

Priorities for the Federal Budget 2020-21

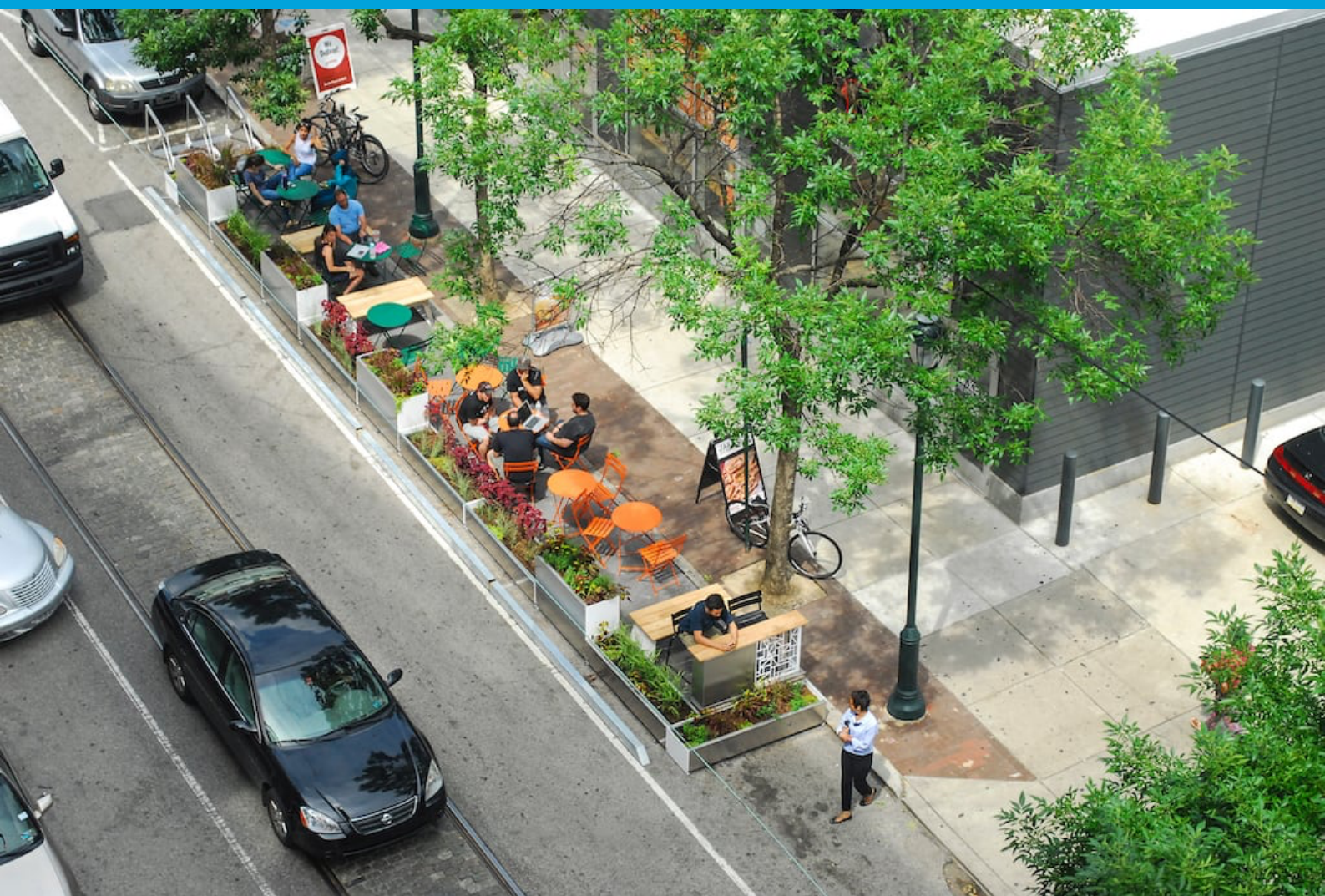


Image credit: Cohere



Prepared by: Streets Alive Yarra

www.streets-alive-yarra.org

facebook.com/streetsaliveyarra/

Foreword

Streets Alive Yarra is a non-profit, volunteer, resident and ratepayer action group with a [vision](#) for more trees, wider footpaths and vibrant businesses in thriving [neighbourhoods](#). We see our streets being used by people from [8 to 80 years old](#), irrespective of whether they choose to walk, cycle, use public transport or drive. Residents and shoppers are able to move safely, comfortably, and conveniently around Yarra; and can easily find a park near shops.



Image credit: OCULUS Landscape Architecture and Urban Design

Streets Alive Yarra was founded in 2017 and now has over 2,200 likes on Facebook, increasing by 10-20 per week. A network of local champions develops concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also Yarra's Walkability Action Group (WAG) representative for Victoria Walks.

Further information is available at www.streets-alive-yarra.org.

Introduction

Streets Alive Yarra welcomes the opportunity to make a submission regarding priorities for the 2020-21 Federal Budget.

Problem - road trauma

Road trauma has a significant impact on the nation, including:

- Immediate physical and emotional trauma,
- Ongoing care of those affected by physical trauma (costs and emotional burden),
- Dissuading people from choosing lower cost forms of transport such as walking, cycling or using public transport; owing to the risk of death or serious injury from being struck by people driving cars,
- Worse population health outcomes (feeling unhealthy and unhappy, less able to work)
- Higher population health costs (Medicare) owing to a population that is less healthy than it could be,
- Lower tourism revenue, owing to cities that are less attractive than they could be (compare beautiful cities in Europe that have high rates of walking and cycling, with Australian cities)

Further information on the cost of trauma is available at: <https://streets-alive-yarra.org/cost-of-crashes/>

Budget priorities

The Federal Budget should reduce road trauma by prioritising the following:

- Provide sustained long-term funding to local government for road infrastructure that aligns with Safe System, such as:
 - 30 km/h superblocks,
 - continuous footpaths,
 - protected bicycle lanes, and
 - level access tram stops.
- Provide sustained long-term funding to state government for road infrastructure that aligns with Safe System, such as arterial roads with fully separated and protected bicycle lanes.
- Provide funding to each local government in Australia to fund a [iRAP/AusRAP](#) hazard identification and risk assessment review of a selection of representative streets in their region, such as a shopping street, an access street and a residential street. This will build the evidence base for investment in infrastructure that aligns with Safe System.
- Provide sustained long-term funding to state and territory governments for public transport infrastructure. This would induce a mode shift from driving cars to using public transport, and thus reduce incidents of trauma on our roads.

- Link federal road funding to requirements for state and local government to reduce speed limits in accordance with Safe System, such as:
 - 30 km/h for any street without protected footpaths and protected bicycle paths
 - 80 km/h for any road without a centre wire rope barrier
- Link federal road funding to requirements to deliver road infrastructure that is rated at least 5 stars by the International or Australian Road Assessment Program (iRAP or AusRAP). Roads that are rated at 5 star under iRAP align well with Safe System.

Concluding remarks

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

streetsaliveyarra@gmail.com

www.streets-alive-yarra.org

facebook.com/streetsaliveyarra/