



**Moreland**  
City Council

## COUNCIL AGENDA

**WEDNESDAY 8 JULY 2020**

**COMMENCING 7 PM**

**THE COUNCIL MEETING WILL BE LIVESTREAMED  
ON MORELAND'S WEBSITE AND FACEBOOK PAGE**

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# Moreland City Council

## INFORMATION ABOUT COUNCIL MEETINGS

This meeting will be open to the public only via the livestream in accordance with the Ministerial Good Practice Guideline (MGPG) issued on 29 April 2020. If the livestream is not available the meeting will be adjourned until the issue can be rectified. These notes have been developed to help citizens better understand Council meetings. All meetings are conducted in accordance with Council's Meeting Procedure Local Law 2018.

**WELCOME** The Mayor, who chairs the meeting, formally opens the meeting, delivers an acknowledgement of country and welcomes all present. This Council meeting will be recorded and webstreamed live to Council's website and Facebook page. This recording will also be available as Video on Demand. Although every care is taken to maintain privacy, gallery attendees are advised they may be recorded.

**APOLOGIES** Where a Councillor is not present, their absence is noted in the minutes of the meeting.

**DECLARATION OF INTERESTS AND/OR CONFLICT OF INTERESTS** Under the *Local Government Act 1989*, a Councillor has a duty to disclose any direct or indirect pecuniary (financial) interest, s/he may have in any matter to be considered by Council that evening.

**CONFIRMATION OF MINUTES** The minutes of the previous meeting are placed before Council to confirm the accuracy and completeness of the record.

**MINUTES/REPORTS OF SPECIAL COMMITTEES** Council considers reports from Special Committees that Councillors represent Council on.

**PETITIONS** Council receives petitions from citizens on various issues. Any petitions received since the previous Council meeting are tabled at the meeting and the matter referred to the appropriate Director for consideration.

**COUNCIL REPORTS** Officers prepare detailed reports, which are considered by Councillors and a Council position is adopted on the matters considered. The Mayor can invite firstly Councillors, secondly Officers, and then citizens in attendance to identify Council reports which should be given priority by the meeting and considered in the early part of the meeting.

**NOTICES OF MOTION** A motion which has been submitted to the Chief Executive Officer no later than 12 pm (noon) 10 days prior to the meeting which is intended to be included in the agenda. The motion should outline the policy, financial and resourcing implications.

**NOTICE OF RESCISSION** A Councillor may propose a motion to rescind a resolution of the Council, provided the previous resolution has not been acted on, and a notice is delivered to the authorised officer setting out the resolution to be rescinded and the meeting and date when the resolution was carried. For a decision of the Council to be rescinded, the motion for rescission must be carried by a majority of the votes cast. If a motion for rescission is lost, a similar motion may not be put before the Council for at least one month from the date it was last lost, unless the Council resolves that the notice of motion be re-listed at a future meeting. If a motion for rescission is not moved at the meeting for which it is listed, it lapses. A motion for rescission listed on a meeting agenda may be moved by any Councillor present but may not be amended.

**FORESHADOWED ITEMS** This is an opportunity for Councillors to raise items proposed to be submitted as Notices of Motion at future meetings.

**URGENT BUSINESS** The Chief Executive Officer or Councillors, with the approval of the meeting, may submit items of Urgent Business (being a matter not listed on the agenda) but requiring a prompt decision by Council.

**CONFIDENTIAL BUSINESS** Whilst all Council meetings of Council are open to the public, Council has the power under the *Local Government Act 2020* to close its meeting to the general public in certain circumstances which are noted where appropriate on the Council Agenda. Where this occurs, members of the public leave the Council Chamber or Meeting room while the matter is being discussed.

**CLOSE OF MEETING** The Mayor will formally close the meeting and thank all present.

**NEXT MEETING DATE** The next Council meeting will be held on Wednesday 12 August 2020.



# Moreland

## City Council

1. WELCOME
2. APOLOGIES
3. DECLARATION OF INTERESTS AND/OR CONFLICT OF INTERESTS
4. MINUTE CONFIRMATION
5. MINUTES / REPORTS OF SPECIAL COMMITTEE

Nil.

6. PETITIONS

PET19/20	DOGS OFF LEAD IN TEMPLE PARK, BRUNSWICK (D20/255669)	6
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The minutes of the Council Meeting held on 10 June 2020 be confirmed.

7. COUNCIL REPORTS

EMF24/20	PROPOSED 2020-21 BUDGET, STRATEGIC RESOURCE PLAN 2020-2025, RATING STRATEGY 2020-21, FEES AND CHARGES SCHEDULE 2020-21 AND COUNCIL ACTION PLAN 2020-21 - FOR ADOPTION (D20/153783)	8
CEO1/20	COVID-19 - NEW LOCKDOWN RESTRICTIONS (D20/270539)	352
DCD10/20	DISABILITY ADVOCACY AND COVID 19 IMPACTS (D20/247246)	356
DCF26/20	SAFE MOVEMENT OF PEDESTRIANS AND CYCLISTS - COVID-19 RESPONSE (D20/252317)	363
DCF27/20	REMOVAL OF CAR PARKING SPACES TO SUPPORT CYCLING INFRASTRUCTURE (D20/251567)	391
DCF28/20	10 YEAR CAPITAL WORKS PROGRAMS FOR CYCLISTS AND PEDESTRIANS ANNUAL REVIEW AND UPDATE (D20/193193)	409
DCD11/20	COMMUNITY GRANTS PROGRAM 2020-2021 RECOMMENDATIONS (D20/206760)	428
DCF29/20	DESIGNING AND PROVIDING PUBLIC SPACES WHICH SUPPORT HOMELESS PEOPLE - RESPONSE TO NOTICE OF MOTION NOM49/19 (D20/108341)	454



EMF25/20	SUPPORT FOR PEOPLE WHO ARE EXPERIENCING HOMELESSNESS - RESPONSE TO NOTICE OF MOTION NOM17/20 (D20/215240)	459
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DCI12/20	TREES AND INDIGENOUS PLANTINGS IN THE CITY - RESPONSE TO NOTICE OF MOTION NOM22/20 (D20/217651)	487
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|------------------------------------|---------------------------------------------------------------------------------------------------------------------|------------|
| <b>DCI14/20</b>                    | <b>CONTRACT 904T - ROAD RECONSTRUCTION OF PRINCES TERRACE AND SPRINGHALL PARADE, PASCOE VALE SOUTH (D20/222049)</b> | <b>652</b> |
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| <br><b>8. NOTICES OF MOTION</b>    |                                                                                                                     |            |
| <b>NOM30/20</b>                    | <b>TOWARDS PLACE-BASED COMMUNITY CO-MANAGEMENT OF PARKS AND OPEN SPACES (D20/260717)</b>                            | <b>661</b> |
| <b>NOM31/20</b>                    | <b>INDIGENOUS PROCUREMENT POLICY (D20/260500)</b>                                                                   | <b>664</b> |
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| <b>NOM33/20</b>                    | <b>COBURG LAKE RESERVE (D20/260548)</b>                                                                             | <b>668</b> |
| <b>NOM34/20</b>                    | <b>ANTI-RACISM BANNER FOR TOWN HALL (D20/270351)</b>                                                                | <b>670</b> |
| <b>NOM35/20</b>                    | <b>PROTECTED CYCLING LANES FOR CUMBERLAND ROAD (D20/260581)</b>                                                     | <b>671</b> |
| <b>NOM36/20</b>                    | <b>COUNCIL SUPPORT OF MORELAND POLICE (D20/260647)</b>                                                              | <b>673</b> |
| <br><b>9. NOTICE OF RESCISSION</b> |                                                                                                                     |            |
| Nil.                               |                                                                                                                     |            |
| <br><b>10. FORESHADOWED ITEMS</b>  |                                                                                                                     |            |
| Nil.                               |                                                                                                                     |            |
| <br><b>11. URGENT BUSINESS</b>     |                                                                                                                     |            |

## **PET19/20 DOGS OFF LEAD IN TEMPLE PARK, BRUNSWICK (D20/255669)**

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A petition (D20/255634) has been received by Council with 13 signatures requesting permission to have dogs off the lead in Temple Park, Brunswick between 6:30 am and 8:00 am each day.

Dogs will still be required to be on a lead at all other times.

### **Officer Recommendation**

That Council:

1. Receives the petition requesting dogs off the lead in Temple Park, Brunswick between 6:30am and 8:00am each day.
2. Refers the petition requesting to the Director City Infrastructure for consideration and response.
3. Notifies the lead petitioner of any outcomes in relation to the petition.

### **Attachment/s**

- 1 [↓](#) Petition - Dogs off lead Temple Park Brunswick D20/255683

# **EMF24/20 PROPOSED 2020-21 BUDGET, STRATEGIC RESOURCE PLAN 2020-2025, RATING STRATEGY 2020-21, FEES AND CHARGES SCHEDULE 2020-21 AND COUNCIL ACTION PLAN 2020-21 - FOR ADOPTION (D20/153783)**

## **Executive Manager Finance**

### **Finance Management**

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#### **Executive Summary**

The purpose of this report is to present for adoption the proposed:

- 2020-21 Budget (Attachment 1);
- Strategic Resource Plan 2020-2025 (Attachment 2);
- Rating Strategy 2020-21 (Attachment 3);
- Fees and Charges Schedule 2020-21 (Attachment 4); and
- Council Action Plan 2020-21 (CAP) (Attachment 5).

The proposed 2020-21 Budget (proposed Budget) continues to deliver services to Moreland's 170,000 residents within the two per cent rate cap set by the State Government, funds Year 4 of the Council Plan 2017-2021 and delivers critical major projects, while maintaining Council's financial sustainability. The proposed Budget has been developed in a rapidly changing environment following the onset of the COVID-19 pandemic. The COVID-19 pandemic has had a significant impact on Council's revenue in 2019-20 and the financial impact is anticipated to continue in to the 2020-21 financial year. The proposed Budget takes into account the evolving challenges and impacts from COVID-19 and continues the relief measures implemented on 25 March 2020 and provides a \$4.85 million recovery and rebuild package.

Key features of the draft Budget 2020-21 presented to Council on 13 May 2020 included:

- A COVID-19 recovery and rebuild package, since increased to \$4.85 million, to address the impact of COVID-19 on the arts, business and community sectors including:
  - Specific business community measures: \$0.92 million
  - Specific arts community measures: \$0.34 million
  - Ratepayers and general community measures: \$3.59 million
- An operating projects program of \$8.5 million. Key projects in the program include:
  - Urban Forest Strategy - Planting of 5,000 new trees (\$0.5 million);
  - Zero Carbon Moreland Climate Emergency Action Plan Implementation (\$0.8 million) and Australian Energy Foundation Funding Agreement (\$0.2 million);
  - Waste Strategy – Towards Zero Waste Program (\$0.9 million);
  - Food System Strategy (\$0.1 million);
  - Social Cohesion Implementation Plan (\$0.1 million);
  - Youth Strategy Implementation (\$0.2 million);
  - LXRA Coreworks Coordination (\$0.5 million);
  - Coburg Square Redevelopment (\$0.3 million);
  - Saxon Street Redevelopment (\$0.2 million);
  - Community Vision and Council Plan community engagement (\$0.2 million); and

- Customer Service Improvement (\$0.1 million)
- A capital works program of \$56.0 million. Key projects in the program include:
  - Continuing the construction of the Wheatsheaf Community Hub (\$16.0 million);
  - Gowanbrae Open Space Development (\$0.4 million);
  - City Oval Grandstand and Pavilion (\$2.2 million)
  - Spry Street Park Development (\$0.9 million);
  - Park Close to Home (\$3.13 million);
  - Coburg Leisure Centre (\$2.0 million);
  - Gillon Reserve Pavilion (\$0.6 million);
  - Library Books (\$1.0 million);
  - Footpaths and Bike paths (\$3.17 million); and
  - Roads and carparks (\$9.21 million).

