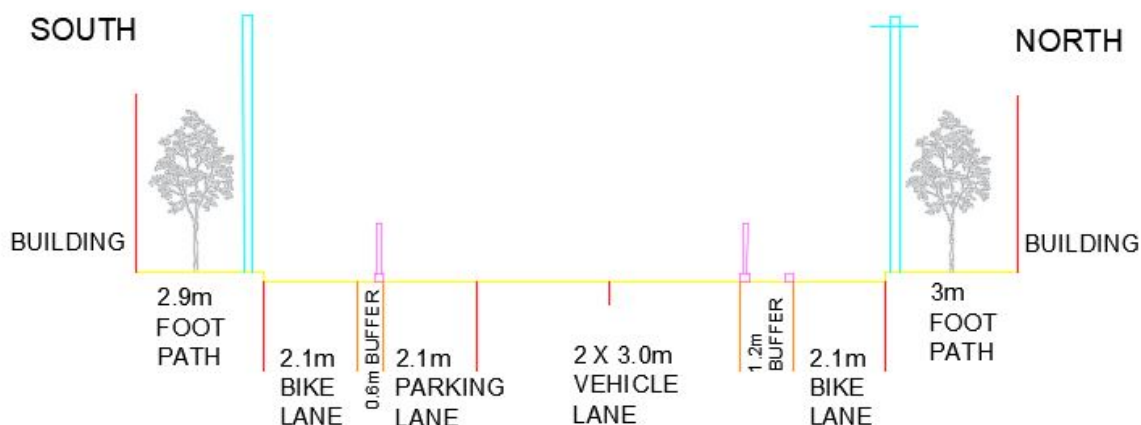
- (a) it is the only option available in this section; and
- (b) the design reflects the policy relating to Elizabeth Street in the Bicycle Strategy Refresh and the Urban Forestry Strategy; and
- (c) the traffic lane widths for cars and trucks are acceptable.

Officer Recommendation: Hoddle Street to Lennox Street

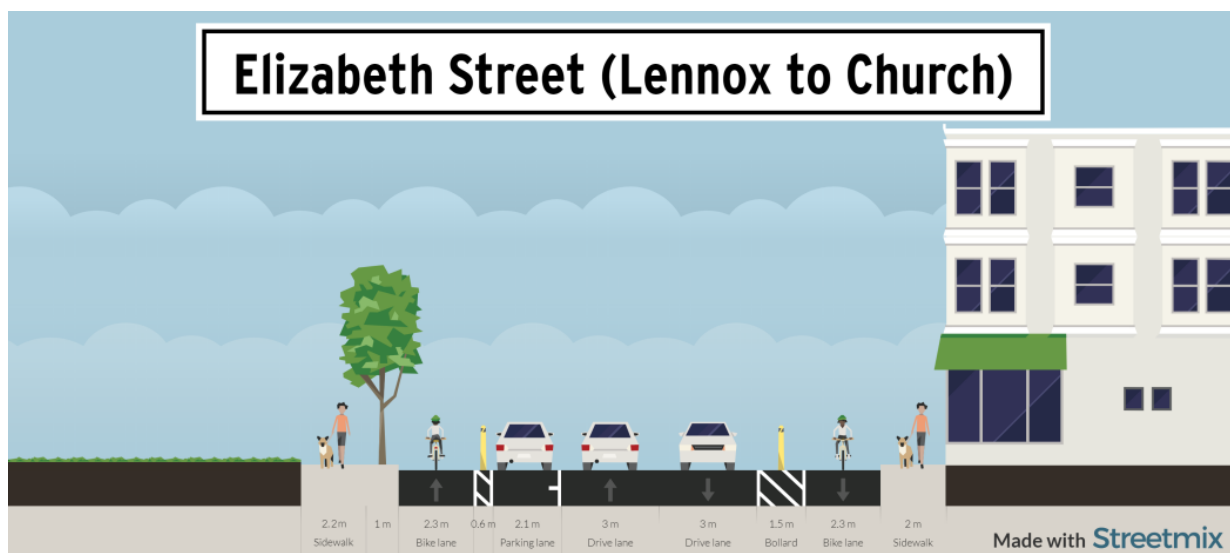
73. A cross section of the preferred trial option is shown below:



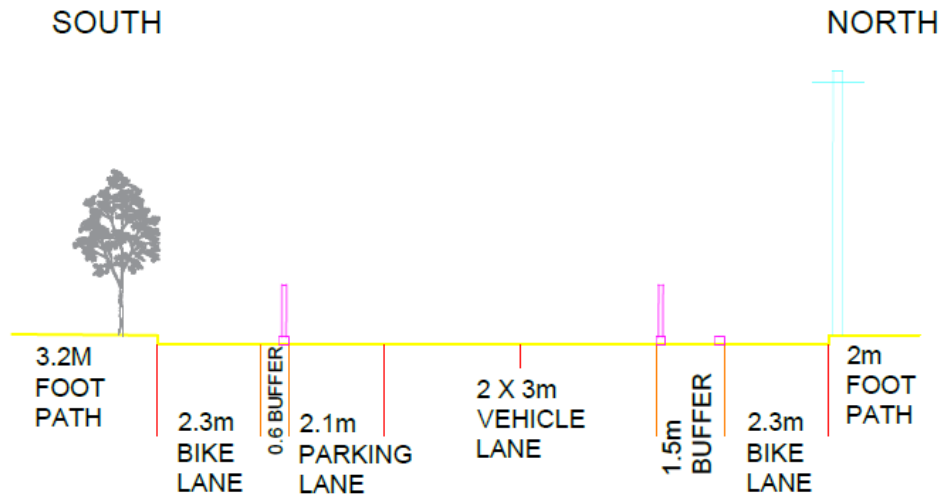
CROSS SECTION - ELIZABETH STREET (LT HODDLE TO LENNOX)



Officer Recommendation: Lennox Street to Church Street – pilot and trial design



CROSS SECTION - ELIZABETH STREET (LENNOX TO CHURCH)



74. Officers (including landscape architects and arborists) have looked to 'green' the trial as much as possible. The location of planter boxes in the 1.5 meter buffer zone has been considered, however, it was decided that planter boxes are not appropriate for the following reasons:
- (a) the boxes would require a significant amount of maintenance (watering, removing rubbish etc.);
 - (b) if the boxes are damaged in any way then this generates a lot of work in terms of clean up and realignment of the planter boxes. Larger boxes themselves are also very heavy and require heavy equipment (mechanical handling) to move a displacement of heavy planter boxes in that instance, road closure and traffic management would also be required which are high impact high cost activities; and
 - (c) smaller planter boxes would not survive in high heat and are more likely to be hit by cars.
75. Importantly, in the suggested permanent design, street trees are proposed to be planted in this buffer; hence the lack of greenery in the buffer is only a temporary outcome.
76. A safe systems audit has been undertaken by an independent consultant on the trial design options and the results of this are shown below. A low score is desirable from a safety perspective and the table shows that design option C at the western end, and the proposal for the eastern end, would significantly improve safety.

Section	Option	Safety Score
Western End (Hoddle St to Lennox St)	Existing	126.25
	Option A	119.63
	Option B	105.63
	Option C	80.75
Eastern End (Lennox St to Church St)	Existing	120.38
	Proposed	76.875

Proposed Parking Modifications

77. Some changes to parking management is also proposed in response to reductions in parking on this street and to support the trial. These changes are mostly to unrestricted parking to minimise impacts to residential permit holders, and also bring parking management approaches more in line with the adopted Council parking management strategy. A summary of proposed changes to car parking are provided below.

	Little Hoddle St to Lennox St				Lennox St to Church St	
	Existing	Option A	Option B	Option C	Existing	Option A
Total car parking bays	73	29	39	39	77	45
2P 10am-7pm	45	0	0	0	34	45
2P 10am-7pm (Permit only all other times)	28	29	39	39	0	0
¼ 7am-10am & 3pm-6pm Mon-Fri (2P 10am-3pm Mon-Fri/10am-7pm Sat-Sun)	0	0	0	0	4	0
Authorised Vehicles Only	0	0	0	0	2	0
Unrestricted	0	0	0	0	37	0
Disabled parking bays	0	0	0	0	0	0
Car share bays	0	0	0	0	0	0
Loading bays	0	0	0	0	0	0
Taxi bays	0	0	0	0	0	0
Bus stops	0	0	0	0	0	0

Notes: One authorised vehicle space is used by Yarra Trams for staff change over. These bays would be relocated to Church Street. The other authorised vehicle space is for use by a school bus program. This program is no longer running and officers have been advised that a specific space for this activity is no longer required.

Summary Comments Regarding Car Parking

78. There is a significant amount of off street parking on Elizabeth Street, relative to other streets in Yarra. The majority of this parking is free dedicated parking for residents in private apartment blocks or DHHS properties. As with all streets in Yarra, there is parking demand on the street itself. NB. International research shows that people generally prefer to park on street if it is available as this is often the most convenient option even when large amounts of off street parking is provided.
79. Parking is a contentious issue in Yarra and there are various views which range from 'there is nowhere near enough car parking and no parking should ever be removed' to 'far too much public space is given over to car parking which undermines placemaking and creates traffic'. Transport data is being assessed as part of an Inner Melbourne Action Plan transport study that has recently commenced. One early finding of this work is that Richmond has the highest number of internal car trips for work per day of any ward in inner Melbourne at approximately 800 trips.
80. It should be noted that Richmond is one of the largest wards, however, the volume of short internal work related car trips it generates per day is equal to 1 hour of net traffic flow on Swan Street which has a capacity of approximately 400 cars per direction per hour.
81. The large number and short distance of car trips in Richmond suggests that parking is (a) generally available (be it off street or on street) and (b) that parking is cheap to use. NB. these statistics for Richmond are provided for information and strategic context and are not a commentary on who uses parking on Elizabeth Street and for what purpose specifically.

Measuring the Performance of the Trial

82. Clear project *objectives* and *measurable definitions of success* are required to assess the trial and inform decisions on next steps. The objectives of the trial are to:
 - (a) increase the number of cyclists using the corridor;
 - (b) increase the percentage of riders that are women or children (a higher than average percentage of women or children is typically associated with routes that are safer);
 - (c) reduce the volume and speed of motorised traffic on the street;
 - (d) traffic lanes are manageable for cars, trucks and service vehicles;
 - (e) maintain access for residents and businesses as much as possible;
 - (f) improve amenity for pedestrians;
 - (g) increase enjoyment, comfort and safety for cyclists;
 - (h) provide robust, value-for-money infrastructure, and
 - (i) plant more trees as part of the full implementation.
83. The following data analysis and survey work would be collected during the trial to assess performance against objectives:
 - (a) traffic volumes, speeds and manoeuvrability;
 - (b) cyclist volumes and demographics;
 - (c) pedestrian volumes;
 - (d) any reported crashes and near misses involving vulnerable road users;
 - (e) parking occupancy rates;
 - (f) comments regarding access by residents and businesses;
 - (g) infrastructure costs (delivery and maintenance); and
 - (h) cyclist intercept surveys.

Running a successful trial on Elizabeth Street

84. The trial process is a significant departure from long established, existing Council processes, especially with regards to consultation approaches. This departure is necessary to gain the benefits of the trial – however, some community members may object to a change in the process itself particularly if they are not supportive of the project being trialled or the long term vision. For example, in the past some community members who have not wanted pocket parks near their home.
85. Some community members may complain that they are not being consulted with or given an opportunity to voice their opinions as part of the trial process. It will be important for Council to emphasise that consultation would take place during the trial, and community feedback would be taken into consideration and inform whether the project is permanently delivered or the road is reverted back to original state.
86. Careful communications and engagement would be required to explain why a trial process has been adopted and to create community support for both the change in process and the project itself. When using the trial approach the steps associated with the traditional approach are mostly the same; however, the *order and purpose* does change particularly regarding consultation. Instead of large amounts of consultation being undertaken on a prospective basis before a permanent design can be delivered, the endeavour is to get a trial design installed relatively quickly and then to undertake consultation in a live environment where everyone can see what has been delivered and how it is being used.
87. For the trial to be effective – it must have an appropriate budget and level of resourcing. In particular, there must be budget and resourcing for:

- (a) design and surveys;
- (b) appropriate monitoring and evaluation;
- (c) communication activities; and
- (d) maintenance and repair work.

88. Using the *iterative trial* approach it is anticipated that protected bike lanes would be able to be provided at approximately 20% of the cost and in 10% of the time (to have it installed) that it took to deliver protected bike lanes on Wellington Street. Such an outcome would be very positive and raise the national and international profile of the City of Yarra in the cycling space as a progressive Council that is taking innovative approaches to project delivery to get more done, more quickly, and cheaper (initially), but also to a good operational quality.

Planning, delivering and managing the trial on Elizabeth Street

89. It is recommended that a trial run for 12 months and be managed, monitored and evaluated using the *iterative trial* process.

Stage 1 - Preliminary notification - Initial stakeholder consultation

90. Preliminary *notification* would focus on directly affected stakeholders including properties directly fronting Elizabeth Street between Hoddle Street and Church Street. The purpose of this would be to:
- (a) notify affected residents, property owners and businesses of the trial informing them that:
 - (i) the design of the street will need to change;
 - (ii) there is a commitment to delivering an improved protected bike lane facility on Elizabeth Street in the Bike Strategy Refresh 2016; and
 - (iii) this will impact on-street parking availability at certain times in certain locations.
 - (b) identify priority issues that need to be managed during the trial – including:
 - (i) loading requirements for businesses;
 - (ii) emergency and disability access; and
 - (iii) waste collection arrangements.
 - (c) identify potential concerns which should be noted and monitored throughout the trial.
91. The purpose of this stage is specifically to disseminate information about what a trial involves, the capital works proposed and to undertake fact finding. At this particular stage of the process Council should not actively be seeking feedback on the following matters:
- (a) the *iterative trial* as a delivery model or concept;
 - (b) the road design to be trialled and what this means for people looking to park on the street;
 - (c) priorities on Elizabeth Street be it traffic, bikes, parking trees etc.;
 - (d) the merits of this project versus a similar alternative project on another road in the area; or
 - (e) broader strategic transport priorities.
92. If practical matters of significance emerge from this process that will impact the trial then these will need to be considered and responded to before rollout. For example, if Council is informed that a specific unique truck type needs to be able to make a right turn into a property then changes to the trial will need to be made to accommodate this.

NB. This specific scenario is highly unlikely as officers have undertaken extensive site inspections to understand how the street is used.

93. At this stage the trial process requires that the project process should not be held up by endeavours to resolve all potential minor or 'convenience issues' and other comments raised. For example, residents may complain that unrestricted parking has been changed to 2P or permit only.
94. These types of concerns will be noted and monitored once the trial has commenced. In the case of this particular example, further changes to parking restrictions can be made relatively easily during the trial, or as part of the permanent solution if the new 2P parking was not used, and resident parking demand was deemed to be high.
95. It is anticipated that the trial would take approximately four weeks to deliver on the ground. However, it is noted that demands on contractors are currently very high due to the large amount of work that is going on across Melbourne. Should Council approval be provided for this project then the City Works team will progress the procurement process as a matter of urgency.
96. At this stage officers are unable to guarantee that the works will be delivered this financial year as ultimately this is dependent on a third party that meets Councils tendering process having the capacity to deliver the works. If the works are unable to be delivered this financial year then the trial would be delivered as soon as possible in the next financial, year most probably within eight to ten weeks. Updates on progress with tendering the works and the delivery timeframe would be communicated to Councillors via E-Bulletin.

Stage 2 - Trial commencement

97. It is anticipated that the trial would take approximately four weeks to deliver (for context Wellington Street took over three months to deliver). The trial design would be refined to address any identified priority issues from the preliminary consultation stage. The trial infrastructure would then be installed by Council staff / contractors.

Stage 3 - Engagement and data collection during the trial

98. Data collection to assess performance and wider-scale consultation would begin once the trial commences. Data collection would focus on the metrics identified earlier. This stage would again engage with parties recently consulted during the preliminary notification stage, and be expanded further to also target:
 - (a) cyclists using the route (using online surveys and intercept surveys);
 - (b) other affected users (e.g. pedestrians and vehicles on Elizabeth Street); and
 - (c) any other stakeholders identified during the preliminary consultation stage.
99. The purpose of Stage 3 is to:
 - (a) understand how the trial is going and what people think in terms of what is working, what is not working, what (if anything) should be changed and how it should be changed;
 - (b) collect data to assess performance;
 - (c) monitor and evaluate any concerns identified in the preliminary stage; and
 - (d) maintain an open dialogue with stakeholders.
100. Councillors would be kept up-to-date with how the trial is going via bulletins which detail community sentiment towards the project and the outputs of initial survey work undertaken after three months. It is proposed that count data be collected every three months to understand how many people are cycling along Elizabeth Street in all weather conditions and seasons.

Stage 4 – Evaluation and Next Steps

101. An evaluation report would be presented to Council to consider options for the next stage of the process at the completion of the 12-month trial period. It is expected the trial infrastructure would remain in place a further six additional months while:

- (a) the evaluation report is prepared,
- (b) Council makes a decision on the next steps; and
- (c) Council staff or contractors are programmed to carry out the next stage of works.

102. The evaluation report would consider:

- (a) whether the trial design has successfully delivered the desired outcomes;
- (b) whether other impacts associated with the trial justify changes to the design or long-term vision for Elizabeth Street; and
- (c) recommendations for next steps. These are likely to include:
 - (i) extend the length of the trial as is (to collect further information or to delay capital investment in a more permanent solution);
 - (ii) extend the length of the trial with some tweaks (to see if these tweaks are worth including in a potential permanent design);
 - (iii) trial a different road layout (if it is thought an alternative trial will work better);
 - (iv) deliver the permanent solution (if the trial has been a success and budget to deliver capital works is allocated); or
 - (v) cease the trial and return the road to its original layout (if the trial is deemed to have failed).

103. The scheduled road re-sheet of Elizabeth Street in 2021-22 provides an ideal opportunity to deliver the recommendations regarding next steps to a high finish (including returning the road design to existing if the trial is deemed unsuccessful).

The Permanent Solution

104. The proposed permanent solution is based on design trial option C, specifically provision of:

- (a) straight bike lane (due to the relocation of existing trees on the roadway);
- (b) green surface treatment in the bike lane at conflict points;
- (c) bike symbols in the bike lane;
- (d) three metre traffic lanes;
- (e) concrete separators (to replace the temporary bollards used for the trial);
- (f) planting of 27 new trees in the road (in the buffer between the traffic lane and parked cars (these would be canopy type trees as there are no power lines in this location); and
- (g) planting of approximately 15 new trees by removing four car parking spaces (these would also be canopy trees).

105. A plan showing the proposed permanent design solution is provided at Attachment 1. This may change at a later date to consider any modifications required in response to the findings of the trial.

106. Council would make decisions on the permanent design solution at the conclusion of the trial - this is not something that needs to be discussed at length or resolved at this stage.

External Consultation

107. VicRoads have been informed about the trial as this project is occurring on a local road and does not involve 'major traffic control items' it does require VicRoads approval. Yarra Trams have also been contacted as Elizabeth Street is close to a tram terminus where there are tram driver crew changes and associated facilities.

108. The Department of Housing and Human Services have been contacted to understand matters regarding car parking provision and third party open space. Other checks and

consultation are being undertaken with service providers to understand the location of services and access requirements.

109. A safe systems audit, undertaken by an independent external consultant was also commissioned for all project options.

Internal Consultation (One Yarra)

110. Extensive discussions regarding the trials approach and design options have been undertaken with the following teams via a project working group:
- (a) Sustainability and Strategic Transport;
 - (b) Communications and Engagement;
 - (c) Traffic and Civil Engineering;
 - (d) Urban Design (including landscape architects);
 - (e) Parking;
 - (f) Open Space; and
 - (g) City Works (including arborists).

Financial Implications

111. Stage 1 (the trial) would be delivered using 2019-2020 budget resources. Stage 2 (the permanent solution) would require funding in the 2020-2021 or 2021-2022 budget.
112. The parking team have stated that reductions in parking would result in approximately \$60K per year less revenue from parking infringement notices.

Economic Implications

113. No known direct economic implications.

Sustainability Implications

114. The use of the *iterative trial* approach to deliver protected bike lanes on Elizabeth Street would help facilitate more sustainable transport outcomes for the street in a faster, more cost-effective manner.
115. The project would encourage more people to use sustainable transport modes, and also involve significant tree planting which aligns with the *Urban Forest Strategy* and the emerging *Climate Emergency Plan*.

Social Implications

116. The use of the *iterative trial* approach would help facilitate safe bicycle accessibility along this strategic cycling corridor. Protected bike lanes are shown to be attractive to wider demographics of cyclists than painted bike lanes adjacent traffic lanes.
117. Making cycling a viable travel option for community members increases social inclusion by giving people more options regarding how and where they travel.
118. Cycling is a very cheap mode of transport especially in comparison to buying and running a car so is more inclusive from this perspective.

Human Rights Implications

119. There are no Human Rights Implications related to the use of the *iterative trial* approach to the Elizabeth Street project.

Communications with CALD Communities Implications

120. Council officers would liaise with the communication and engagement teams to consider CALD community consultation requirements throughout the project.

Council Plan, Strategy and Policy Implications

121. Using the *iterative trial* approach to the Elizabeth Street protected bike lane project aligns with multiple adopted policies contained within the following documents:
 - (a) the Strategic Transport Statement;
 - (b) the Bicycle Strategy 2010-2015;
 - (c) the Bicycle Strategy Refresh;
 - (d) the Urban Forest Strategy;
 - (e) Yarra Road Safety Strategy 2016;
 - (f) the Yarra Car Parking Management Plan, and
 - (g) the Council Plan.
122. The approach to this project also aligns with Council's commitment to responding to the climate emergency.

Legal Implications

123. There are no known legal implications for Council.

Other Issues

124. No known other issues.

Options

125. The options for Council are:

Option 1 - Deliver an *iterative trial* under design options (including either A, B or C for the western section). Under this option works would be delivered in mid-2020;

Option 2 - Deliver the Elizabeth Street upgrade using the traditional approach. Under this option works are likely to be delivered between 2023 and 2026;

Option 3 - Defer a decision, or

Option 4 - Decide not to deliver a protected bike lane on Elizabeth Street.

126. The officer recommendation is for Option 1 an '*iterative trial*' to be pursued; Within this:
 - (a) Trial design option C should be pursued for the western section (Little Hoddle Street to Lennox Street), and
 - (b) Trial design option A should be pursued for the eastern section (Lennox Street to Church Street).

Conclusion

127. Elizabeth Street is an important east west road; it is also a key cycle route but provides a hostile environment for cyclists due to narrow bike lanes which place cyclists in close proximity to parked car dooring issues and large volumes of passing traffic.
128. There is a Council commitment to delivering an improved protected bike lane facility on Elizabeth Street in the *Bike Strategy Refresh 2016* and a budget allocation of \$400K was committed in the 2019/20 budget.
129. This project was originally scheduled for delivery by 2015 in the 2010-2015 *Bike Strategy*; there is now a desire for this project to be delivered this financial year. The Wellington Street protected bike lane project is similar to this, it cost \$4.5m and took Council nearly ten years to deliver with 11 separate supporting reports tabled for decision makers as part of this process.
130. Council officers have looked at alternative approaches to the planning and delivery that have emerged elsewhere. These are a departure from the 'standard way of doing things' but are more flexible and allow often better outcomes to be achieved more quickly and at a reduced cost.