Several amendments have been made to develop the proposed Budget. During these unprecedented times, new information is continually available and changes are based on that information and budget submissions received as part of the community consultation process. Details of the changes are summarised in section 3 of this report.

Community consultation was held from 15 May 2020 to 12 June 2020. 60 submissions were made to the proposed budget, addressing 35 separate topics. One additional submission was received late, relating to pedestrian friendly options at Clarke Street, Brunswick East. The submissions are included at Attachment 6.

Key changes made to the proposed Budget since public consultation are summarised as follows:

- **Playgrounds Maintenance:** Funding of \$184,630 has been allocated in the operating projects budget (\$90,000) and capital works program (\$94,630);
- **Seniors Workout Park:** Funding of \$45,000 has been allocated in the 2020-21 capital works budget, in response to a budget submission;
- **Operation Newstart Lifeskills Program for Young People:** Funding of \$10,000 per annum has been allocated in the operating projects budget for three years, in response to a budget submission;
- **Next Wave Arts Organisation COVID-19 relief:** Funding of \$10,000 has been allocated in the operating projects budget, in response to a budget submission;
- **Pedestrian & Cycling infrastructure:** Additional funding of \$1,383,534 has been included in the 2020-21 capital works budget, in response to a number of budget submissions;
- **Customer Service Transformation:** Funding of \$135,000 has been allocated in the operating projects budget;
- **Solar/thermal upgrade for low-income residents grant scheme:** Funding of \$480,000 has been allocated in the operating projects;
- **Federal Assistance Grant:** Council has received 50 per cent, being \$2.65 million, of the general-purpose grants for 2020-21 in May 2020. This grant funding will be able used to fund operations during the 2020-21 financial year;
- **Plastic Wise Policy Implementation:** Funding of \$270,000 has been allocated in the operating projects budget;

- **Holbrook Reserve female friendly facilities:** Funding of \$50,000 has been brought forward into 2020-21 to complete the design component of this project from the 2023-24 capital works allocations;
- **Frank Sedgeman Tennis Club:** Funding of \$23,000 has been brought forward into 2020-21 from the 2022-23 capital works allocations to complete the works to enable the courts to be used by the community;
- **Shade cloth at Moreland's highest need playgrounds:** Funding of \$50,000 to provide a shade cloth over the highest need playground in Moreland;
- **Boiler replacement:** Funding of \$57,000 to replace the boiler at 240 Victoria Street, Brunswick;
- **Fees and Charges:** Statutory fees and charges set by the State have been adjusted from a 2 per cent increase to a 0 per cent increase for the 2020-21 financial year.

In the 2020-21 (FY21) there will be 35 Council Action Plan (CAP) items for delivery. There were 49 CAP items in 2019-20. This change is because 13 CAP items in 2019-20 have been completed or are now considered 'business as usual' from FY21. Potential COVID-19 impacts have been included for each CAP item's delivery.

## Officer Recommendation

That Council, having received and considered submissions to the proposed 2020-21 Budget:

1. Adopts the 2020-21 Budget, as detailed in Attachment 1 to this report, and gives public notice in accordance with section 130(2) of the *Local Government Act 1989*.
2. In accordance with section 223(1)(d)(ii) of the *Local Government Act 1989*, notifies in writing, all people who made separate written submissions (and in the case of submissions lodged on behalf of a number of people, notifies in writing to one of those people) of Council's decision, the reasons for the decision and thanks them for their submission.
3. Formally declares the Rates Levies and Annual Service Charges for the 2020-21 rating year as follows:
  - a) Declaration of Rates and Charges:  
In accordance with section 158 of the *Local Government Act 1989*, the following rates and charges are declared for the rating year commencing 1 July 2020 and ending 30 June 2021.
  - b) Amount intended to be raised:  
An amount of \$161,985,192 (or such other amount as is lawfully raised as a consequence of this resolution) be declared as the amount which Council intends to raise by general rates and the annual service charge, which is calculated as follows:

Category	Amount
Residential properties	\$132,080,018
Commercial properties	\$7,879,718
Industrial properties	\$5,015,889
Municipal charge	\$0
Service charges	\$16,996,014
Charge in lieu of rates on cultural and recreational lands	\$13,553
<b>Total</b>	<b>\$161,985,192</b>

i. General rates:

- A general rate to be declared for the 2020-21 financial year. The rateable amount per property will be determined by multiplying the Capital Improved Value of each rateable property by the rate in the dollar indicated in the following table:

Category	Rate
Residential properties	0.0024833 (0.24833 cents in the dollar of Capital Improved Value)
Commercial properties	0.0024833 (0.24833 cents in the dollar of Capital Improved Value)
Industrial properties	0.0024833 (0.24833 cents in the dollar of Capital Improved Value)

- ii. No amount is fixed as the minimum amount payable by way of general rate in respect of each rateable property within the municipal district.

c) Municipal charge:

No municipal charge is declared in respect of the 2020-21 financial year.

d) Annual service charge:

- i. An annual service charge, for the collection and disposal of refuse, be declared in respect of the 2020-21 financial year.
- ii. The annual service charge be in the sum of, and be based on the criteria, set out below:

Category	Rate
60 litres of capacity	\$74.37
80 litres of capacity	\$198.31
120 litres of capacity	\$446.19
120 litre bin (shared 240 litre)	\$334.65
160 litres of capacity	\$644.50
160 litres of capacity (concession approved)	\$322.25
200 litres of capacity	\$793.23
200 litres of capacity (concession approved)	\$396.62
240 litres of capacity (residential properties)	\$941.96
240 litres of capacity (shared)	\$148.73
240 litres of capacity (residential property concession approved)	\$470.98

e) Cultural and recreational land:

In accordance with section 4(4) of the *Cultural and Recreational Lands Act 1963*, the following amounts be declared as a charge in lieu of the general rate (which would otherwise be payable):

Glenroy Road, Glenroy	Northern Golf Club	\$10,883
Outlook Road, Coburg	Vic Amateur Basketball Association	\$2,670
<b>Total:</b>		<b>\$13,553</b>

- f) Incentives:  
No incentives are declared for the payment of general rates (and annual service charge described earlier in this resolution) before dates fixed or specified for their payment under section 167 of the *Local Government Act 1989*.
- g) Interest on rates and charges:
  - i. Interest is to be charged in accordance with section 172 of the *Local Government Act 1989*, on any amounts of rates and charges which have not yet been paid by the instalment dates fixed by the Minister in accordance with section 167 of the *Local Government Act 1989*;
  - ii. That the interest to be charged is at the rate fixed under section 2 of the *Penalty Interest Rates Act 1983*, that applied on the first day of July immediately before the due date for payment; and
  - iii. Interest on rates and charges is to be calculated from the date on which the instalment was due.
- h) Interest on unpaid monies:
  - i. Interest is to be charged on any amounts of money (other than rates and charges) which a person owes to the Council, and which has not been paid by the due date;
  - ii. The interest rate shall be determined by Council from time to time and shall not exceed the rate fixed from time to time by the Order-in-Council; and
  - iii. That such interest is to be applied in accordance with the provisions of section 227A of the *Local Government Act 1989*.
- 4. Notes funding for the Seniors Workout Park for \$45,000, a result of the submission received in the 2019-20 budget consultation process.
- 5. Notes funding for Operation Newstart Lifeskills Program for Young People of \$10,000 for 3 years.
- 6. Notes funding for Next Wave **Arts Organisation** COVID-19 relief of \$10,000 for 1 year.
- 7. Notes an increase of \$1,383,534 to the pedestrian and cycling infrastructure capital works allocation.
- 8. Adopts the Strategic Resource Plan 2020-2025, at Attachment 2 to this report.
- 9. Adopts the Rating Strategy 2020-21, at Attachment 3 to this report.
- 10. Adopts the Fees and Charges Schedule 2020-21, at Attachment 4 to this report.
- 11. Adopts the Council Action Plan 2020-21, at Attachment 5 to this report.
- 12. Notes the introduction of a new Council Action Plan item, number 77, to reflect Council's priority in responding to COVID-19, that incorporates Council's actions to support community and economic relief and recovery measures.
- 13. Notes the submissions to the proposed 2020-21 Budget and Rating Strategy, and Strategic Resource Plan 2020-2025, at Attachment 6 to this report.

## 1. Policy Context

The proposed 2020-21 Budget (proposed Budget) has been informed by Council priorities and commitments including the Council Plan 2017-2021 and the 5-Year Financial Plan.

The Council Action Plan 2020-21 (FY21 CAP) has deliverables with actions, measures and targets for delivery in the financial year. These help to achieve the Council Plan 2017-2021 and are alignment to the four year implementation plan.

## 2. Background

On 15 May 2020, Council resolved to advertise the draft 2020-21 Budget and Rating Strategy, and Strategic Resource Plan 2020-2025, and to call for public submissions. A meeting to receive and hear from people in support of their written submissions received during the public consultation period was held via video conference on 15 June 2020.

The FY21 CAP was reviewed by Directors and Managers to inform the preparation of this report. This included discussions to ensure resourcing and budget considerations were included in the program and reflected in the proposed Budget.

## 3. Issues

The proposed Budget for the 2020-21 financial year is at **Attachment 1**.

Key features include:

- The rate rise proposed is 2.0 per cent on the total rate base, in accordance with the rate cap set by the Minister for Local Government.
- Total waste charges are proposed to increase by 2.9 per cent mainly due to the increased cost to the landfill levy. The total waste charge has reduced from the proposed budget by \$1,276,820 due to the delay in the landfill levy price increase to 1 January 2021 and Council changing its finance method for the purchase of 12 new waste trucks.
- A Capital Works Program of \$63.47 million.
- An Operating Projects Program of \$9.26 million, which includes existing programs.
- An underlying operating surplus of \$10.24 million to meet the loan redemption requirements, capital expenditure beyond depreciation and reserve transfers.
- A deficit cash budget of \$2.65 million. This deficit is a result of \$2.65 million in general purpose grants administered under the Federal Assistance Grants that was received in May 2020 instead of 2020-21. If this had not occurred, Council would have a balanced budget.

### Budget submissions

Council received 60 submissions by the closing date of the consultation period. One submission was received after the closing date and has also been considered.

All submissions received before the closing date were presented to the 15 June 2020 meeting held to hear submissions in relation to the draft Budget. The submissions are included at **Attachment 6**.

### Adjustments to the proposed budget

After considering all submissions received as well as new information received after the draft Budget was developed, the following adjustments are made in the proposed Budget:

- **Playgrounds Maintenance:** Funding of \$184,630 has been allocated in the operating projects budget (\$90,000) and capital works program (\$94,630);
- **Seniors Workout Park:** Funding of \$45,000 has been allocated in the 2020-21 capital works budget;
- **Operation Newstart Lifeskills Program for Young People:** Funding of \$10,000 per annum has been allocated in the operating projects budget for three years;
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- **Shade cloth at Moreland's highest need playgrounds:** Funding of \$50,000 to provide a shade cloth over Moreland's highest need playgrounds;
- **Boiler replacement:** Funding of \$57,000 to replace the boiler at 240 Victoria Street, Brunswick;
- **Fees and Charges:** Statutory fees and charges set by the State have been adjusted from a 2 per cent increase to a 0 per cent increase.

#### **COVID-19 relief and rebuild package**

The attached budget, after the amendments above, includes a COVID-19 relief and rebuild package of \$4.85 million consisting of the following:

##### *Arts Community*

- Business skills - targeted support to increase business skills in the creative sector including artists, musicians and performers: \$20,000
- Community artist in residence program - Community organisations and businesses could express interest in hosting a community artist in residence project. Up to 5 x \$30,000 grants: \$150,000
- Arts Grants boost – additional COVID-19 Arts Response Grants \$60,000
- Next Wave Arts Organisation COVID-19 relief: \$10,000.
- Public Art at W heatsheaf Hub – 2 to 4 artists or teams to be funded for 4 public art projects associated with W heatsheaf Hub: \$100,000

### *Business Community*

- 6 months Health registration waiver for food businesses - \$500,000
- Love Moreland Buy Local Campaign - \$40,000
- Promotional videos and additional social media to support individual businesses - \$50,000
- Interactive map “We’re open” - \$40,000
- Food premises transition support – support to food and hospitality businesses with changes to service and business models \$20,000
- Business development grants - \$100,000
- Business association grants - \$60,000
- Australian Small Business Advisory Service Digital Solutions program - \$22,000
- Vacant shop program for approximately 30 businesses - \$30,000
- Expanded Shopfront Improvement program for businesses to design or implement shopfront improvements - \$60,000.

### *Ratepayers and general community*

- COVID-19 Financial Hardship Policy offering deferral of rates for those in financial hardship until 30 June 2021 - \$1,050,000
- Paid parking moratorium - \$100,000
- Parking infringements moratorium on green tickets - \$1,500,000
- Inclusive employment program creating and supporting 5 trainees for 12 months, using a group training provided and enabling trainees to receive a Certificate III in Business - \$200,000
- Food security boost to strengthen food hubs in Moreland to develop and activate food cultivation and distribution systems - \$50,000
- Youth mental health support, temporary funding boost in services for youth mental health providers - \$50,000
- International students legal assistance, providing funding to Northern Community Legal Service - \$30,000
- Anti-racism campaign, supporting proactive anti-racism campaign to address increased racism as a result of COVID-19 - \$40,000
- Additional emergency response funding - \$78,000
- Operation Newstart Lifeskills Program for Young People - \$10,000
- Solar and/or thermal upgrades residents grant scheme - \$480,000.

### **Strategic Resource Plan 2020-2025**

The Strategic Resource Plan is the financial plan which is required to enable Council to achieve its Council Plan 2017-21 goals over at least a 4-year period. It was developed as part of the preparation of the Council Plan 2017-2021 and has been updated to reflect recent financial matters. The draft version guided the development of the 2020-21 Budget.

The proposed Strategic Resource Plan 2020-2025 is at **Attachment 2**.

### **Rating Strategy 2020-21**

Council’s Rating Strategy provides the legislative and practical background for the rating framework and outlines the logic behind the Council’s current rating structure.

As part of this year's budgeting process, the Rating Strategy 2020-21 has been revised and updated.

The proposed Rating Strategy 2020-21 is at **Attachment 3**.

### **Financial Sustainability**

Council is committed to the sustainable management of its resources and is mindful of the significant economic impacts of COVID-19 on the community. There has been disruption caused to Moreland's business community and employment hardship is being experienced across the City. The proposed Budget aims to ensure that Council continues to deliver vital services to the community and essential infrastructure while maintaining accountability for prudent financial management.

To enable Council to provide this vital support to the community, the underlying result ratio for Council in 2020-21 has been budgeted at 4.7 per cent, and the self-financing ratio has been budgeted at 77.5 per cent, both indicating a medium risk to Council's financial sustainability. Councils forecast for the following financial years does not include an ongoing relief and recovery package, bringing Council's financial sustainability back to low risk for all sustainability measures in future years.

Council was successful in obtaining a \$9.5 million loan as part of the Community Infrastructure Loan Program administered by the State Government. This low interest loan enables the delivery of the Wheatsheaf Community Hub over 2020-2021 and 2021-2022.

### **Council Action Plan 2020-21**

The Council Action Plan 2020-21 (FY21 CAP) has been developed alongside the proposed Budget, to ensure priority activities for delivering the Council Plan 2017-2021 are appropriately funded.

A new Council Action Plan item (no. 77) has been introduced to reflect and respond to Council's priority in supporting the community throughout the unprecedented impacts of Covid-19. The FY21 CAP is shown in **Attachment 5** and includes community and economic relief and recovery measures against item 77.

In 2020-21 there will be 35 CAP items for delivery. This includes actions aligned to the Council Plan 2017-21 strategic objective 'Connected communities' for delivery, such as: synthetic pitch at Hosken Reserve; female friendly change rooms at Martin Reserve; development of an early years plan and trial of Saturday maternal and childcare consultations at two centres.

FY21 CAP actions which support achievement of the Council Plan 2017-21 objective 'Progressive City' include: establishing a 2020-21 Affordable Housing Action Plan; preparing a draft Environmentally Sustainable Design policy for the planning scheme; converting land for new parks; and progressing implementation of Zero Carbon Moreland and climate emergency action.

Actions to be delivered in 2020-21 that support the delivery of Council Plan 2017-21 strategic objective 'Responsible Council' include: improvements to managing customer complaints, refreshing the Community Engagement Policy; progressing redevelopment of Saxon Hub and developing the Environmental Management System.

One CAP item will be carried forward from 2019-20 to enable further trialling of a design scorecard, in accordance with a Council resolution on 11 December 2019 (DCF93/19), for:

- CAP 26 - Deliverable: P1f) Design Excellence Process Improvement - Establish an Architectural design review panel to assess development applications for quality and excellence in design, build capacity of councillors to assess quality development, and consider development of a policy to fast track planning permit applications demonstrating design excellence.

One CAP item was partially completed in FY20, with remaining actions taken into CAP 59 to reduce waste to landfill, for 2020-21 progress in:

- CAP 60 - Deliverable: P9b) Become a 'Plastic Wise' Council by banning all disposable plastic items at Council festivals and events.

Thirteen CAPs were completed in 2019-20 or are now considered as business as usual, they are:

- CAP 2 - Deliverable: C1b) Food System Strategy - Delivering on The Moreland Food System Framework to achieve a just, sustainable and vibrant Food System for Moreland.
- CAP 9 - Deliverable: C2e) Recreation planning - Develop a strategic approach to sporting infrastructure and precinct requirements across the municipality to better plan for and align infrastructure to ongoing community needs.
- CAP 11 - Deliverable: C3b) Living and Ageing Well in Moreland Strategy - Improved Health and Wellbeing outcomes for Seniors in Moreland.
- CAP 12 - Deliverable: C3c) Disability: Responding to NDIS reforms
- CAP 14 - Deliverable C4b) Moreland Playspace Strategy 2016 – 2020: Encourage increased participation of adults and children in passive outdoor activities.
- CAP 16 - Deliverable: C5b) Implement the current oxYgen Phase 2 Report and action plan and develop a new Youth Strategy in 2018 - investing in young people through services and spaces.
- CAP 17 - Deliverable: C6a) Lighting of Upfield Bike track - to ensure safety for users and increase usability.
- CAP 36 - Deliverable: P1p) Corporate Carbon Reduction Plan (CCRP) - implement initiatives to support energy efficiency and renewables for Council's operations.
- Cap 40 - Deliverable: P2c) Extend the Upfield Bike Path to connect with the Western Ring Rd Path - continue advocacy with the offer of half of funding from State Govt.
- CAP 57 - Deliverable: P8a) Deliver on actions and commitments in the Moreland Arts and Culture Strategy, including actions to: i) enhance the capacity of Moreland's creative sector to maintain and grow their practice in the municipality; ii) Increase access and engagement of community in Council's Arts and Culture program as both participants and audiences; iii) Pilot an operational grants program for local Arts organisations and projects.
- CAP 64 - Deliverable: R3a) W heatsheaf Hub - create an integrated community hub in Glenroy with a focus on education, lifelong learning and health, combined with a district level open space.
- CAP 67 - Deliverable: R3d) Fleming Park - Rejuvenate Fleming Park to meet the needs of the current and future community,
- CAP 75 - Deliverable: R5c) Working with Regional Partners - Generate financial efficiencies, through collaboration and partnership opportunities.

### **COVID-19 impact on Council Action Plan**

The status of the State of Emergency in June 2020 and the emergencies 2019-20 impact informed the preparation of the FY21 CAP. Each FY21 CAP item is coupled with an impact statement. These impacts will be monitored through 2020-21 and included in quarterly reporting.

## Human Rights Consideration

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

## 4. Consultation

This was the second year that Council has used an online budget simulator to seek community sentiment about spending priorities and it was pleasing to see a strong alignment in community priorities and Council expenditure - such as open space and parks, waste services and environmental sustainability. In conjunction with the budget simulator, Council also ran three community pop-up sessions within Moreland's activity centres.

The draft Budget was advertised from the 15 May 2020 to the 11 June 2020 and 60 written submissions were received. The issues raised in the submissions were much broader and in greater depth than prior years, which reflect greater community engagement. A meeting was held on 15 June 2019 to hear from submitters.

The development of the proposed Budget and FY21 CAP have been subject of consultation with officers and Councillors. The FY21 CAP is aligned with the outcomes of community engagement on the draft budget.

The FY21 CAP was discussed at the Councillor briefing on 22 June 2020.

## 5. Officer Declaration of Conflict of Interest

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## 6. Financial and Resources Implications

The Strategic Resource Plan has been adjusted to take into consideration the rate capping set by the Minister for the 2020-21 financial year and projections for future years. The Strategic Resource Plan is at **Attachment 2**. The development of the proposed Budget has been based on the Strategic Resource Plan.

## 7. Implementation

Following adoption, public notice of Council's decision to adopt the 2020-21 Budget will be given, and a copy submitted to the Minister for Local Government within 28 days.

Submitters who made written submissions will be notified in writing of the Council's decision and the reasons for the decision.

Once adopted, the 2020-21 Budget will be loaded into Council's financial management system to enable officers to implement budgeted activities.

Financial performance against budget will be reported to Council periodically to ensure sound financial management.

The FY21 CAP performance reporting is part of the corporate performance reporting cycle. This enables quarterly reporting to Council, on the status of each CAP item. Annual CAP reporting is captured in the Annual report, as progress against the Council Plan 2017-2021.

## Attachment/s

<a href="#">1</a>	Annual Budget 2020-21	D20/263677
<a href="#">2</a>	Strategic Resource Plan (SRP) 2020 - 2025	D20/260125
<a href="#">3</a>	Rating Strategy 2020-21	D20/257397
<a href="#">4</a>	Fees and Charges Schedule 2020-21	D20/256350
<a href="#">5</a>	Year 4 Council Action Plan 2020-21	D20/95256
<a href="#">6</a>	Budget Public Submissions 2020-21	D20/239823

## **CEO1/20 COVID-19 - NEW LOCKDOWN RESTRICTIONS (D20/270539)**

**Chief Executive Officer**

**Corporate Governance**

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### **Executive Summary**

On Tuesday 29 June 2020, the Premier announced a return to Stage 3 COVID-19 restrictions for identified postcodes, to apply from 11.59 pm Wednesday 30 June. Moreland suburbs included were Brunswick West, Glenroy, Hadfield, Oak Park and Fawkner.