131. Officers propose that an '*iterative trial*' approach is used to deliver this project. This would allow the delivery methodology and the actual design treatment to be tested for a 12 month period before further longer term decisions are made by Council that consider the outputs of the trial. A report on the future of the project, or long term permanent design, would then be presented to Council within six months of the conclusion of the trial.
132. This approach is a new way of seeing progression on separated bike lanes and would put Council in an innovative delivery space. Very careful communication would be required with the community to manage this process as it is different; the Communications team are already involved in this process.
133. Use of this methodology would also provide Yarra with some valuable insights into how this approach performs and how it aligns with broader challenges of limited capital funding, finite officer resources, a divergence of views on proposed projects and the need to press ahead with implementing policy.
134. Decisions by Council would signal the start of a process of using the trial method to get the project delivered this financial year as desired by the Council budget allocation.

RECOMMENDATION

1. That Council:
 - (a) note the officer report regarding the proposed Elizabeth Street protected bike lane project;
 - (b) note the alignment of this project with the Council adopted Bike Strategy Refresh and the Urban Forest Strategy;
 - (c) note that improved cycling lanes on Elizabeth Street also enhances safety on a regional cycling route;
 - (d) note that in order to provide this protected lane, some kerbside carparking is required to enable the reallocation of road space;
 - (e) note the Council budget (19/20) allocates \$400K for the implementation of protected bike lanes in Elizabeth Street from Hoddle to Church Streets; and
 - (f) note that the preferred design option for the protected bike lanes are ones that are of sufficient width to provide the safety and comfort of cycling.
2. That in the context of the above, Council:
 - (a) endorse a 12 month '*iterative trial*' to deliver protected bike lanes on Elizabeth Street as part of a regional cycling route in a timely manner;
 - (b) endorse the installation of:
 - (i) Trial design option C for the western section (Little Hoddle Street to Lennox Street); and
 - (ii) Trial design option A for the eastern section (Lennox Street to Church Street) as outlined in the cross sections of those trial designs in the report;
 - (c) require all car parking spaces to have a car dooring buffer zone for safety of cyclists;
 - (d) instruct officers to now commence with the production of detailed design drawings and other procurement related work in order to initiate the trial;
 - (e) note that works would commence as soon as possible to deliver the trial;
 - (f) note the construction timeframe of approximately four weeks to deliver the trial once commenced;
 - (g) note that officers will provide further details of expected timeframes for the installation

of the trial as information to Councillors;

- (h) authorise officers to commence notification to abutting property owners and occupiers as part of the development of the detailed design outlining the purpose of the 12 month trial and the key components for community understanding; and
 - (i) note the installed trial design option would remain in situ between the conclusion of the trial at 12 months and the production of a report to Council detailing the performance of the trial as soon as is practicable following the 12 months trial, but within 6 months.
- 3. That officers arrange for data collection during the 12 month trial in order to enable evaluation of the trial.
 - 4. That Council authorise the Director, Planning and Place Making to instruct staff to make any necessary adjustments to the trial layout during the period of the trial and until Council forms an opinion on its future.
 - 5. That Council further note that if the 12 month trial is deemed to be successful by Council, following a report by officers, that progression will then occur by officers for a permanent solution (with or without changes as determined by the full Council).

CONTACT OFFICER: Simon Exon
TITLE: Unit Manager Strategic Transport Planning
TEL: 9205 5781

Attachments

- 1 [↓](#) Attachment 1 - Elizabeth Street trial and bicycle lane

Attachment 1 - Attachment 1 - Elizabeth Street trial and bicycle lane



Elizabeth Street (Looking West): Narrow bike lanes place bike riders between the car dooring zone and moving traffic

Attachment 1 - Attachment 1 - Elizabeth Street trial and bicycle lane



Elizabeth Street: Example of small tree in the roadway to be relocate. These trees and the tree barriers are commonly hit by cars as they park

Attachment 1 - Attachment 1 - Elizabeth Street trial and bicycle lane



Elizabeth Street: Cars parked outside of bay and high volumes of moving traffic

Attachment 1 - Attachment 1 - Elizabeth Street trial and bicycle lane



Elizabeth/Shelley Intersection: Large established trees will not be relocated as part of the pilot trial

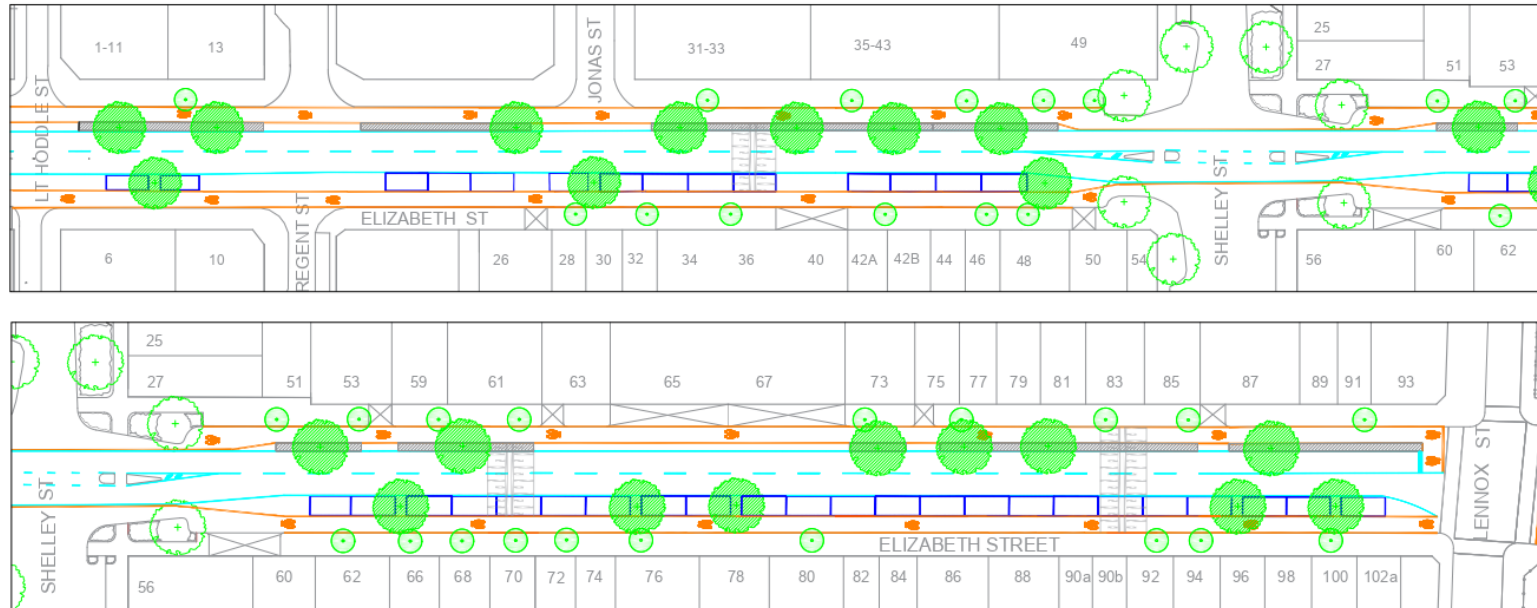
Attachment 1 - Attachment 1 - Elizabeth Street trial and bicycle lane



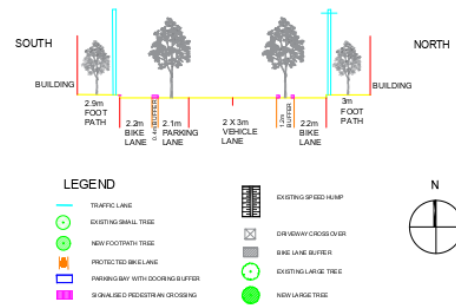
63-67 Elizabeth Street: Residents have off-street parking available on the property

Attachment 1 - Attachment 1 - Elizabeth Street trial and bicycle lane

LONG-TERM VISION - ELIZABETH STREET (LITTLE HODDLE TO LENNOX)



CROSS SECTION - ELIZABETH STREET (LT HODDLE TO LENNOX)



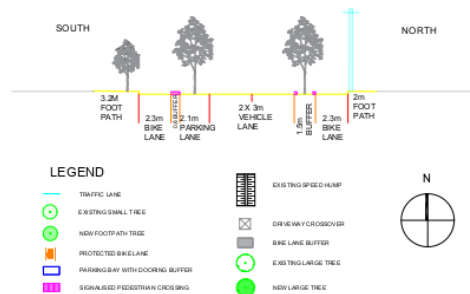
	LITTLE HODDLE TO LENNOX STREET		LENNOX STREET TO CHURCH STREET	
	EXISTING	LONG-TERM VISION	EXISTING	LONG-TERM VISION
TOTAL NO. OF TREES	53	53	0	46
EXISTING SMALL TREES IN FOOTPATH	33	33	0	46
EXISTING SMALL TREES IN ROADWAY	13	13	0	0
EXISTING MATURE TREES IN KERB OUTSTANDS	7	7	0	0
NEW TREES IN FOOTPATH	N/A	0	N/A	46
NEW TREES IN ROADWAY	N/A	0	N/A	46
TOTAL CAR PARKING BAYS	73	39 (-34)	77	44 (-33)
TOTAL CAR PARKING BAYS WITH BUFFER	0	38	0	44
TOTAL CAR PARKING BAYS WITHOUT BUFFER	73	0	77	0
QUALITY OF BIKE LANES	VERY POOR	EXCELLENT	VERY POOR	EXCELLENT

Attachment 1 - Attachment 1 - Elizabeth Street trial and bicycle lane

LONG-TERM VISION - ELIZABETH STREET (LENNOX TO CHURCH)



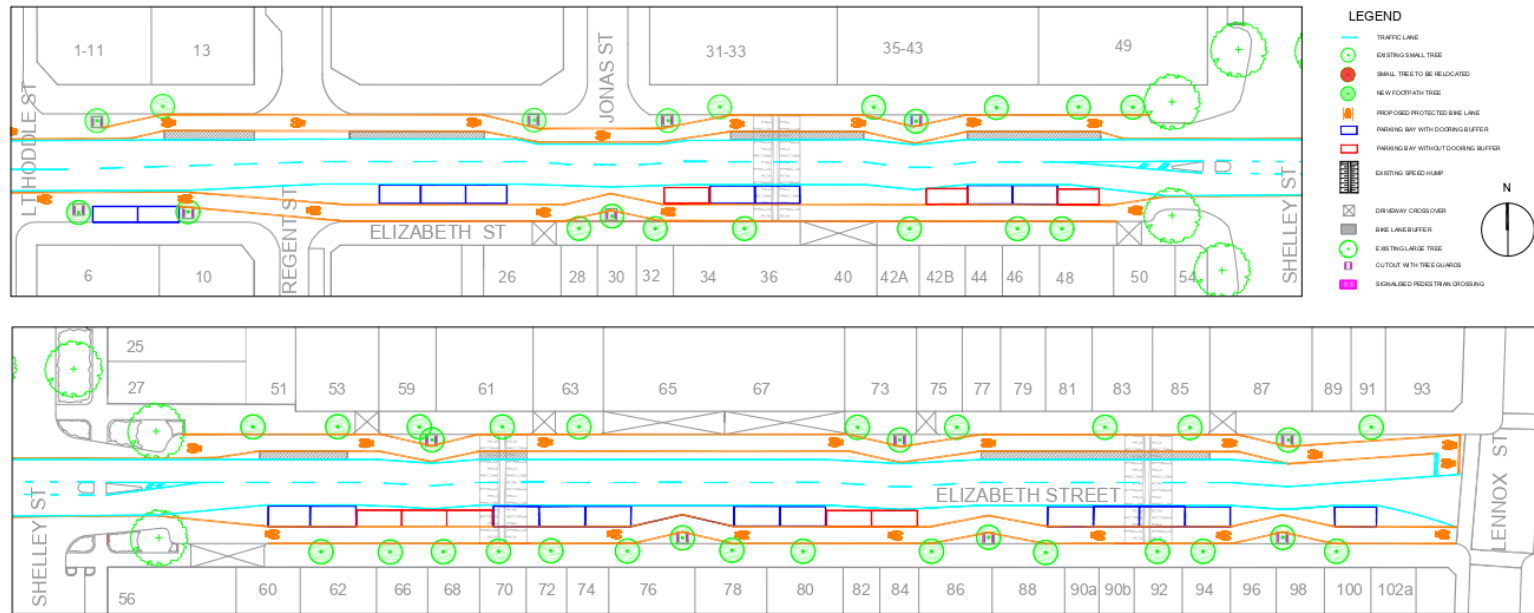
CROSS SECTION - ELIZABETH STREET (LENNOX TO CHURCH)



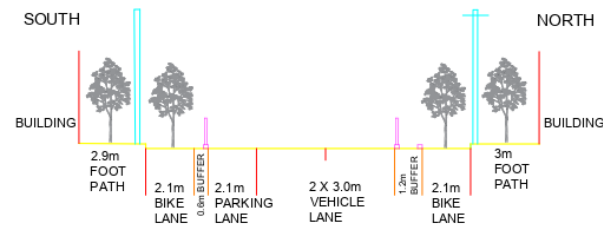
	LITTLE HODDLE TO LENNOX STREET		LENNOX STREET TO CHURCH STREET	
	EXISTING	LONG-TERM VISION	EXISTING	LONG-TERM VISION
TOTAL NO. OF TREES	53	53	0	46
EXISTING SMALL TREES IN FOOTPATH	33	33	0	46
EXISTING SMALL TREES IN ROADWAY	13	13	0	0
EXISTING MATURE TREES IN KERB OUTSTANDS	7	7	0	0
NEW TREES IN FOOTPATH	N/A	0	N/A	46
NEW TREES IN ROADWAY	N/A	0	N/A	46
TOTAL CAR PARKING BAYS	73	39 (-34)	77	44 (-33)
TOTAL CAR PARKING BAYS WITH BUFFER	0	38	0	44
TOTAL CAR PARKING BAYS WITHOUT BUFFER	73	0	77	0
QUALITY OF BIKE LANES	VERY POOR	EXCELLENT	VERY POOR	EXCELLENT

Attachment 1 - Attachment 1 - Elizabeth Street trial and bicycle lane

OPTION A - RETAIN ALL EXISTING TREES AND REMOVE MOST PARKING



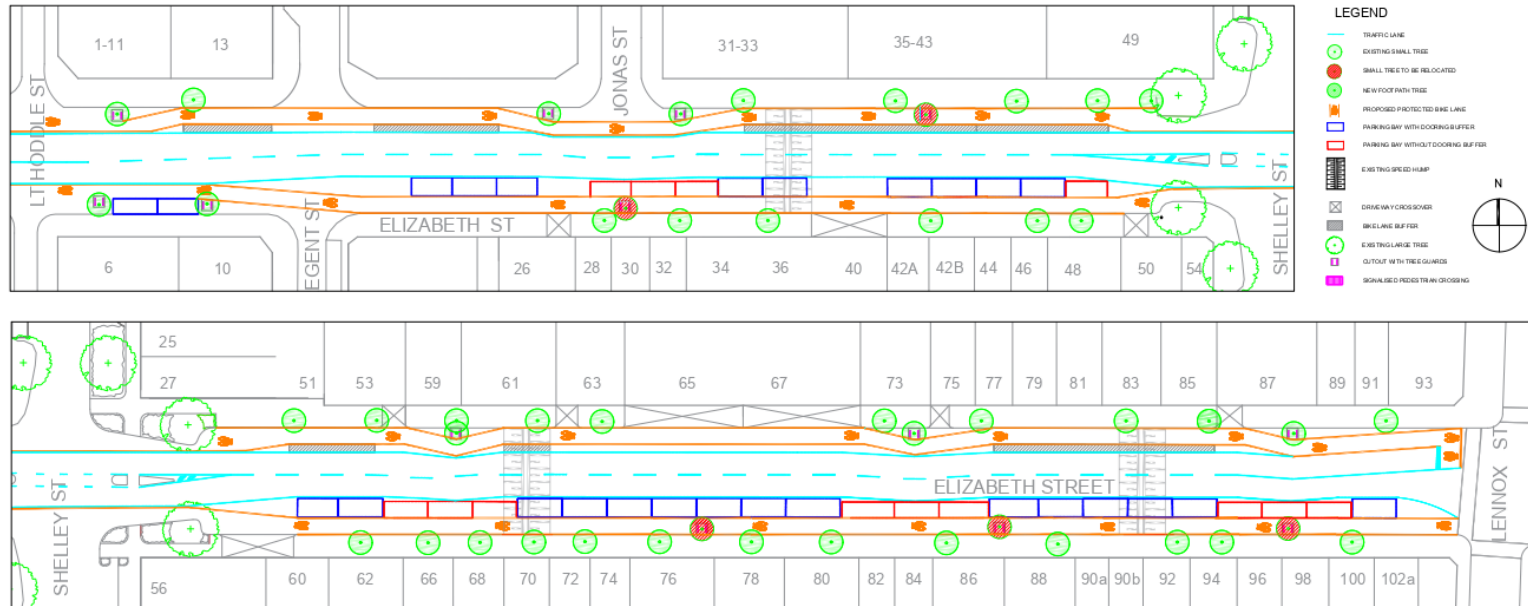
CROSS SECTION - ELIZABETH STREET (LT HODDLE TO LENNOX)



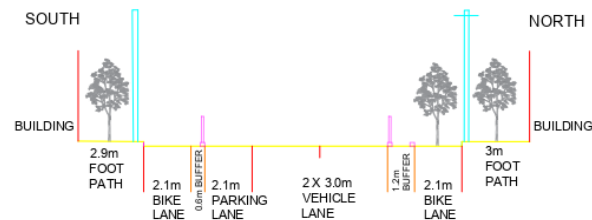
	LITTLE HODDLE TO LENNOX STREET				LENNOX STREET TO CHURCH STREET	
	EXISTING	OPTION A	OPTION B	OPTION C	EXISTING	TRIAL
TOTAL NO. OF TREES	55	55	50	44	0	48
EXISTING SMALL TREES IN FOOTPATH	35	35	35	35	0	0
EXISTING SMALL TREES IN ROADWAY	13	13	8	2	0	0
EXISTING MATURE TREES IN KERB OUTSTANDS	7	7	7	7	0	0
NEW TREES IN FOOTPATH	N/A	0	0	0	N/A	48
NEW TREES IN ROADWAY	N/A	0	0	0	N/A	0
TOTAL CAR PARKING BAYS	73	29 (-44)	39 (-34)	39 (-34)	77	44 (-33)
TOTAL CAR PARKING BAYS WITH BUFFER	0	21	28	38	0	44
TOTAL CAR PARKING BAYS WITHOUT BUFFER	73	8	13	1	77	0
QUALITY OF BIKE LANES	VERY POOR	POOR	GOOD	EXCELLENT	VERY POOR	EXCELLENT

Attachment 1 - Attachment 1 - Elizabeth Street trial and bicycle lane

OPTION B - RELOCATE SOME EXISTING TREES AND REMOVE SOME PARKING



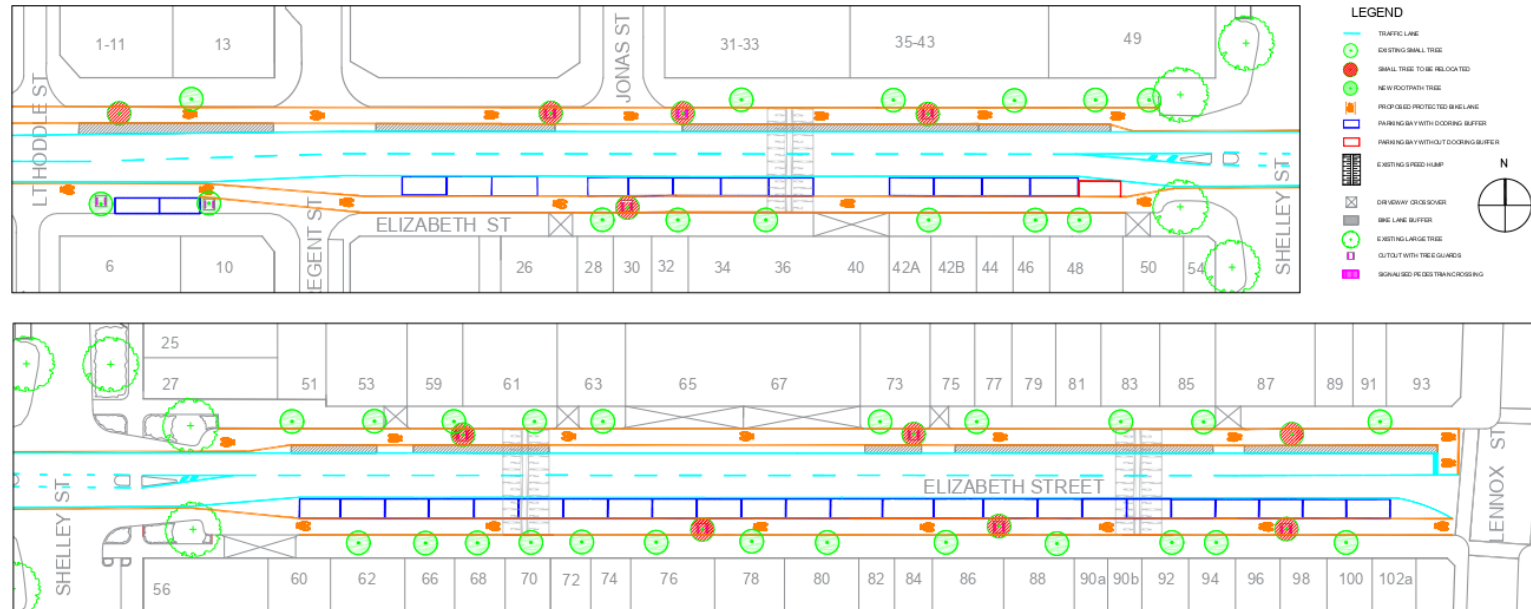
CROSS SECTION - ELIZABETH STREET (LT HODDLE TO LENNOX)



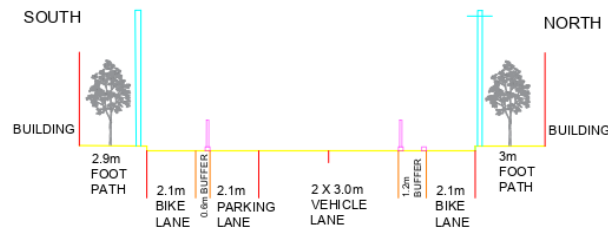
	LITTLE HODDLE TO LENNOX STREET				LENNOX STREET TO CHURCH STREET	
	EXISTING	OPTION A	OPTION B	OPTION C	EXISTING	TRIAL
TOTAL NO. OF TREES	55	55	50	44	0	46
EXISTING SMALL TREES IN FOOTPATH	35	35	35	35	0	0
EXISTING SMALL TREES IN ROADWAY	13	13	8	2	0	0
EXISTING MATURE TREES IN KERB OUTSTANDS	7	7	7	7	0	0
NEW TREES IN FOOTPATH	N/A	0	0	0	N/A	46
NEW TREES IN ROADWAY	N/A	0	0	0	N/A	0
TOTAL CAR PARKING BAYS	73	29 (-44)	39 (-34)	39 (-34)	77	44 (-33)
TOTAL CAR PARKING BAYS WITH BUFFER	0	21	26	38	0	44
TOTAL CAR PARKING BAYS WITHOUT BUFFER	73	8	13	1	77	0
QUALITY OF BIKE LANES	VERY POOR	POOR	GOOD	EXCELLENT	VERY POOR	EXCELLENT