The restrictions were imposed following advice from the Chief Health Officer that this was necessary to combat the spread of coronavirus.

The restrictions will be very challenging for residents and businesses in the identified postcodes, with impact on nearby businesses as well.

Despite these challenges, there has been a huge local community response in supporting the COVID-19 testing blitz, with thousands of people putting themselves forward for testing. The communities of Fawkner, Brunswick West, Glenroy, Hadfield and Oak Park are to be commended for their participation.

Some Council facilities have been closed within the restricted postcodes in compliance with the reinstated restrictions.

Council is supporting public health and the community at this time through a number of ways, including public information, support, the business helpline, emergency relief, the hardship policy, creation of 310 new jobs, as well as a new Recovery and Rebuild package.

### **Officer Recommendation**

That Council:

1. Acknowledges and thanks the people of Fawkner, Brunswick West, Glenroy, Hadfield and Oak Park for their participation in the COVID-19 testing blitz.
2. Continues to provide facilities and support to enable the State Government testing and community engagement blitz.
3. Calls on the State Government to provide additional financial support to businesses in restricted postcodes and those in surrounding areas
4. Notes the support provided to the community, arts sector and businesses through the Moreland Council Recovery and Rebuild Package endorsed as part of the 2020-21 Budget, and through Council support services and emergency relief.

## **1. Policy Context**

On 16 March, the State Government declared a State of Emergency in Victoria in order to assist measures to restrict the spread of coronavirus. Since then there have been a series of public health directions issued by the Chief Health Officer under the emergency provisions, most recently new directions issued effective 11.59pm 1 July 2020.

## **2. Background**

The COVID-19 pandemic has had profound impact on the community, including economic and social impact. Council has been working to support the community through:

- Emergency response and coordination, including through the provision of public information and coordinating relief;
- Business continuity planning, including closing, adapting and expanding services as required, in order to comply with restrictions and provide the best possible services to the community;
- New services and projects to support business, arts and wider community sectors including helplines and outreach;
- Hardship policy allowing those experiencing hardship to defer rates without penalty until June 2021;
- In late June and July, supporting the testing and engagement blitz and working with the State Government in the coordination and promotion of testing sites.

## **3. Issues**

### *Restrictions and community*

The reinstatement of Stage 3 restrictions on identified postcodes was unwelcome and challenging news for residents and businesses in those postcodes.

Those who live in the restricted postcodes are being asked to bear these restrictions, in order to control the virus and support the health of the whole community.

So far, the residents of Brunswick West, Fawkner, Glenroy, Hadfield and Oak Park have demonstrated enormous goodwill and responsibility.

This goodwill and responsibility is shown by the large numbers of people participating in the testing blitz. There are anecdotes of neighbours helping neighbours to understand restrictions and testing arrangements, and of locals helping the doorknocking campaign staff. People have been willing to queue for long periods in order to get tested.

Council has played a key role in assisting the testing blitz through provision of facilities and assistance. The testing sites and staging locations for engagement teams have been identified and set up urgently in order to meet fast timelines for the blitz.

Council has been required to close facilities in the identified postcodes, in particular Glenroy Library, Fawkner Leisure Centre, playgrounds and skateparks.

The reinstatement of restrictions is undoubtedly challenging for those living in the restricted postcodes. For some, there is a risk of social disconnection and mental health challenges. Some may not have access to the internet because they can no longer access the library or other free Wi-Fi hotspots.

Throughout the pandemic, Council has been coordinating work with the State Government, community groups and agencies to provide relief and support to residents. For instance, Council has provided free meals to eligible elder people, and relief packs to those in isolation who require assistance. A special grants program was established. A business hotline was set up, as well as a special community assistance phoneline. Existing Council services refocused their services on assisting those most affected by the pandemic.

Council has created about 310 new jobs, as part of the Working for Victoria program, which is providing new jobs for Moreland residents.

A new \$4.85 million Recovery and Rebuild Package is also being proposed as part of the 2020/21 budget.

#### *Business impact*

The economic impact of the COVID-19 pandemic is significant across the whole of Moreland. This was already the case, before Stage 3 Restrictions were reinstated in the identified postcodes.

Businesses in identified postcodes are further affected, as visitation to their suburb is reduced, and some are forced to close. Businesses in areas adjacent to the identified postcodes may also experience a further impact due loss of customers from identified postcodes.

The State Government has provided a new grants program. Businesses that are operating within a postcode affected by the return to Stage 3 restrictions are eligible for a one-off, \$5,000 grant to help them get through to the other side of the local lockdown. This is available only to businesses who employ people.

Feedback from business is that this is a crisis. Although the various government relief programs have been welcome, it is not enough.

Council's Recovery and Rebuild package includes grants for businesses -- but the scale of support required exceeds local government responsibilities.

It is recommended that Council calls upon the State Government to provide additional assistance to businesses within the affected postcodes, as well as those in adjacent areas.

#### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities. The State public health restrictions do affect rights such as freedom of movement and the right to peaceful assembly. The restrictions have been imposed in order to control the spread of COVID-19, reduce infection and death, and uphold the right to life.

#### **4. Consultation**

The fast moving and risky nature of the coronavirus pandemic means that there is little time for external consultation on service closures.

The Recovery and Rebuild package included in the proposed 2020-21 Council budget was subject to consultation as part of the budget consultation process and has been put together as a result of community feedback and a survey of businesses.

#### **Communications**

Council has taken a leading role in communicating about reinstated restrictions, and testing and engagement blitzes. Details of testing and engagement have changed rapidly from hour to hour, so social media has been a key communications channel. As part of a broader communications strategy, a letter box drop to identified postcodes will start in the week commencing 6 July 2020.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

Council has redirected resources to support the community engagement and testing blitz, and communications such as letterbox drops.

## **7. Implementation**

Council coordinates its response to the pandemic through implementation of the Pandemic Sub-Plan, the Business Continuity Plan and through Emergency Management protocols.

Council works closely with the Department of Health and Human Services, the Department of Jobs Precincts and Regions, Victoria Police, Merri Health, and a wide range of other community agencies and community organisations.

## **Attachment/s**

There are no attachments for this report.

## DCD10/20 DISABILITY ADVOCACY AND COVID 19 IMPACTS (D20/247246)

### Director Community Development

### Community Wellbeing

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#### Executive Summary

In endorsing the draft Social Cohesion Plan 2021 – 2024 for community and stakeholder consultation at the Council Meeting on 10 June 2020, Council further resolved (DCD7/20):

*Noting the impact that the recent pandemic has had on the wellbeing and social cohesion of people with a disability, that Council seeks the views of the Disability Working Group and prepares a report to the July 2020 Council meeting on details and measures that could be introduced.*

COVID-19 has significantly impacted lives of many people with disability, their families, carers, and the disability sector as a whole. People with disability are at a much greater risk of experiencing poor health, social and economic outcomes associated with COVID-19, many of which are likely to last well beyond the initial outbreak period.

Governments have already sought to reduce the health impacts of the crisis for people with disability, but attention must now turn towards minimising the social and economic implications.

Council's Disability Action Plan is due to expire in December this year. Work will soon commence to undertake the necessary research and community engagement to prepare a new Plan for Council.

Through consultations with the Moreland Disability Working Group, the following six areas have been identified that need to be addressed to ensure the dignity, equity and safety of people with disability during the COVID-19 pandemic.

The six areas are:

1. Economic security;
2. Social inclusion;
3. Digital inclusion;
4. Protection against violence, abuse, neglect and exploitation;
5. Equitable access to places, information and opportunities;
6. Acknowledgment of the intersection of disability with other areas of life.

Council has an important advocacy role in addressing each of these six areas. A draft Disability Advocacy COVID-19 Implementation Plan (Attachment 1) has been developed which provides actions to consider in each advocacy area. This advocacy fits within Council's broader advocacy around community needs resulting from COVID-19 and is appropriate to pursue at this stage. The broader topic of advocacy on disability related topics will form part of the new Disability Action Plan.

## **Officer Recommendation**

That Council:

1. Endorses the six areas of disability advocacy during COVID19:
  - Economic security;
  - Social inclusion;
  - Digital inclusion;
  - Protection against violence, abuse, neglect and exploitation;
  - Equitable access to places, information and opportunities;
  - Acknowledgment of the intersection of disability with other areas of life.
2. Endorses the Disability Advocacy COVID-19 Implementation Plan 2020, at Attachment 1 to this report.

## 1. Policy Context

The draft Disability Advocacy COVID19 Implementation Plan (**Attachment 1**) aligns with the following policy commitments:

### **Moreland Disability Access and Inclusion Plan 2016 - 2020**

Council will advocate to other spheres of government, business, other organisations and the community, in collaboration with people with a disability and their families/ carers, to promote the rights of people with a disability and advance inclusion of people with a disability.

### **Moreland Human Rights Policy 2016 – 2026**

Advocacy and leadership initiatives promote human rights and address discrimination.

## 2. Background

In endorsing the draft Social Cohesion Plan 2021 – 2024 for community and stakeholder consultation at the Council Meeting on 10 June 2020, Council further resolved:

*Noting the impact that the recent pandemic has had on the wellbeing and social cohesion of people with a disability, that Council seeks the views of the Disability Working Group and prepares a report to the July 2020 Council meeting on details and measures that could be introduced.*

## 3. Issues

While Australia has done well to contain the COVID-19 virus, the next challenge is to protect the potentially devastating effects to many peoples' social and economic lives. Six areas of advocacy have been identified through consultations with the Moreland Disability Working Group that need to be addressed to ensure the dignity, equity and safety of people with disability during the COVID-19 pandemic.

### **Social implications**

#### *Social Inclusion*

People with disability are often more socially isolated than the rest of the population and have higher levels of psychological distress<sup>1</sup>. COVID-19 restrictions to community settings such as libraries, leisure centres, and places of worship have led to a further decrease in social connections. There is a reported increase in demand for counselling and other mental health services for people with disability during COVID-19. There is a need to rebuild confidence, trust and connections between people in recovery phase.

#### *Digital Inclusion*

While many disability services were able to quickly switch to tele/online service delivery, people without digital access were further isolated. Narrowing the digital divide (the gap between those who have digital access and those who don't) is a fundamental priority for people with disability. It is essential that all people with disability have the skills and the access to affordable and reliable internet connection.

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<sup>1</sup> *People with Disability in Australia*, Australian Institute of Health and Welfare, 2019

### *Protection against violence, abuse, neglect and exploitation*

People with disability experience more, and are at a far greater risk of, violence, abuse, neglect and exploitation<sup>2</sup>. Service providers have informed Council officers that COVID-19 has exacerbated family violence issues and more people, especially women, are reporting feeling unsafe and becoming victims of violence and abuse.

### *Equitable access to places, information and opportunities*

Throughout consultations, many people with disability reminded Council officers that while COVID-19 advocacy is important, one of the most important changes that needs to be responded to for people with disability is the attainment of equitable and dignified access to goods, services, information, spaces and opportunities. This a fundamental human right for people with disability and more broadly, benefits society as a whole.

### *Acknowledgment of the intersection of disability with other areas of life*

People with disability also identify with other demographic, social and cultural groups, many of which can also be subject to unfair treatment resulting in double, and even triple disadvantage.

People with disability who identify from the following groups are greater risk of disadvantage:

- Aboriginal and Torres strait Islander people;
- People from culturally and linguistically diverse communities (including refugees/asylum seekers);
- People who identify as LGBTIQ+;
- Women and girls;
- Children;
- Older people.