Attachment 1 - Attachment 1 - Elizabeth Street trial and bicycle lane

OPTION C - RECOMMENDED TRIAL TREATMENT



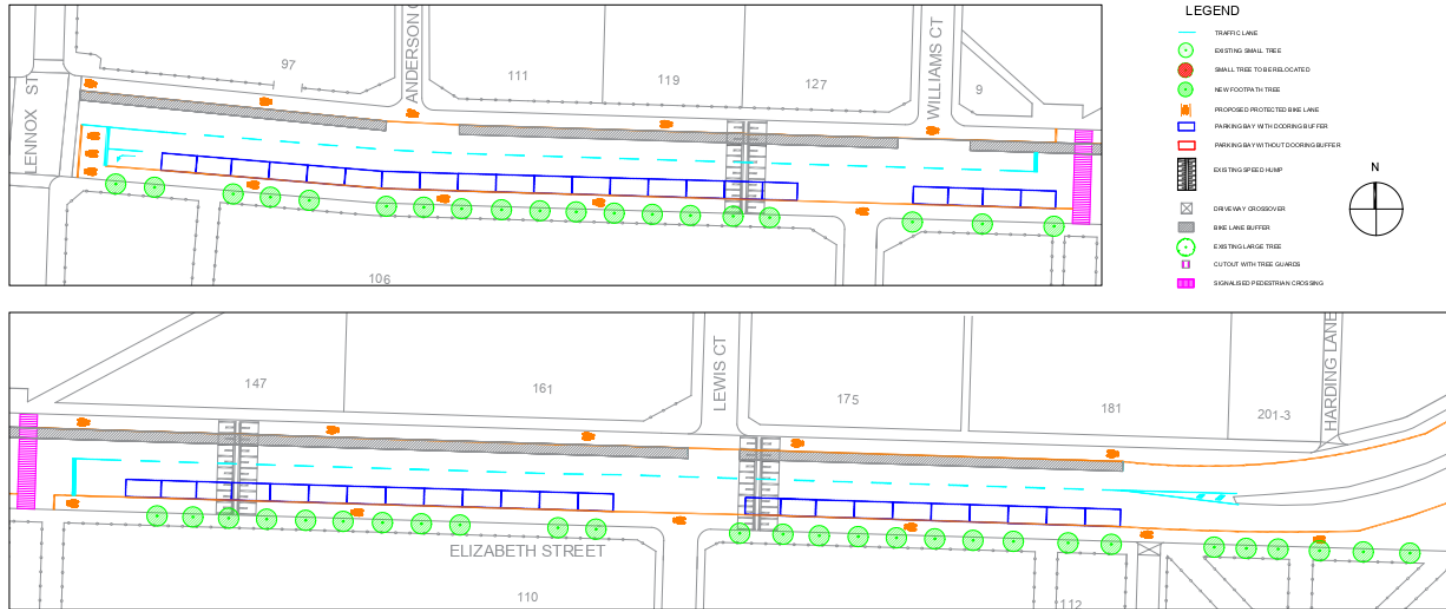
CROSS SECTION - ELIZABETH STREET (LT HODDLE TO LENNOX)



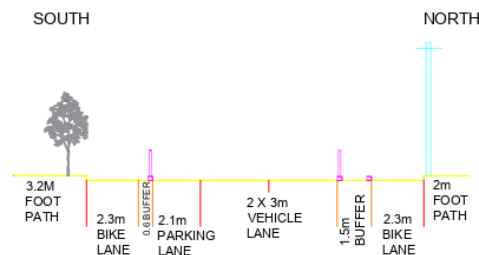
	LITTLE HODDLE TO LENNOX STREET				LENNOX STREET TO CHURCH STREET	
	EXISTING	OPTION A	OPTION B	OPTION C	EXISTING	TRIAL
TOTAL NO. OF TREES	55	55	50	44	0	46
EXISTING SMALL TREES IN FOOTPATH	35	35	35	35	0	0
EXISTING SMALL TREES IN ROADWAY	13	13	8	2	0	0
EXISTING MATURE TREES IN KERB OUTSTANDS	7	7	7	7	0	0
NEW TREES IN FOOTPATH	N/A	0	0	0	N/A	46
NEW TREES IN ROADWAY	N/A	0	0	0	N/A	0
TOTAL CAR PARKING BAYS	73	29 (-44)	39 (-34)	39 (-34)	77	44 (-33)
TOTAL CAR PARKING BAYS WITH BUFFER	0	21	26	38	0	44
TOTAL CAR PARKING BAYS WITHOUT BUFFER	73	8	13	1	77	0
QUALITY OF BIKE LANES	VERY POOR	POOR	GOOD	EXCELLENT	VERY POOR	EXCELLENT

Attachment 1 - Attachment 1 - Elizabeth Street trial and bicycle lane

ELIZABETH STREET (LENNOX TO CHURCH)



CROSS SECTION - ELIZABETH STREET (LENNOX TO CHURCH)



	LITTLE HODDLE TO LENNOX STREET				LENNOX STREET TO CHURCH STREET	
	EXISTING	OPTION A	OPTION B	OPTION C	EXISTING	TRIAL
TOTAL NO. OF TREES	55	55	50	44	0	46
EXISTING SMALL TREES IN FOOTPATH	35	35	35	35	0	0
EXISTING SMALL TREES IN ROADWAY	13	13	8	2	0	0
EXISTING MATURE TREES IN KERB OUTSTANDS	7	7	7	7	0	0
NEW TREES IN FOOTPATH	N/A	0	0	0	N/A	46
NEW TREES IN ROADWAY	N/A	0	0	0	N/A	0
TOTAL CAR PARKING BAYS	73	29 (-44)	39 (-34)	39 (-34)	77	44 (-33)
TOTAL CAR PARKING BAYS WITH BUFFER	0	21	28	38	0	44
TOTAL CAR PARKING BAYS WITHOUT BUFFER	73	8	13	1	77	0
QUALITY OF BIKE LANES	VERY POOR	POOR	GOOD	EXCELLENT	VERY POOR	EXCELLENT

:

11.7 Safe Travel Strategy - 2019 Progress Report

Executive Summary

Purpose

This report provides Council with a progress update on the Safe Travel Strategy 2016-26, with respect to road safety statistics for Yarra for the five year period up to December 2018 and Strategy Actions delivered to date.

Key Issues

Yarra has seen lower fatalities and a significant reduction in serious injury accidents in 2018 in comparison to the yearly averages for the five year period from January 2014 and December 2018. This can be attributed, at least in part, to the delivery of a wide range of safe travel initiatives and programs through the Safe Travel Strategy.

Financial Implications

Delivery of future Safe Travel Actions will be delivered within existing budgets and resources.

PROPOSAL

Officers to continue proactive delivery of Strategy Actions.

11.7 Safe Travel Strategy - 2019 Progress Report

Reference: D19/182190

Authoriser: Director City Works and Assets

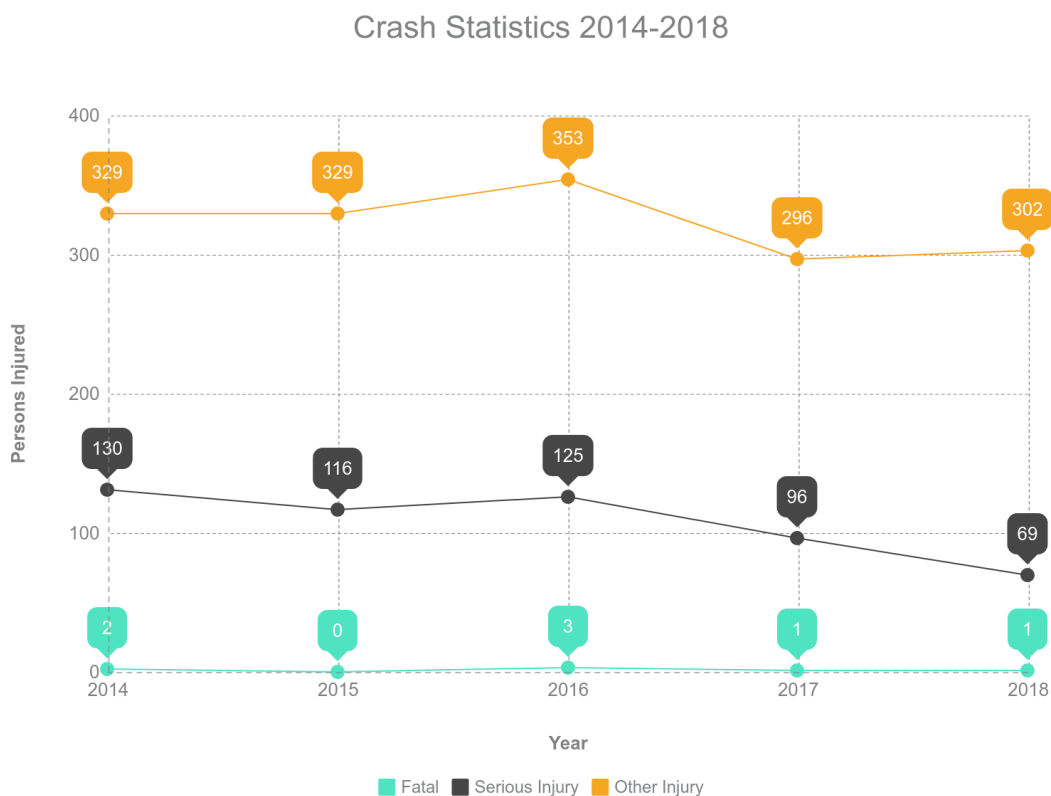
Purpose

1. This report provides Council with a progress update on the City of Yarra Safe Travel Strategy 2016-26, with respect to road safety statistics for Yarra for the five year period up to December 2018 and Strategy Actions delivered to date.

Background

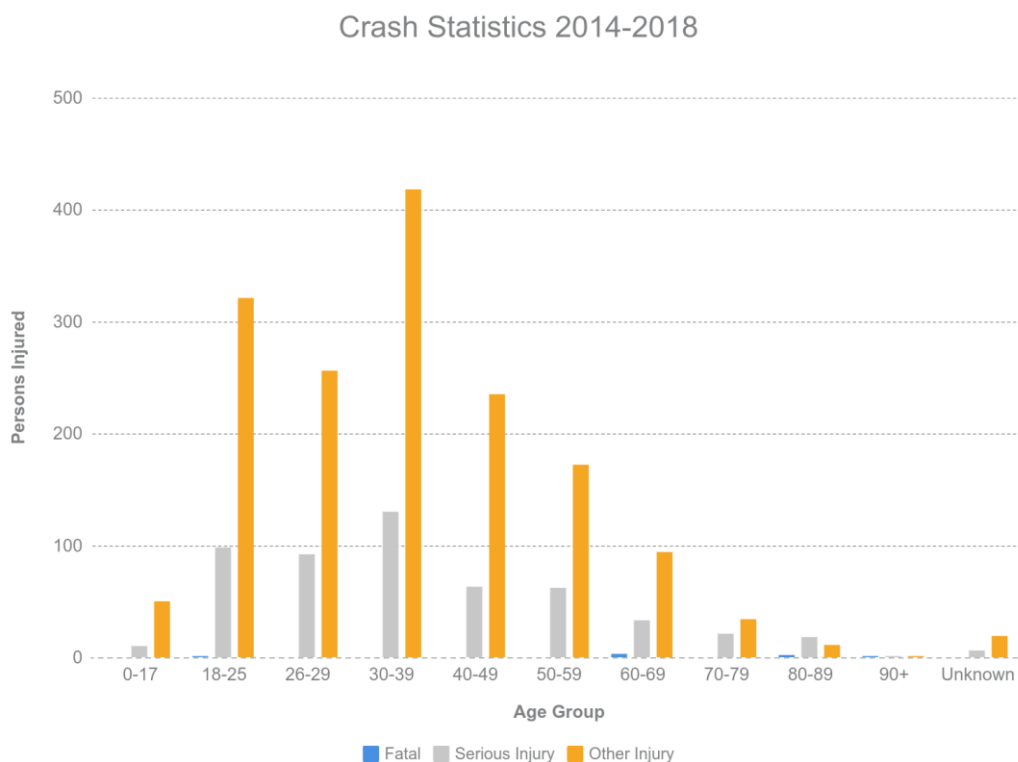
2. The Safe Travel Strategy was adopted in August 2016 with the long term aim of eliminating fatal and serious injury incidents in the City of Yarra by 2026.
3. Between 2014 and 2018 serious injuries have reduced by approximately 47% (see Figure 1). This reflects the work undertaken by Council, the State Government and community organisations over this time. However, despite a reduction in serious injuries, fatalities and other injuries remain reasonably stable.

Figure 1 - Yearly casualties between January 2014 and December 2018



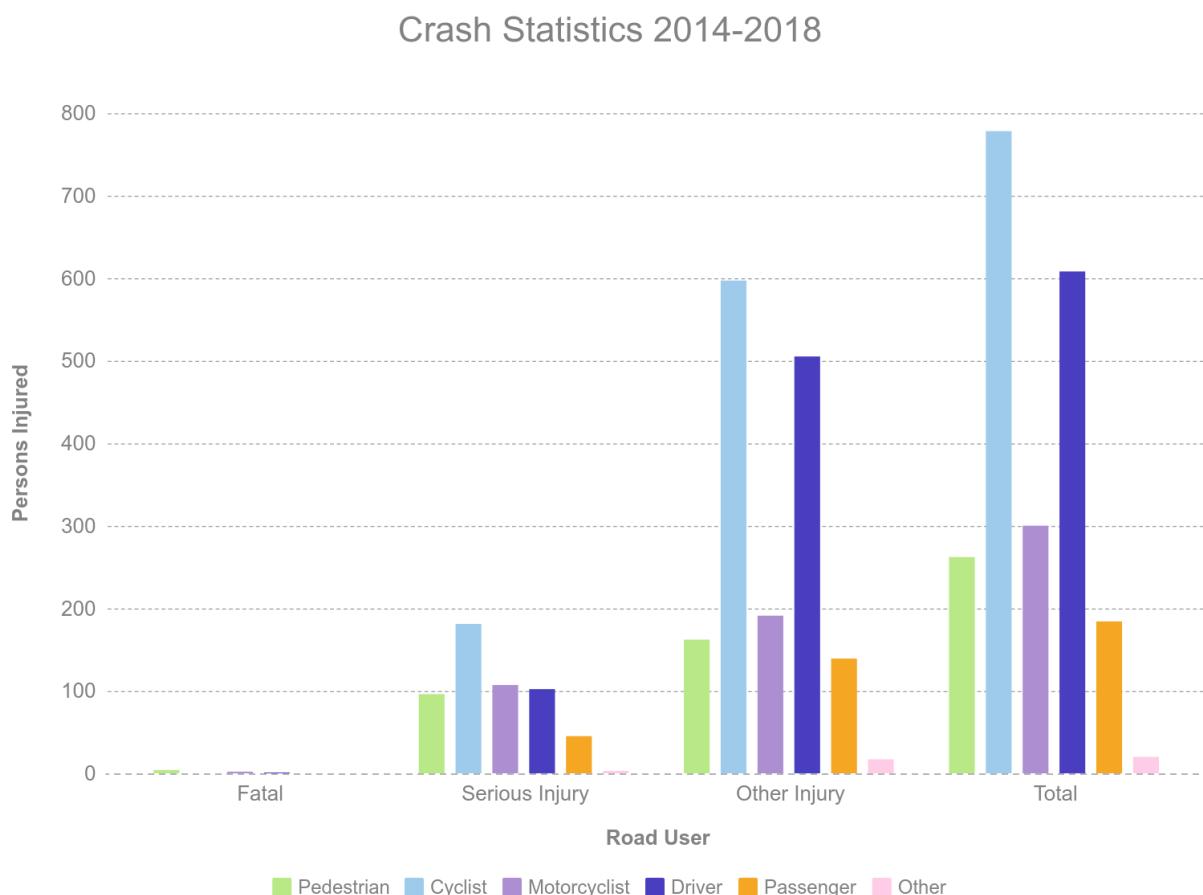
4. In 2018 there were a total of 372 injuries and fatalities due to road incidents within the City of Yarra. This includes one (1) fatality, 69 people who were seriously injured and 302 people who sustained minor injuries. As a comparison, five year averages between January 2014 and December 2018 show that there were 1.4 fatalities per year, 107.2 serious injuries per year and 321.8 minor injuries per year.
5. A summary of the trends in road injuries and fatalities in the City of Yarra for the five year period between January 2014 and December 2018 is shown in Figures 2 and 3.

Figure 2 - Number of casualties by age between January 2014 and December 2018



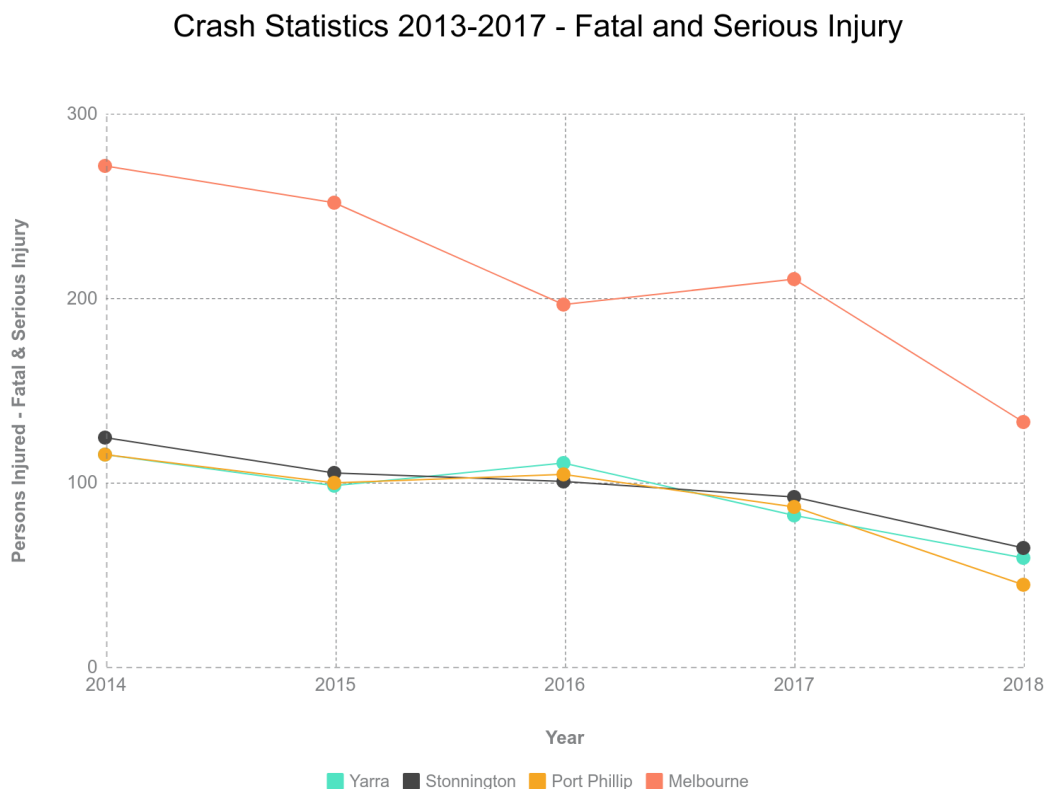
6. Figure 2 indicates that people between the ages of 30 to 39 years were involved in the highest proportion of injury crashes, with 25% of all injury crashes occurring in this age group.
7. To put this in perspective, the 2016 Census of Population and Housing shows that Yarra is a relatively young municipality, with 23.6% of the population between the ages of 30 to 39 years.

Figure 3 - Number of casualties by road user between January 2014 and December 2018



8. Figure 3 shows that vulnerable road users (pedestrians, cyclists and motorcyclists) are over-represented in incidents that result in fatalities and serious injuries. The data shows that while pedestrians are involved in 12.2% of all road incidents, they make up 57.2% of fatalities and 18% of all serious injuries. Cyclists were involved in 36.2% of all road incidents, while making up 33.9% of all serious injuries.

Figure 4 - Number of fatalities and serious injuries by Council area between January 2014 and December 2018



9. Figure 4 shows that in terms of fatalities and serious injuries over the five year period (January 2014 – December 2018), Yarra's rate of decline is comparable to Stonnington and Port Phillip, with Melbourne dropping more rapidly but coming from a considerably higher base.
10. Since the adoption of the Safe Travel Strategy, Council has delivered a wide range of safe travel initiatives and programs, both within the Traffic Engineering Unit and across various Branches in the organisation. The progress for each action in the Strategy is provided in Attachment 1.

External Consultation

11. Council officers regularly consult with the community, neighbouring municipalities, Victoria Police and various state government bodies (such as VicRoads and TAC) in the development, implementation and evaluation of safe travel programs and projects. A number of Strategy Actions relate directly to working with State-wide, local and community partners.

Internal Consultation (One Yarra)

12. Many of the actions identified in the Strategy involve collaboration between various Council teams. The Traffic team continues to liaise with all relevant teams within Council to ensure successful and timely delivery of Strategy Actions.

Financial Implications

13. Resources for all Safe Travel Actions delivered to date have been covered within existing operating and on-going capital works budgets. In 2019/20, funding allocated to projects that will improve road safety includes specific budget allocations for Spot Safety, Pedestrian Provisions and Safety Around Schools.
14. Delivery of future Safe Travel Actions will be delivered within existing budgets and resources.
15. External funding sources will also be explored to assist in the delivery of priorities within the Safe Travel Strategy.

16. In addition to the above funding, delivery of public realm improvement projects including LAPMs, street signage, line marking, street furniture, footpath and road renewal programs and DDA projects also contribute to improving safe travel.

Economic Implications

17. There are no economic implications associated with the Yarra Safe Travel Strategy 2016 – 2026.

Sustainability Implications

18. The proposed actions in the Yarra Safe Travel Strategy 2016-2026 aim to improve safety for all people travelling in Yarra, particularly the most vulnerable road users which include pedestrians and cyclists.

Social Implications

19. There are no social issues arising from the recommendations contained in this report.

Human Rights Implications

20. There are no apparent human rights implications under the *Charter of Human Rights and Responsibilities Act 2006*.

Communications with CALD Communities Implications

21. A language advisory panel is included in all consultation material including contact details and reference numbers to access Council's interpreter service.

Council Plan, Strategy and Policy Implications

22. Safe travel activities are directly linked to various key planning documents, including the Council Plan 2017-21. A full list of these documents is provided under Action 1.1 of Attachment 1.