Any advocacy should have an awareness of, and make specific provisions for, people with disability who experience multiple levels of disadvantage.

## **Economic implications**

### *Economic Insecurity*

COVID-19 has exacerbated economic insecurity of people living with a disability, who are already more likely to live in poverty and face unemployment.<sup>3</sup> People with disability are reporting increased living costs as a result of the COVID-19 crisis, which impacts them disproportionately. The decision to exclude the Disability support Pension and Carer Payment recipients from the \$550 fortnightly coronavirus supplement also caused many people further financial instability and raised questions about equity.

## **Regional/strategic implications**

The issues are relevant at a local, state and federal level and are key areas of discussion at the newly created Northern Disability Access and Inclusion Network – a partnership of eight local government areas in the north.

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<sup>2</sup> *People with Disability in Australia*, Australian Institute of Health and Welfare, 2019

<sup>3</sup> *People with Disability in Australia*, Australian Institute of Health and Welfare, 2019

## **Human Rights Consideration**

The implications of this report have been considered in accordance with the requirements of the Charter of Human Rights and Responsibilities. This report upholds the spirit of the Charter, with particular mention to Section 10 - *Everyone is entitled to equal and effective protection against discrimination, and to enjoy their human rights without discrimination*. Furthermore, all implications of this report do not breach any Section of the Charter.

## **4. Consultation**

The social distancing restrictions have impacted Council's ability to undertake engagement through usual approaches. As a consequence, Council officers adjusted their approach to community consultation on this matter. Individual and group conversations with members of Moreland's Disability Working were held during May and June 2020. Consultations were conducted through online video-conferencing sessions, telephone conversations and one face-to-face meeting. Moreland City Council's Disability Planner convened all consultations.

### **Communications**

There will be communications opportunities in the future to support the promotion and awareness of the various disability advocacy issues in this report.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

All financial and resource implications for this report will be within the current Base budget of the Community Development and Social Policy Unit, in particular, within the scope of the Disability Planner (Operating Project).

## **7. Implementation**

Subject to Council's decision, the next steps are to deliver the recommended actions as specified in the Disability Advocacy COVID-19 Implementation Plan. The implementation plan describes the actions against each of the six advocacy areas. All actions within the implementation plan will consider accessible communication formats.

## **Attachment/s**

- 1 [Down Arrow](#) Disability Advocacy and COVID-19 Impacts - Implementation Plan D20/257498

## **DCF26/20 SAFE MOVEMENT OF PEDESTRIANS AND CYCLISTS - COVID-19 RESPONSE (D20/252317)**

### **Director City Futures**

### **City Change**

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#### **Executive Summary**

The COVID-19 State of Emergency in Victoria has significant implications for transport, particularly due to social distancing requirements that necessitate an estimated 84 per cent reduction in public transport capacity. As 27 per cent of Moreland residents used public transport to get to work pre-COVID-19, this equates to an additional 17,650 vehicle trips per work day if all of these residents drove instead, significantly increasing congestion and other traffic issues.

There is, then, an urgent need to encourage as many trips as possible to be made by walking and cycling, particularly for shorter trips where these modes are more viable. Providing walking and cycling improvements would have other benefits in respect of the COVID-19 pandemic, including facilitating social distancing and hygiene, supporting local businesses and economies, and improving physical and mental health.

On 3 June 2020, the Metropolitan Transport Forum resolved to call on all member councils to urgently consider the transport implications of COVID-19 for their communities, inform their State MPs of the local implications of COVID-19 on transport, work with adjoining councils and relevant authorities to discuss immediate and short-term actions on COVID-19 transport issues, and use council social media to discuss and advocate for transport solutions in COVID-19 times.

Several other councils in metropolitan Melbourne are delivering or planning walking and cycling improvements in response to COVID-19. Notably, the City of Melbourne is fast-tracking 40 kilometres of separated bicycle lanes over the next two years. These projects are proceeding without prior public consultation given the need to deliver these improvements quickly and are being constructed using temporary “pop up” materials such as plastic and rubber kerbing so they can be modified or removed if needed.

Council officers have developed a list of walking and cycling improvements and actions that could be quickly delivered, subject to funding:

- Pop up separated bicycle lanes in the following locations:
  - Dawson Street, Brunswick to provide a safer route to school for students at Brunswick Secondary College and connect the Upfield shared user path and West Brunswick Shimmy;
  - Albion Street, Brunswick to provide a safer connection between the Upfield shared path and detours around the path closure due to Level Crossing Removal Works;
  - Northumberland Road and Kent Road, Pascoe Vale to complete missing sections in the Coburg to Glenroy Bicycle Link;
- Additional pedestrian (zebra) crossings along Principal Pedestrian Network (PPN) routes in Activity Centres and Neighbourhood Centres;
- Additional pedestrian thresholds along PPN routes and routes to schools;
- Shared zones on Albert Street and Victoria Street, Brunswick East near Fleming Park to improve walking and cycling access to the park, reduce rat-running and improve the East Brunswick Shimmy;
- An expanded parklet program to provide outdoor dining space to businesses to support their viability while maintaining social distancing requirements;

- Upgrades to informal detour routes around the Upfield shared path closure as identified by Council in March 2020 (DCF10/20) and which can be delivered by Council;
- Land acquisition and design for a footpath to be constructed on Stewart Street, Brunswick East in 2021-22;
- Continued rollout of 40km/h speed limits on local roads;
- Right hand turn bans along tram corridors in Brunswick and Brunswick East as identified in the Brunswick Integrated Transport Strategy 2013;
- Banning parking on Boundary Road, Pascoe Vale/Hadfield to improve the safety and attractiveness of existing bicycle lanes;
- A footpath obstructions blitz proactively addressing footpath obstructions such as overhanging vegetation, parking over footpaths and footpath trading items not in accordance with Council's Footpath Guidelines;
- Advocacy to State Government for improved priority for pedestrians and cyclists at signals and crossings; and
- Advocacy for a trial of separated bicycle lanes on Sydney Road consistent with Council's resolution in August 2019 (DCF64/19).

These projects have an estimated total cost of \$2.401 million including 1.5 equivalent full-time additional staff resources. \$150,000 can be reallocated within 2020-21 program budgets in the City Change branch to deliver some of these projects, and a number of projects in the 10 Year Bicycle and Pedestrian capital works programs have been recommended to be prioritised such as the upgrade of the shared path through KW Joyce Reserve (DCF28/20). However, delivery of the remainder of the identified projects is beyond the existing base programs or the 10 Year Capital Bicycle and Pedestrian capital works programs and would require additional funding by Council or through external funding by State or Federal Government.

Council approval of the full list of projects subject to funding, would provide the opportunity to take advantage of potential funding opportunities offered by State or Federal Government, such as through COVID-19 recovery programs.

Council officers have engaged with the Department of Transport (DoT) and the Transport Accident Commission (TAC) to progress trials of 30km/h speed limits, which is an action in the Moreland Integrated Transport Strategy (MITS) 2019. It is premature to recommend that Council endorses preferred locations for these trials. Work is still in progress with the DoT and the TAC to develop a research and evaluation framework to inform the most appropriate locations for a trial(s). The DoT has indicated it will only support 30km/h trials where evaluation methodology is well planned to deliver research findings that inform potential changes to state speed policy. Therefore, additional funding is not required until this work is completed and locations agreed by DoT and it will be progressed separately to the COVID-19 response.

Council officers have also conducted an audit of signage encouraging social distancing on shared paths with high pedestrian and cyclist activity. This audit revealed that signage has been placed in appropriate locations in key shared paths in Moreland however some signage has come loose, and there is no social distancing signage in sections of shared paths near Moreland but within other municipalities. Neighbouring municipalities have been contacted to suggest that they also provide signage encouraging social distancing to align with that being provided in Moreland. Stickers that had come loose have been replaced.

The Communications Unit has also provided messaging on Council's social media page to encourage social distancing and etiquette on shared paths in Moreland.

## Officer Recommendation

That Council:

1. Notes COVID-19 social distancing requirements necessitate a reduction in public transport capacity in the order of 85 per cent, and that an increase in the number of trips made by walking and cycling is needed to avoid a significant increase in congestion and other traffic issues.
2. Notes the walking and cycling improvements projects proposed as COVID-19 transport response detailed in Attachment 2 to this report.
3. Notes that within the existing City Change Branch base budget program:
  - i. \$100,000 can be allocated to delivering additional zebra crossings;
  - ii. \$30,000 can be allocated to expanding the parklet program; and
  - iii. \$20,000 can be allocated towards progressing the implementation of 40km/h speed limits on local roads; and
  - iv. Minor costs to deliver Boundary Road bike lane improvements (if approved as recommended in DCF28/20 Removal of car parking to support bicycle movement)
4. Approves the following projects as described in this report to be delivered as soon as possible, subject to external/grant funding being secured.
  - i. An expanded zebra crossing program (up to \$500,000);
  - ii. An expanded pedestrian threshold program (up to \$500,000);
  - iii. Pop up separated bicycle lanes on Dawson Street, Brunswick between the Upfield shared path and Barry Street (\$105,000);
  - iv. Pop up shared zones on Albert Street and Victoria Street in Brunswick East at the Fleming Park shared path (\$150,000);
  - v. Pop up separated bicycle lanes on Kent Road, Pascoe Vale, between Cornwall Road and Cumberland Road (\$60,000);
  - vi. Pop up separated bicycle lanes on Northumberland Road, Pascoe Vale between Rhodes Parade and the KW Joyce Reserve shared path (\$66,000);
  - vii. Pop up separated bicycle lanes on Albion Street, Brunswick linking the Upfield shared path to detour routes around the Upfield closure due to LXP (\$40,000);
  - viii. Right hand turn bans identified in BITS 2013 to improve the safety of pedestrians and cyclists crossing at intersections, as well as tram priority (\$150,000);
  - ix. Land purchase and design for the Priority Pedestrian Network missing link in Stewart Street to enable construction in 2021/2022 (\$165,000); and
  - x. Upgrades to informal detour routes around Upfield shared path closure – to deliver safety improvements previously endorsed by Council (DCF10/20) and within Council's control (\$390,000).
5. Writes seeking a meeting with the Minister for Roads and Road Safety, the Hon. Ben Carroll to:
  - i. In accordance with Council's position (DCF64/19), seek agreement and support for a trial of a short-length separated bike lane on Sydney Road to boost transport choice during the COVID 19 pandemic and streamline approvals for this trial to go ahead;
  - ii. Advocate for improved priority for pedestrians and cyclists at signals and crossings consistent with Council resolution NOM23/20;
  - iii. Advocate for right turn bans identified in the Brunswick Integrated Transport

Strategy 2013;

- iv. Advise of Council's transport response to COVID-19 including approved projects and identify opportunities for State Government funding to deliver walking and cycling improvements in Moreland.
- 6. Writes to the Member for Pascoe Vale, Lizzie Blandthorn and the Member for Brunswick, Dr Tim Read to advise of the local implications of COVID-19 on transport and Council's transport response to COVID-19 including approved projects, as requested by the Metropolitan Transport Forum.
- 7. Authorises officers to repurpose car parking spaces generally in accordance with Council's parklet program, using lower-cost materials such as bollards and planter boxes, to be provided upon request to businesses at no cost, subject to the usual road safety assessment.
- 8. Provide additional funding of \$75,000 and halves the permit fees for participating in Council's regular parklet program (short-term stream) using premium parklet furniture for 2020-21, and amends the Fees and Charges Schedule 2020-21 accordingly:
  - i. Short-term parklet lease (1 car space): \$1,092.75; and
  - ii. Short-Term Parklet Lease (Each Additional Car Space): \$546.40
- 9. Notes a number of the projects described in this report cannot be delivered without additional funding and resources and endorses the prioritisation of projects if various levels of funding are available as described in this report.
- 10. Notes that work continues with the Department of Transport to progress trials of 30km/h speed limits in selected areas of Moreland, and that trial locations will be proposed to Council in future following completion of a research and evaluation framework.
- 11. Notes the information in this report about the location and condition of social distancing signage on shared paths, and that neighbouring municipalities have been requested to confirm using similar signage on shared paths near Moreland.
- 12. Notes the Communications Unit social media posts messaging the encouragement of social distancing and the etiquette on shared paths