Legal Implications

23. There are no apparent legal issues arising from the recommendations contained in this report.

Conclusion

24. The City of Yarra Safe Travel Strategy 2016-26 was established with the long term objective of zero fatalities and serious injuries by 2026.
25. For the five year period between January 2014 and December 2018, fatal crashes are averaging 1.4 per year and serious injury incidents averaging 107.2 per year.
26. Yarra has seen lower fatalities and a significant reduction in serious injury accidents in 2018 in comparison to the yearly averages for the five year period from January 2014 and December 2018. This can be attributed, at least in part, to the delivery of a wide range of safe travel initiatives and programs through the Safe Travel Strategy.

RECOMMENDATION

That Council notes the Safe Travel Strategy 2019 Update.

CONTACT OFFICER: Matthew Veale
TITLE: Coordinator Traffic
TEL: 0438 553 394

Attachments

- 1 [!\[\]\(1b6bae0a51705b1c75bce05602447ef3_img.jpg\)](#) Attachment 1 - Safe Travel Strategy Actions Report - 2019

Attachment 1 - Attachment 1 - Safe Travel Strategy Actions Report - 2019

IMPLEMENTATION STATUS

Action	Timeline	Progress
1.1 Incorporate safe travel considerations into all key planning documents of Council		
i. Whenever key council planning documents are being revised or updated, ensure that each plan reflects council's strategic commitment to safe travel for Yarra residents and visitors of all ages and abilities. Current plans to be reviewed include: <ul style="list-style-type: none"> • Council Plan • Municipal Public Health Plan • Municipal Strategic Statement • Strategic Transport Statement • Encouraging And Increasing Walking Strategy • Bicycle Strategy • Road Management Plan • Local Area Traffic Management Policy • Access And Inclusion Plan • Positive Ageing Strategy • Parking And Access Plan • Open Space Strategy • Environment Strategy • Night Time Economy Strategy • Youth Policy And Action Plan • Place making Policy 	Ongoing whenever relevant plans are updated	Relevant safe travel actions incorporated into the following key planning documents over the last 12 months: <ul style="list-style-type: none"> • Council Plan 2017-21 Objective 6: A Connected Yarra • Access and Inclusion Plan 2018 – 2024 • Active & Healthy Ageing Plan 2018 – 2024.
ii. As an integral part of local area traffic management and/or place making planning, systematically identify and address safe travel hazards and opportunities. Focus on: <ul style="list-style-type: none"> • Pedestrian and cyclist-friendly infrastructure • Vehicle parking practices that may pose danger for pedestrians or cyclists, including hazardous parking on footpaths, in bike lanes, in tram stops and loading zones 	2018 onwards	Undertaken when opportunities identified during LAPM studies. Scotchmer LAPM 3: <ul style="list-style-type: none"> • Widen median island and install cyclists holding rails on Holden St; • Capital City Trail shared path priority crossing of Rae St; • Capital City Trail shared path priority crossing of Brunswick St Nth; • Zebra crossings and bike sharrows at Rae St/Pigdon St roundabout

Attachment 1 - Attachment 1 - Safe Travel Strategy Actions Report - 2019

IMPLEMENTATION STATUS

		<ul style="list-style-type: none"> • Zebra crossings and bike sharrows at Brunswick St Nth/Pigdon St roundabout; • Zebra crossings and bike sharrows at Rae St/Reid St roundabout; • Zebra crossings and bike sharrows at Church St/Rae St/St Georges Rd Sth roundabout; • Kerb Extensions and traffic islands at St Georges Rd Sth/Freeman St • Kerb Extensions and traffic islands at Rae St/Freeman St • Zebra crossings and bike sharrows at Newry St/St Georges Rd Sth roundabout; • Zebra crossings and bike sharrows at Newry St/Rae St roundabout; and • Zebra crossings and bike sharrows at Rae St/York St roundabout. <p>Bendigo LAPM 19:</p> <ul style="list-style-type: none"> • Kerb outstand Westbank Tce/Park Ave; • Convert two school crossings to raised zebra crossings on Yarra Blvd; • Installation of three sinusoidal speed humps on Westbank Tce; • Widen footpath outside Melbourne Girls College; • Kerb outstand Westbank Tce/Campbell St; and • Repurposing parking to a pedestrian friendly space with landscaping bike racks on Bendigo St. <p>Abbotsford LAPM 13:</p> <ul style="list-style-type: none"> • Continue bike lane to intersection on Nicholson St/Johnston St; • Upgrade crossing to raised zebra crossing on Nicholson St;
--	--	---

Attachment 1 - Attachment 1 - Safe Travel Strategy Actions Report - 2019

IMPLEMENTATION STATUS

		<ul style="list-style-type: none"> • Upgrade Park St/Vere St intersection with new pedestrian and bike links; • Provide contraflow bike lane on Vere St; • Raised pedestrian crossing between Gahan Reserve and Collingwood Station; • Shared space between Collingwood Town Hall and Collingwood Station; • Upgrade crossing to raised zebra crossing on Gipps St; • Threshold treatment on Gipps St/Victoria St; • Raised pedestrian crossing between Victoria Cres; • Upgrade crossing to raised zebra crossing on Nicholson St; • Install raised zebra crossing on Mollison St; • Install raised zebra crossing on Nicholson St, north of Langridge St; • Install raised zebra crossing on Langridge St; • Raised threshold treatment on Murray St; • Continue bike lane on Church St, north of Victoria St
1.2 Include safe travel responsibilities in relevant Council Officers' position descriptions and in operational work plans		
i. Ensure that safe travel principles are adequately included in the position descriptions of Council officers with responsibility for designing, constructing and maintaining roads, paths and public space as well as those responsible for youth and aged community programs	2017 onwards	Incorporated into position descriptions of relevant staff in Civil Engineering Branch. Other relevant position descriptions across Council to be reviewed when opportunities arise

Attachment 1 - Attachment 1 - Safe Travel Strategy Actions Report - 2019

IMPLEMENTATION STATUS

ii. Ensure that safe travel considerations and opportunities for safe travel promotion are incorporated into all branch service plans of Council	2018 onwards	Incorporated into Civil Engineering Branch Service Plan. Other service plans to be amended in 2019/20.
iii. Promote Y-app to all Council staff and the community to report safe travel hazards	2018	Y-app replaced by Council's new public website in June 2017. In-built tools allow for reporting of safe travel hazards. All staff and existing Y-app registered members were advised of this change prior to June 2017.
1.3 Ensure that safe travel considerations are included in all road works and new developments		
i. All project designers conduct formal road safety audits during the design process of significantly changed roads and paths relating to new property developments and for major Council works. Focus on the safety needs of pedestrians of all abilities, cyclists and powered two-wheeler riders	2017 onwards	Four road safety (design) audits completed over the last 12 months: <ul style="list-style-type: none"> • Two Federal Blackspot funded projects; • Stage Two of Wellington Street separated bicycle facilities; and • The Elizabeth Street separated bicycle facilities trial.
ii. All Traffic Management Plans (TMPs) provide safe conditions for all road users and construction workers throughout the construction period. Focus on the needs of pedestrians of all abilities, cyclists and powered two-wheeler riders. Conduct regular inspections of active road works sites during construction activities. Publicise changes to traffic conditions prior to works commencing	2017 onwards	Construction Management actively undertake inspections of road works sites
iii. All Council departments involved in design, construction and maintenance of roads apply <i>Making Roads Motorcycle Friendly</i> , to provide safe conditions for powered two-wheeler riders	2017	Provided 'Making Roads Motorcycle Friendly' document to City Works and Civil Engineering Branches Ongoing maintenance inspections of local roads
iv. Ensure all agencies and utility providers involved in road works, road reinstatement and road maintenance are aware of and apply <i>Making Roads Motorcycle Friendly</i> principles at all stages of work	2019	Design approvals for such works incorporate these principles.

Attachment 1 - Attachment 1 - Safe Travel Strategy Actions Report - 2019

IMPLEMENTATION STATUS

1.4 Promoting safer vehicles and safer driving policies and conditions		
i. Council to continue to offer cycle training for staff	2017 onwards	Strategic Transport regularly provides cycle training for staff on an as needs basis
ii. Council to consider safety features when considering heavy vehicle and mobile equipment purchases, including visibility of pedestrians and cyclists while vehicles are manoeuvring	2019	State government fleet procurement policy is adhered to, which considers these safety features.
iii. Provide relevant staff with training on using the Council fleet safely, especially regarding sharing roads with cyclists and pedestrians	2020	Targeted safety training is required to be undertaken and employees should adhere to Council's Fleet policy in this regard. Monitoring and evaluation of safety aspects of telematics data will be undertaken once a new supplier is procured in 2020.
2.1 Encourage internal and external partners to apply for funding to promote safe travel		
i. Encourage and support relevant Council divisions and/or external partners to apply for safe travel funding as opportunities arise. To facilitate this and to avoid missed opportunities, develop and maintain a list of current safe travel funding sources such as: TAC Safer Infrastructure Grants program, TAC Local Government Grants and TAC Community Road Safety Grants, Federal and State Blackspot programs, VicRoads Community Road Safety Grants, VicHealth Walk to School Grants	2017 onwards	<p>External grant funding received over the last 12 months:</p> <p><u>Safe System Road Infrastructure Program</u></p> <ul style="list-style-type: none"> \$1.07M – Delivery of LAPM works \$236K – Trial of 30km/h speed limit <p><u>Federal Blackspot Program</u></p> <ul style="list-style-type: none"> \$1.15M – four sites
ii. Apply for external funding to commission a qualified consultant to use the Australian Road Assessment Program (AusRAP) star rating method to assess all roads in Yarra. This would be used to prioritise infrastructure safety improvements on all local roads in Yarra, with particular emphasis on vulnerable road users	2020-23	Propose to start internal consultation in 2021
2.2 Collaborate with key road safety partners		
i. Strengthen relationships with State road safety partners, including Department of Transport (DoT), Victoria Police and TAC, to foster a strong collaborative approach to travel safety issues	2016 onwards	Yarra, DoT, Police and TAC are collaborating together to trial the 30km/h project in parts of Collingwood and Fitzroy

Attachment 1 - Attachment 1 - Safe Travel Strategy Actions Report - 2019

IMPLEMENTATION STATUS

ii. Collaborate with other inner Melbourne Councils to develop and implement joint safe travel initiatives, and to seek external funding where required	2017 onwards	Yarra is an active member of IMAP, which actively supports safe travel initiatives
2.3 Encourage local partners including community groups and schools to develop and promote safe travel initiatives		
i. As opportunities arise, encourage and collaborate with interested local community groups including educational institutions to conduct safe travel initiatives	2017 onwards	Bike racks installed at: Power Living Yoga; Fitzroy Tennis Club; Bikram Yoga, Fitzroy; and Connie Benn Centre.
ii. Continue to engage with interested local community groups and schools to provide information on safe travel programs	2018 onwards	22 schools were contacted in 2019, with information provided about the Walk to School 2019 program and an invitation to participate
2.4 Promote safe travel through a planned program of communications and marketing activities		
i. Publicise information relevant to pedestrians including seniors groups and disability groups, and to cyclists, about safe routes, and current or recent safety improvements to the road and path network, so as to build confidence in walking and cycling	2017 onwards	Traffic and Strategic Transport regularly provides 'Working for You' notices to the community regarding recent pedestrian and cycling safety improvements
ii. Refresh the local promotional campaign <i>Sharing Yarra's Roads and Paths</i>	2019	Strategic Transport have indicated that this has had to be deferred for consideration in 2020 due to resourcing constraints
3.1 Reduce vehicle speed limits in Yarra to speeds compatible with the design speed and safe sharing of roads by all road users		
i. Advocate to DoT to review and rationalise speed limits in all activity centres and neighbourhood centres in Yarra	2016 onwards	Ongoing advocacy re Nicholson Street speed limit
ii. Based on the results of a trial, advocate to DoT to progressively reduce 40km/h speed limits in local roads across the municipality to 30km/h, based on needs, precinct by precinct	2017 onwards	A trial of 30km/h area wide speed limit is being undertaken in parts of Collingwood and Fitzroy in 2018/19. Depending on the outcomes from this trial, Council may decide to implement 30km/h speed limits across Yarra
iii. Advocate to DoT to establish trials of lower speed limits on selected arterial roads	2018 onwards	Ongoing advocacy re Nicholson Street speed limit

Attachment 1 - Attachment 1 - Safe Travel Strategy Actions Report - 2019

IMPLEMENTATION STATUS

3.2 Encourage safe speeds and enforce compliance with speed limits and other road rules		
i. Continue to improve streetscape design to encourage safer driving and lower vehicle speeds. This should include the application of passive traffic calming such as narrow traffic lanes, threshold treatments, solar powered embedded light emitting diode lights, street art, street tree planting, landscaping and water sensitive urban design treatments	2016 onwards	Undertaken when opportunities identified during LAPM studies. The most recent example is Terracotta coloured zebra crossing on Gleadell Street, Richmond.
ii. Improve speed limit awareness and safety through rationalisation of road side signage	2016 onwards	Undertaken during LAPM studies.
iii. Council officers and Victoria Police to work together to identify and target locations with road safety issues, such as speeding, intersection/bike lane encroachment and pedestrian crossings, that contribute to a high risk of crashes. Assist Victoria Police enforcement and prioritise Council variable message sign/ speed awareness trailer deployment based on this	2017 onwards	Traffic regularly liaise with Victoria Police to target locations of road safety issues. Council's speed awareness trailer is regularly deployed across Yarra
iv. Advocate for additional fixed traffic safety cameras (speed and red light) at key locations in Yarra, particularly on arterial and local roads with high numbers of crashes	2018 onwards	Undertaken as part of annual 'blackspot' investigations. No locations have been identified to date with safety issues requiring the need for traffic safety cameras
v. Council units with responsibility for infrastructure renewal and maintenance to collaborate on measures to reduce vehicle speeds on laneways on the approach to footpaths, to improve pedestrian safety	2022	Proposed to commence in 2022
4.1 Improve infrastructure to make walking safer and more convenient		
i. Periodically review the safety of existing pedestrian access facilities within each of Yarra's main activity centres. Review all pedestrian crossings in Yarra for visual conspicuity to drivers, day and night	2016 onwards	Traffic Engineering actively review pedestrian facilities and undertake remedial improvement works when necessary as part of LAPM studies.
ii. Maintain and enforce clear continuous paths of travel on all footpaths, especially in shopping strips	2018 onwards	Local Laws actively enforce applicable footpath trading conditions
iii. Advocate for additional and safer road crossing facilities for pedestrians on arterial roads across the municipality	2018 onwards	Officers regularly lobby DoT to provide safer pedestrian crossings on arterial roads.

Attachment 1 - Attachment 1 - Safe Travel Strategy Actions Report - 2019

IMPLEMENTATION STATUS

		Recent completed improvements have been completed on Hoddle Street and are scheduled for Yarra Boulevard.
iv. Review pedestrian signal phase timings to assist pedestrians who are not able to complete crossing within the usual allocated green time. Identify opportunities to implement demand-responsive signal technology, based on scientific evidence of benefit for pedestrians. Review and reduce "call up" or "wait" times at pedestrian signals. Prioritise areas that are frequented by young families, older people or people with disabilities	2020	Directly linked into Council's new Access and Inclusion Plan
v. Review uncontrolled right hand turns at high-risk pedestrian and vehicle crash locations	2020	Proposed to commence 2020
4.2 Young children and their families		
i. Encourage all children's services agencies to offer safe travel messages and programs to their client families, utilising <i>Starting Out Safely</i> training and resources, covering: <ul style="list-style-type: none"> child restraints pedestrian safety cyclist safety Ensure resources available for people from culturally and linguistically diverse background are sourced and provided where required.	2018	Yarra City Council children and family services; such as long day care, kindergarten, maternal and child health, integrated family services and playgroups, offer road safety messages and resources. Road safety posters are displayed in their services (for example: don't leave your children in cars, safe car seats and car seat installation, crossing the road). In maternal and child health key age and stage appointments, parents and carers are given fact sheets specifically related to a developmental age (car seats, safe transport). Long day care and kindergarten provide facts sheets to families occasionally, particularly if an issue, concern or question has been raised (crossing the road safely etc.). Traffic and Children's Services are meeting in late November 2019 to discuss ways of further improving their road safety messaging.

Attachment 1 - Attachment 1 - Safe Travel Strategy Actions Report - 2019

IMPLEMENTATION STATUS

4.3 School aged children and education sector		
i. Work with interested local schools on safe active travel programs such as <i>Walk to School</i> and <i>Ride2School</i>	2017 onwards	13 schools are participating in the Walk to School 2019 Program. No Ride2School conducted in 2018/19.
ii. Promote best practice secondary school road safety and safe travel programs to all local secondary, technical and tertiary education providers. Ensure schools have details of all relevant programs, including associated web links and information on how schools may access these programs	2020	Proposed to commence 2020
iii. As opportunities arise, and subject to available officer time, provide topical safe travel information for inclusion in school newsletters, including news of any road or path improvements or safe travel information relevant to each school	2021	Proposed to commence 2021
4.4 Older people and people with disabilities		
i. Advocate for improvements to connections between paths, and for improved amenity along off-road paths	2019	Undertaken when opportunities identified during LAPM studies, eg. Capital City Trail crossing improvements. Other improvements are passed on to Open Space for consideration.
ii. Review the assessment process and criteria for Council's footpath renewal program to ensure a priority is given to safe access for pedestrians of all abilities	2019	Is part of the current assessment process for Council's footpath capital works program
iii. In partnership with health and disability service providers and seniors groups, encourage people who are eligible to use motorised mobility devices to choose and use these devices safely and within relevant road rules. Use resources available through Transport for Victoria and TAC/La Trobe University	2019	This will occur through presentations at existing networks meetings and utilising existing partnerships with CALD support agencies to disseminate information to residents
5.1 Promote and encourage safe cycling		
i. Implement the Yarra Bicycle Strategy	From adoption of Bicycle Strategy Refresh	Funding allocated to deliver: <ul style="list-style-type: none"> Stage Two of Wellington Street separated bicycle facilities.

Attachment 1 - Attachment 1 - Safe Travel Strategy Actions Report - 2019

IMPLEMENTATION STATUS

		<ul style="list-style-type: none"> Elizabeth Street separated bicycle facilities trial Bennett Street shared priority crossing
ii. Advocate to the Federal and State Government for improvements in infrastructure and vehicles to reduce car dooring. Consider innovative improvements to vehicle door opening mechanisms and physical improvements to the road environment that aim to protect cyclists from car-dooring along corridors that are known to be high risk	2018	Council advocates to State Government for safety improvements, including to reduce the incidence of car dooring, along declared arterial roads in Yarra, eg. St Georges Road section of Preston to CBD Strategic Cycling Corridor.
iii. Collaborate with local cycling groups, promote cyclist safety education	2020 onwards	Yarra BUG members attend regular BAC meetings. Yarra BUG members have also been engaged in NELA (North East Link Authority) projects.
6.1 Access, safety and security at railway stations and modal interchanges		
i. Advocate to Transport for Victoria for safe assess of pedestrian and cyclist access at railway stations in Yarra	2021	DAC railway station audit has been provided to DoT and Minister for Public Transport.
7.1 Support and prepare young drivers		
i. Continue to deliver the L2P program, which assists young learner drivers without access to supervised driving practice to achieve 120 hours. Continue to support the delivery of <i>Keys2Drive</i> to learner's permit holders in Yarra. Provide local safe travel information to L2P coordinator and participants including local crash statistics relevant to new drivers	2017 onwards	L2P program continues with a high level of participation. Twenty participants gained their P plates in 2017/18.
7.2 Support and prepare drivers with reduced abilities		
i. Advocate for older driver education programs and alternatives to driving for drivers whose ability may be reduced by age, disability or ill-health. These may include <i>Wiser Driver</i> , <i>Wiser Walker</i> , <i>Wiser Traveller</i> , and <i>Community Mobility for Older People</i>	2020	It is proposed to raise this through the Active Ageing Advisory Group and based on feedback write to lead road safety agencies requesting targeted information and education is provided for older people

Attachment 1 - Attachment 1 - Safe Travel Strategy Actions Report - 2019

IMPLEMENTATION STATUS

7.3 Discourage high risk driving		
i. Encourage use of arterial roads and main roads through local area traffic management to reduce traffic volumes ("rat running") and speeding through low-speed, local streets	2021 onwards	Undertaken when opportunities identified during LAPM studies: <ul style="list-style-type: none"> Proposed road closures of Rae and Brunswick Street North, North Fitzroy Proposed centre median on Nicholson Street, Abbotsford
7.4 Encourage safe powered two wheeler riding		
i. Provide link on Councils website to information TAC <i>Spokes</i> website about rider safety for motorcyclists and motorised scooter riders	2019	Added to Yarra website in 2019

12.1 Notice of Rescission No. 2 of 2019 - Officers to present a report on the operation of Yarra Youth Services

Reference: D19/219141

Authoriser: Group Manager Chief Executive's Office

I, Councillor Jackie Fristacky, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 3 December 2019:

"That the motion of Council as carried 26 November 2019 and stating:

'That Council requests Officers to present a report by the first meeting cycle in May 2020, providing a comprehensive and detailed review of the operations of the Yarra Youth Services and which will include but not limited to the following:

- (a) the analysis of all existing programming currently managed by the Service;*
 - (b) a detailed statistical profile breakdown of young people engaged with the Service's programming;*
 - (c) the capacity of operational staff with particular emphasis on their ability to engage with diverse communities;*
 - (d) a review of the Service's senior management and organisational structure;*
 - (e) the interaction of the Service with other Council funded youth programming;*
 - (f) to highlight of any significant gaps in service delivery to key co-horts;*
 - (g) an outline of how the Service plans to interact with the new Youth Hub being established in Richmond;*
 - (h) an understanding of any opportunities which might exist to further expand programming and operations; and*
 - (i) details of interviews and consultation with young people engaged with the Service';*
- be rescinded."*

Rationale

1. While a General Business Motion is for the purposes of seeking a report, the motion far exceeds seeking a report, in requiring a comprehensive and detailed review of the operations of Yarra Youth Services, including on operational matters such as review of staffing, management and organisational structure and directing interviews with young people; and
2. Such a review involves the allocation of significant resources including expenditure without prior discussion with the CEO, responsible Director or Council processes, thus bypassing assessment of priorities through a budget or Council Plan process.

RECOMMENDATION

That the motion of Council as carried 26 November 2019 and stating:

1. *That Council requests Officers to present a report by the first meeting cycle in May 2020, providing a comprehensive and detailed review of the operations of the Yarra Youth Services and which will include but not limited to the following:*
 - (a) *the analysis of all existing programming currently managed by the Service;*
 - (b) *a detailed statistical profile breakdown of young people engaged with the Service's programming;*
 - (c) *the capacity of operational staff with particular emphasis on their ability to engage with diverse communities;*
 - (d) *a review of the Service's senior management and organisational structure;*
 - (e) *the interaction of the Service with other Council funded youth programming;*
 - (f) *to highlight of any significant gaps in service delivery to key co-horts;*
 - (g) *an outline of how the Service plans to interact with the new Youth Hub being established in Richmond;*
 - (h) *an understanding of any opportunities which might exist to further expand programming and operations; and*
 - (i) *details of interviews and consultation with young people engaged with the Service',*
- be rescinded.