## **1. Policy Context**

The Moreland Integrated Transport Strategy (MITS) 2019 is Council's overarching transport strategy with an aim to achieving a demonstrable shift towards sustainable transport modes. It states that Council will, among other things:

- Reallocate road space and car parking according to the road user hierarchy (in descending order, pedestrians, cyclists, public transport users and motorists).
- Work together with state government to, among other things:
  - Conduct a 12-month trial of 30km/h speed limits in two selected areas of Moreland
  - Continue to implement 40km/h speed limits on local roads
  - Install direct, safe and convenient crossings where lots of pedestrians and cyclists want to cross, even where VicRoads warrants aren't met
  - Increase pedestrian and cyclist priority at signals and crossings

The Brunswick Integrated Transport Strategy (BITS) 2013 sets out Council's strategy for achieving sustainable transport mode shift in the Brunswick and Brunswick East areas, and includes the following actions:

- Installation of pedestrian thresholds to slow traffic and provide a continuous path for pedestrians
- Use of shared zones
- Improved crossings for pedestrians and cyclists
- Right hand turn bans at key intersections along tram corridors

The Principal Pedestrian Network (PPN) 2012 identifies routes that link pedestrians to key trip generators and where pedestrian priority and funding for improvements should be focused.

## **2. Background**

A State of Emergency was declared in Victoria on 16 March 2020 in relation to the COVID-19 pandemic. Restrictions were progressively increased from late March 2020 and have since been eased to allow a great range of activities, however the State of Emergency is still in force.

COVID-19 social distancing guidelines state that people should maintain a distance of 1.5 metres from others at all times, placing greater need for space on footpaths in particular. In addition, there is an enforceable density quotient of 4 square metres per person in indoor spaces for businesses and activities that are allowed to operate, placing greater demand for the use of outdoor spaces, including footpaths, by businesses.

In May 2020, Council resolved (NOM23/20) to:

- Authorise officers to repurpose up to three parking spaces at a location to provide more space for pedestrians or customers queuing/waiting outside businesses, with conditions.
- Write to and seek a meeting with the Minister for Roads The Hon. Jaala Pulford and the Minister for Public Transport The Hon. Melissa Horne seeking a number of transport outcomes to respond to the COVID-19 pandemic.
- Receive a report at the July Council meeting detailing further opportunities to support safe movement for pedestrians and cyclists during the COVID-19 State of Emergency including:

- Opportunities to repurpose car parking to support safe pedestrian or cyclist movements;
- Locations for trials of 30km/h speed limits on local roads, as per MITS 2019;
- Pedestrian and cycling improvements that could be delivered in the short term;
- Providing greater clarity on the consistency of use of shared pathways across our city, particularly the Merri and Moonee Ponds Creek trails;
- Opportunities for social media education on etiquette and safety on shared paths.

At the March 2020 meeting, Council resolved (DCF10/20) to request that the Level Crossing Removal Project (LXRP) fund and implement a number of improvements to potential detour routes around the closure of the Upfield shared path due to LXRP works which were identified by a community group (in addition to the detour routes supported by Council and the LXRP). Council resolved to consider funding and implementing these works if the LXRP declined to do so. The safety improvements supported by Council included banning parking on Albion Street between the Upfield shared path and Sydney Road to provide a safer connection to the official and unofficial detour routes east of Sydney Road.

On 3 June 2020, the Metropolitan Transport Forum resolved to call on all member councils to urgently consider the transport implications of COVID-19 for their communities, inform their state MPs of the local implications of COVID-19 on transport, work with adjoining councils and relevant authorities to discuss immediate and short-term actions on COVID-19 transport issues, and use council social media to discuss and advocate for transport solutions in COVID-19 times.

The Mayor and Director City Futures met with then Minister for Roads and Road Safety the Hon. Jaala Pulford on 18 June to discuss the matters raised in the resolution.

On 12 June 2020, the Member for Pascoe Vale, Lizzie Blandthorn, announced that the State Government would provide painted bicycle lanes and other upgrades along Derby Street, Pascoe Vale, rather than protected bicycle lanes on Cumberland Road, as previously announced in May 2018.

A report titled Removal of Carparking Spaces to Support Cycling Infrastructure is also being presented for consideration by Council at its 8 July 2020 meeting. The projects highlighted in that report are:

- O’Hea Street, Pascoe Vale South bike path extension;
- Upfield shared user path upgrade at Railway Place, Brunswick;
- De Carle Street, Brunswick separated bike lanes;
- Banning on-street parking in the Boundary Road, Hadfield/Pascoe Vale bicycle lanes.

Council adopted a ten-year capital works program for walking and cycling improvements in June 2019 (DCF37/19), as per the relevant action in the MITS 2019 Implementation Plan. It includes cycling improvements to develop a network of low-stress route, as well as pedestrian improvements such as new and upgraded crossings and threshold treatments. A Council report being presented to the July 2020 - 10 Year Capital Works Programs for Cyclists and Pedestrians Annual Review and Update - reports on the progress against this plan and proposes some updates.

### 3. Issues

#### **The rationale for pedestrian and cycling improvements due to COVID-19**

##### ***The current need to increase walking and cycling***

Social distancing requirements have significant implications for the operation of public transport as pre-pandemic peak hour passenger loadings significantly exceed the four square metre per person density quotient. A report by the transport consultancy Institute for Sensible Transport has estimated that four square metres per person equates to an 84 per cent reduction in the amount of passengers that can be carried during peak times.

This implies that a significant number of people previously travelling to work on public transport in peak hour must either work from home, attempt to change their working hours to travel outside peak times or switch to another mode such as walking, cycling or driving.

Based on 2016 Census data 21,012 Moreland residents, or 27 per cent Moreland workers, travelled to work by public transport. The proportion travelling by public transport is higher in the south of Moreland, ranging from 35 per cent in Brunswick East down to 9 per cent in Gowanbrae.

If 84 per cent of these residents previously travelling by public transport drove instead, there would be an additional 17,650 vehicle trips per work day on average, which would significantly increase congestion and other traffic issues.

This issue is particularly significant for inner Melbourne and the CBD, where a significant increase in vehicle trips cannot practically be accommodated by the road network and available parking spaces.

33 per cent of employed Moreland residents work in the City of Melbourne, of which 53 per cent use public transport to get to work. Again, the proportion is highest in the south with 43 per cent of employed residents in Brunswick and Brunswick East working in the City of Melbourne, compared with 19 per cent in Hadfield and Gowanbrae.

As a result, there is a need to encourage as many trips as possible to be made by walking and cycling, particularly for shorter trips where these modes are more viable, and trips into inner Melbourne where it is not practical to increase the number of vehicle trips.

This includes not only trips to workplaces, but trips to drop children at childcare or school, shopping trips and other trip purposes such as social visits which are beginning to increase as COVID-19 restrictions are eased. These trips are often shorter than trips to work and may have greater potential to be made by walking and cycling.

##### ***The potential to increase walking and cycling in Moreland***

57 per cent of employed Moreland residents travel less than 10 kilometres to work, ranging from 30 per cent in Oak Park to 78 per cent in Brunswick East. Eight per cent travel less than 2.5 kilometres, ranging from 2 per cent in Gowanbrae to 10 per cent in Brunswick. The 2018 Victorian Survey of Integrated Travel and Activity (VISTA) indicates that 62 per cent of trips made from Moreland are less than 5 kilometres, and of these 57 per cent are made by car.

Distances of up to two kilometres may be considered walkable by many people, while distances of between five and 10km may be cyclable, noting that some people cannot walk or cycle these distances due to health or disability issues, due to child drop-offs, or due to the requirement to carry materials or tools.

There may be an opportunity to encourage use of bicycle trailers or cargo bikes by some people in order to make cycling a practical mode of transport while carrying children or materials. E-bikes may also help overcome some barriers associated with age, health, disability, trip distance or topography.

Consultation undertaken to inform the development of MITS 2019 found that many people would like to walk or cycle more however, felt that the safety and amenity of walking and cycling environment was a barrier. This included insufficient crossing opportunities for pedestrians and insufficient safe cycling infrastructure.

The Victorian Cycling Strategy 2018-28 (the Strategy) indicates that separated infrastructure that provides a lower stress cycling experience is key to attracting a broad range of cyclists, not only those with high confidence.

In particular, low-stress routes are key to increasing participation among under-represented groups including women, children and the elderly. The Strategy identifies that protected cycling infrastructure is key to increasing participation by these groups.

A YouGov poll conducted in May 2020 for the Amy Gillette Foundation, a cycling safety organisation, found that 89 per cent of Australians support investment in temporary separated bicycle lanes to support people to cycle during COVID-19 and 75 per cent would feel more comfortable driving near cyclists if there was a separated lane.

### ***Other benefits of increasing walking and cycling***

Improvements for walking and cycling are also likely to have the following benefits:

- Facilitating social distancing and hygiene – providing more space for pedestrians and cyclists provides greater opportunity to socially distance, and automatic callup for pedestrians means reduced risk of disease transmission through not touching the pedestrian button;
- Supporting local businesses and economies – encouraging more trips for shopping and to meet other needs to be made locally by foot or bicycle supports local businesses, many of which are currently struggling. During the most extreme COVID-19 restrictions on movement, it is likely that many people have been shopping more locally than they previously may have to reduce the need to travel. There is an opportunity to encourage continued local shopping;
- Improving physical and mental health – walking and cycling are forms of physical activity which have been vital for many people to maintain physical and mental health particularly during restrictions that did not allow for gyms and fitness classes.

### **Proposed approach for COVID-19 transport response in Moreland**

In developing the proposal for Council's COVID-19 transport response, regard has been given to examples from other municipalities, particularly in metropolitan Melbourne but also in other Australian, New Zealand and North American cities which are comparable in terms of density and public transport quality. Further detail on these examples is given in **Attachment 1**.

### ***Project selection approach***

The projects and improvements were selected based on the following principles:

- Projects which encourage walking and cycling by making these safe and attractive modes of transport;
- Bringing forward projects already within endorsed Council strategies or work programs, including MITS 2019, BITS 2013 and the 10 year pedestrian and cycling capital works plan;
- Where possible, projects that can be delivered within the 2020-21 financial year; and

- Where applicable, using “pop up” or tactical urbanism approaches using temporary materials that can be quickly delivered, trialled and modified or removed if required.

This report provides a summary of proposed projects with further detail in **Attachment 2**. A summary table of actions with costs and required approvals is at **Attachment 3**.

### ***Improvements that can be delivered within existing resources***

There is limited ability to deliver additional projects within existing budgets and resources for 2020-21, as expected funding for the financial year is generally required to implement key actions in Council strategies and deliver important businesses as usual projects and programs. However, the City Change branch, in the absence of allocation of additional Council funding or external funding from State or Federal governments, could reallocate up to \$150,000 to deliver additional transport projects to respond to COVID-19.

This funding could deliver the following projects and actions:

- A “zebra crossing blitz” - \$100,000 to be allocated which is likely to deliver 8 to 15 additional pedestrian (zebra) crossings;
- Expanded parklet program - \$30,000 to be allocated to purchase low-cost materials to quickly deliver parklets at no cost to businesses;
- Progressing the rollout of 40km/h speed limits in local roads in Moreland - \$20,000 to be allocated for signage and other minor costs as required e.g. traffic speed surveys;
- Banning parking in the existing bicycle lanes on Boundary Road, Pascoe Vale/Hadfield – this can be delivered within existing resources and is separately discussed in the Council report on bicycle projects requiring removal of car parking also being presented to the 8 July 2020 Council meeting;
- A “footpath obstructions blitz” proactively addressing footpath obstructions such as overhanging vegetation, parking over footpaths and footpath trading items not in accordance with Council’s Footpath Guidelines – this can be delivered using additional staff resources employed through the State Government’s Working for Victoria employment program;
- Continued advocacy for improved priority for pedestrians and cyclists at signals and crossings consistent with Council resolution NOM23/20;
- Continued advocacy for a trial of separated bicycle lanes on Sydney Road consistent with Council resolution DCF64/19.

### ***Pedestrian improvements requiring further funding***

The following projects, primarily benefiting pedestrians, could be delivered as part of a transport response to COVID-19 if further funding was available:

- Additional zebra crossing provision – up to \$500,000 could be allocated to deliver an estimated 40-70 crossings;
- Additional pedestrian thresholds – up to \$500,000 could be allocated to deliver an estimated five additional thresholds;
- Additional pop up parklets to enable greater social distancing – up to \$75,000;
- Design of, and land acquisition for, a footpath on Stewart Street, Brunswick East – estimated cost of \$165,000 excluding construction which would occur in 2021-22.

### ***Cycling improvements requiring further funding***

The following projects, primarily benefiting cyclists, could be delivered as part of a transport response to COVID-19 if further funding was available:

- Pop up separated bicycle lanes on Kent Road, Pascoe Vale, between Cornwall Road and Cumberland Road with an estimated cost of \$60,000;
- Pop up separated bicycle lanes on Northumberland Road, Pascoe Vale between Rhodes Parade and the KW Joyce Reserve shared path with an estimated cost of \$66,000;
- Pop up separated bicycle lanes on Dawson Street, Brunswick – this would link the Upfield shared path, Brunswick Secondary College and the West Brunswick Shimmy with an estimated cost of \$105,000 and a reduction of approximately 40 parking spaces;
- Pop up separated bicycle lanes on Albion Street, Brunswick – this would link the Upfield shared path to detour routes around the Upfield closure due to LXP works with an estimated cost of \$40,000 and a reduction of approximately five parking spaces;
- Upgrades to informal detour routes around Upfield shared path closure - \$390,000 would deliver safety improvements previously endorsed by Council (DCF10/20) and which can be delivered by Council.

The proposed projects in Pascoe Vale would connect the existing extent of the link from Glenroy to Cumberland Road at the intersection of Kent Road, where cycling improvements are planned to be provided by the State Government.

The final connection in the Coburg-Glenroy Bicycle Link would then be the extension of the O’Hea Street separated bicycle path from its current termination at Sussex Street. This is discussed in the separate report also being presented to the July Council meeting relating to cycling projects which require removal of parking.

Further detail on bicycle projects is shown in **Attachment 4**.

#### ***Improvements requiring further funding for both pedestrians and cyclists***

The following projects, benefiting both pedestrians and cyclists, could be delivered as part of a transport response to COVID-19 if further funding was available:

- Shared zones on Albert and Victoria Street in Brunswick East – this would promote local walking and cycling access to Fleming Park, and improve the safety and attractiveness of the East Brunswick Shimmy, with an estimated cost of \$150,000 and a reduction of approximately 20 parking spaces;
- Right hand turn bans identified in BITS 2013 – this would improve the safety of pedestrians and cyclists crossing at intersections, as well as tram priority, and has an estimated cost of \$150,000.

#### **30km/h speed limits trials**

MITS 2019 states that Council will work with the State Government to conduct a 12-month trial of 30km/h speed limits in two selected areas of Moreland. As part of Council’s resolution in May 2020 (NOM23/20), Council requested that this report include locations for these trials.

The DoT’s Speed Zoning Guidelines do not provide guidelines on the use of 30km/h speed limits and as such it is not a speed limit that is generally supported by DoT, except as a trial such as the one recently conducted by the City of Yarra.

Recent discussions with DoT officers have indicated that support for a trial of 30km/h speed limits would be conditional on the trial providing useful research findings on whether the Speed Zoning Guidelines should be amended to include policy support for 30km/h speed limits, further to findings arising from the Yarra trial.

Council officers will work with officers at the DoT and the Transport Accident Commission (TAC) to develop a research and evaluation framework that will allow for appropriate baseline data to be collected. This framework will inform the most appropriate locations for a trial.

It is premature to recommend Council endorses preferred locations for 30km/h speed limit trials. Council officers will continue to progress the development of an evaluation framework with the DoT and TAC.

### **Social distancing on shared paths**

In recent months, a significant increase in walking and cycling has been observed particularly as recreational activity along off-street shared paths such as the Merri Creek trail.

Increased walking and cycling is beneficial in terms of physical and mental health, and passive surveillance particularly along creek corridors which contributes to personal safety. However, significantly increased pedestrian and cyclist numbers may make it difficult for people to maintain social distancing of at least 1.5 metres between themselves and other people not in their households.

The signage was developed for the Merri Creek Trail and Upfield shared path encouraging users to maintain social distancing. An officer audit of these trails and the Capital City Trail found signage was mostly appropriately placed but is coming loose in some sections. In addition, no signage was observed in sections of these shared paths within neighbouring municipalities. Further detail is in **Attachment 5**.

Messaging will also be provided on Council's social media encouraging people to socially distance when walking, particularly on shared paths with high pedestrian and cyclist volumes.

### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

Key sections in the Charter that are relevant to this report are recognition and equality before the law (section 8), freedom of movement (section 12) and taking part in public life (section 18).

The majority of the actions proposed in this report contribute positively to freedom of movement by making walking and cycling safer and more attractive as modes of transport. In particular, pedestrian thresholds, pedestrian crossings and the footpath obstruction blitz are likely to improve accessibility for people with mobility impairments.

Some actions, such as speed limit reductions and cycling improvements which require removal of car parking may impact on freedom of movement for car users. Speed limit reductions represent a very minor impact as they do not prevent any person from using a car and do not significantly increase travel times. In addition, any impact is significantly outweighed by the benefits to safety and helping to improve walking and cycling as transport options.

Removal of car parking presents a more significant issue, particularly where parking occupancy is high and a reduction in the number of spaces may make it more difficult for a person to find a space. The majority of proposed actions in this report entail reduction in parking where occupancy is relatively low and there are significant opportunities for off-street parking. This means the proposed change is unlikely to significantly impact any person's freedom of movement. In addition, no proposed action entails removal of a disability parking space.

The proposal to construct pop up separated bicycle lanes on Dawson Street, Brunswick would reduce the number of parking spaces by approximately 40 in an area that has relatively high occupancy and demand for parking. This would have a more significant impact on freedom of movement for people who rely on car to travel to the area, however the consequence would be that people may need to walk further to access a space.

It is considered that this impact on this right is justified by the positive impact on freedom of movement and safety for people cycling in the area, particularly students at Brunswick Secondary College. The proposal already minimises the reduction in car parking spaces as much as possible, and there is no alternative way to achieve this benefit without removing some car parking. As such, it is considered that the right to freedom of movement has not been unreasonably limited in this instance.

This report also proposes Council delivers projects, including those resulting in a reduction in parking spaces, without the usual consultation process for such projects, which may limit the right to take part in public life. There is a need to quickly deliver walking and cycling improvements due to the COVID-19 pandemic, to avoid a significant increase in congestion and other traffic issues given public transport use is significantly reduced.

This necessitates an approach where, instead of conducting community consultation to deliver permanent infrastructure, temporary infrastructure which can be modified or removed is used and there will be an opportunity for stakeholders to provide feedback to Council to influence future decisions on formalisation or removal of these temporary bicycle projects. This approach is also being taken currently by the City of Melbourne.

As such, the impact to the right to take part in public life is considered to be outweighed by the positive impacts to safety and freedom of movement for pedestrians and cyclists, and not to be unreasonably limited.

#### **4. Consultation**

Consultation has been undertaken with the Moreland Transport Advisory Committee which includes representatives of the Moreland Bicycle Users Group (BUG), Walk On Moreland, and Brunswick Residents Network.

It is not proposed to conduct full public consultation prior to delivering projects such as pop up separated bicycle lanes due to the need to deliver projects quickly to respond to COVID-19 and because these projects will be delivered using temporary treatments that can be modified or removed if necessary. This is consistent with the approach being taken by the City of Melbourne to deliver similar improvements.

All projects which entail a reduction in the number of car parking spaces are identified either in the ten-year capital works program for pedestrian and cycling improvements or BITS 2013, which have been previously endorsed by Council.

In the preparation of this report, Council officers have also engaged with counterparts in other councils (Melbourne, Yarra, Darebin, Port Phillip), the DoT, RACV, the Municipal Association of Victoria, the TAC, Victoria Walks, Bicycle Network, Cycling and Walking Australia and New Zealand, and VicHealth.

The findings of the YouGov poll conducted in May 2020 for the Amy Gillette Foundation, a cycling safety organisation, found that 89 per cent of Australians support investment in temporary separated bicycle lanes to support people to cycle during COVID-19 and 75 per cent would feel more comfortable driving near cyclists if there was a separated lane.

#### **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

#### **6. Financial and Resources Implications**

Delivery of all projects identified in this report has an estimated cost of \$2.401 million of which \$150,000 could be reallocated from existing 2020-21 budgets in the City Change branch to deliver the following improvements:

- \$100,000 for additional pedestrian/zebra crossings;
- \$30,000 for an expanded parklet program;

- \$20,000 to support continued rollout of 40km/h speed limits on local roads;
- A number of other actions which do not have financial implications.

All other actions identified in this report would require additional funding by Council or external funding from State or Federal governments.

As the amount of additional funding required is not known at this time, Council officers propose a prioritisation based on a value versus effort analysis. Funding for additional staff resources in the Transport Unit (ranging from 0.5 to 1.5 full time equivalent) have been included where significantly more projects are to be delivered.

The recommended prioritisation is shown in the below table:

Project	Level of additional funding				
	\$150k	\$590k	\$1.3m	\$1.486m	\$2.401m
<i>Extra staff resource</i>	<i>None</i>	<i>None</i>	<i>0.5 FTE</i>	<i>1.0 FTE</i>	<i>1.5 FTE</i>
Zebra crossing blitz	\$100k only	\$100k only	\$350k only	\$350k only	\$500k
Expanded parklet program	\$30k only	Full \$75k	Full \$75k	Full \$75k	\$75k
40km/h rollout	Yes	Yes	Yes	Yes	\$20K
Pedestrian thresholds	No	\$100k only	\$350k only	\$350k only	\$500k
Dawson Street pop up bike lanes	No	Yes	Yes	Yes	\$105k
Albion Street pop up bike lanes	No	Yes	Yes	Yes	\$40k
Albert/Victoria Street pop up Shared Zones	No	Yes	Yes	Yes	\$150k
BITS turn bans	No	No	Yes	Yes	\$150k
Kent Road pop up bike lanes	No	No	No	Yes	\$60k
Northumberland Road pop up bike lanes	No	No	No	Yes	\$66k
Stewart Street footpath	No	No	No	No	\$165K
LXRP detour route upgrades	No	No	No	No	\$390k
<b>Net funding required (less \$150k from existing base budget)</b>	<b>\$0</b>	<b>\$440k</b>	<b>\$1.15m</b>	<b>\$1.336m</b>	<b>\$2.251m</b>

## 7. Implementation

Subject to Council's decision, implementation of projects that can be delivered within existing budgets can mostly begin immediately, although the footpath obstructions blitz will begin once additional staff resources employed through the Working for Victoria program have commenced at Council.

Commencement of other projects requiring additional funding will occur as this funding is available and can be delivered within six to twelve months of commencement.

Notification of projects involving reduction in on-street parking will be provided to affected properties as soon as possible, ahead of any changes being made.

A number of projects are also subject to DoT approval. Council officers have advocated to the Minister for Roads for streamlined approvals for local government and walking improvements to allow these to be delivered more quickly.

Council officers will continue to work with the DoT and TAC to progress planning for trials of 30km/h speed limits and will seek Council endorsement of preferred locations at a later date.

## Attachment/s

1	<a href="#">↓</a> Examples of COVID-19 walking and cycling improvements in other municipalities	D20/258314
2	<a href="#">↓</a> Further detail on projects proposed as COVID-19 transport response	D20/258315
3	<a href="#">↓</a> Summary table of actions proposed as COVID-19 transport response	D20/258317
4	<a href="#">↓</a> COVID-19 cycling improvements requiring Council approval	D20/258318
5	<a href="#">↓</a> Audit of social distancing on shared paths	D20/258320

## **DCF27/20 REMOVAL OF CAR PARKING SPACES TO SUPPORT CYCLING INFRASTRUCTURE (D20/251567)**

### **Director City Futures**

### **City Change**

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#### **Executive Summary**

A Council Plan 2017-21 key priority is to facilitate a demonstrable shift to more sustainable modes of transport that also targets a long-term reduction in car use. The Moreland Integrated Transport Strategy (MITS) 2019 is Council's overarching transport strategy with an aim to achieving this mode shift. Headline Action 4 in MITS is that Council should be reallocating space from cars and car parking to walking, cycling, public transport and for greener, more pleasant streets (especially during scheduled maintenance of road surfaces).

The COVID-19 State of Emergency in Victoria has significant implications for transport, particularly due to social distancing requirements that necessitate an estimated 84 per cent reduction in public transport capacity. As 27 per cent of Moreland residents used public transport to get to work pre-COVID-19, this equates to an additional 17,650 vehicle trips per work day if all of these residents drove instead, significantly increasing congestion and other traffic issues.

As such, there is a need to encourage as many trips as possible to be made by walking and cycling, particularly for shorter trips where these modes are more viable. Providing walking and cycling improvements would have other benefits in light of the COVID-19 pandemic, including facilitating social distancing and hygiene, supporting local businesses and economies and improving physical and mental health.

Low stress cycling routes are critical for promoting mode shift as they cater for all ability levels, especially less confident cyclists, who are interested in cycling, but fearful of riding near cars. The Victorian Cycling Strategy 2018-28 states that 60 percent of Victorians are curious about cycling but are deterred by real or perceived safety concerns. Low stress cycling routes separate bicycles from motor vehicles (for example, protected lanes or off-road paths) and are considered to be the best way to encourage new riders to take up cycling as a means of transport.

On-road projects are being prioritised for bicycle projects until the issues of progressing shared path projects in the rail reserves are resolved. Typically, due to limited space, concessions need to be made when altering the road cross section to implement low stress cycling infrastructure. Council approval to progress with four bike projects that require the reallocation of road space is being sought:

- O'Hea Street, Pascoe Vale;
- Railway Place, Brunswick;
- De Carle Street, Coburg;
- Boundary Road, Hadfield/Pascoe Vale/Coburg North.

The continuation of the O'Hea Street bike path from Sussex Street to Irvine Street is the next stage in the planned 'low stress' cycling route from Coburg to Glenroy (see Attachment 1 for this link in the overall route). To provide low stress cycling infrastructure and protect significant trees, some car parking would require removal. A parking survey that was undertaken revealed that impacts of the parking loss would be minor for current usage as it showed that the usage of those spaces is relatively low. No consultation has been undertaken with the abutting properties at this stage.

This project is listed for and construction in 2021/22 and approval to commence design and consultation in 2020/21 is recommended.

The Upfield Shared Path is Moreland's primary low stress commuter cycling route which provides a north-south route through Moreland and access to the city. Railway Place, Brunswick is the last on-road section of the Upfield Shared Path (south of Bell Street). Most of this shared path is within the rail corridor. Council officers are proposing to upgrade the Upfield Shared Path by continuing the three metre shared path along Railway Place and install a refuge island on Union Street (see Attachment 4). This project would improve access for Jewell Train Station, and RMIT. The proposal would remove nine parking bays from Railway Place.

Consultation was undertaken with surrounding properties and the broader community. Council received 63 responses, with 75 per cent in favour (47 for and 16 against). This project is listed for construction in 2020/21 in the 10-year bike capital works program.

Council has determined that De Carle Street, Coburg (between Rennie Street and The Avenue) needs reconstruction. De Carle Street is an alternative to Sydney Road for cyclists (on the eastern side). De Carle Street is narrower between Rennie Street and The Grove and parking would need to be removed from one side of the road to provide a high quality dedicated bicycle lane. A parking occupancy study showed that this would have minimal impact on current parking usage.

Acknowledging that protected bicycle lanes for only two blocks would be an ineffective length of treatment, it is proposed to install protected bicycle lanes from The Avenue to Moreland Road and modify the roundabouts. Similar to O'Hea Street, Council officers will finalise designs, undertake further consultation, and apply for a planning permit on this project in 2020/21, with the aim to construct in 2021/22.

The final location for proposed removal of parking is Boundary Road, Coburg North/Hadfield/Pascoe Vale. This section has existing bicycle lanes but parking is currently permitted. Parking surveys have recently been undertaken and occupancy is generally low. It is recommended to ban parking in the bike lanes between Upfield railway line in Coburg North and West Street, Pascoe Vale. This would provide a more direct and safer route for cyclists in Coburg North / Pascoe Vale to access the Upfield railway line and shared user path.

## **Officer Recommendation**

That Council:

1. Consults with the local community on the recommended solution for the O'Hea Street bike path extension which would require the removal of parking to protect the existing trees and receives a report on the findings on the consultation with recommendations on the next steps prior to any construction.
2. Reallocates road space on Railway Place, Brunswick to support the installation of a shared path by removing parking on the west side, as indicated in Attachment 4 to this report.
3. Consults with the local community on the detailed design for the De Carle Street, Coburg road narrowing and bike path construction which would require the removal of some parking and receives a report on the findings on the consultation with recommendations on the next steps prior to any construction.
4. Bans parking on both sides of Boundary Road, Coburg North/Hadfield/Pascoe Vale between West Street and the Upfield Shared Path to provide a more direct, and safer, route for cyclists in this area to access the shared user path, receives a report to on the parking removal three months after the COVID-19 restrictions are lifted.

## 1. Policy Context

The Council Plan 2017-21 states that a key priority of Council is to:

- Facilitate a demonstrable shift to more sustainable modes of transport that also targets a long-term reduction in car use.

The Moreland Integrated Transport Strategy (MITS) 2019 is Council's overarching transport strategy with an aim to achieving a demonstrable shift towards sustainable transport modes. It states that Council will, among other things:

- Reallocate road space and car parking according to the road user hierarchy (in descending order, pedestrians, cyclists, public transport users and motorists).
- Protect our local streets from the impacts of increasing vehicle traffic.
- Establish high-quality pedestrian routes and places that are safe, comfortable and accessible.
- Make cycling safe, comfortable and a preferred mode of travel in Moreland.
- Encourage local trips to jobs, services and facilities by walking and cycling.

## 2. Background

Victorian Cycling Strategy 2018-28 states that 60 percent of Victorians are curious about cycling but are deterred by real or perceived safety concerns. Providing a lower-stress cycling experience by taking a whole-of-route approach to reducing traffic stress fits into an integrated network.

Low stress cycling routes are critical for promoting mode shift as they cater for all ability levels. However, a route is only as good as its weakest link. If there is a section that a person finds uncomfortable to travel on, they are likely to stop riding if they do not find an appropriate alternative.

In most instances, constructing low stress on-road infrastructure requires the reallocation of road space. This would typically require either the narrowing the through traffic lane, removal of car parking, or reduction in the nature strip width.

## 3. Issues

On-road projects are being prioritised for bicycle projects until the issues of progressing shared path projects in the rail reserves are resolved. Typically, due to limited space, concessions need to be made when altering the road cross section to implement low stress cycling infrastructure. Four bike projects that require the reallocation of road space are:

- O'Hea Street, Pascoe Vale;
- Railway Place, Brunswick;
- De Carle Street, Coburg;
- Boundary Road, Hadfield/Pascoe Vale/Coburg North.

### **O'Hea Street, Pascoe Vale Bike Path Extension**

Council is developing a low stress cycling link between Glenroy and Coburg as shown in **Attachment 1**. The route provides connections to major attractors such as schools, sporting facilities, and local shops. Works have been completed from both directions to help support cycling in the two areas.

The O'Hea Street extension from Sussex Street to Irvine Street is the next planned section to be completed in this overall link. On road protected bike lanes are the

recommended solution. They provide the physical separation for cyclists from both cars and pedestrians, and are more economical than a concrete path.

On 12 June 2020, the Member for Pascoe Vale announced that the state government would provide painted bicycle lanes and other upgrades along Derby Street, Pascoe Vale, rather than protected bicycle lanes on Cumberland Road, as previously announced by the State Government in May 2018.

Regardless of the north-south route in this location, Council officers recommend extending this link to Irvine Street as it gets access closer to the shops at this end of Cumberland Road.

O’Hea Street has significant trees along its length that provide a high value to the community through natural amenity, and natural shade which helps combat the urban heat island effect and improve conditions for pedestrians.

It is recommended that some parking is removed to be enable protected lanes without affecting the significant trees.

The section between Derby Street and Sussex Street has a 12.5 metre road pavement which can accommodate two-way traffic lanes, parking on one side, and protected bike lanes. See **Attachment 2** for an example cross section.

The section between Derby Street and Irvine Street has a narrower pavement width. To accommodate the same cross section, a section of the nature strip would need to be removed. The trees along this section vary in size and significance. The trees of low significance can be replaced; however, trees of high significance are to be protected. An arborist report would be commissioned to determine each tree’s level of significance.

Parking would need to be removed from both sides of the road to protect the trees of high significance (see **Attachment 2** for the example cross section). The exact number of parking spaces lost would only be known during the design phase (once the functional layout, community consultation and an arborist report was completed).

A parking survey was undertaken on O’Hea Street between Cumberland Road and Sussex Street from 6 am to 10 pm, on Thursday 10 to Saturday 12 October 2019. The results of the survey have been summarised in **Attachment 4**. The survey showed that the maximum occupancy rarely exceeded 40 per cent. As such, the removal of parking would likely have a minimal impact on the typical low current usage.

Importantly all properties have access to off street parking which likely contributes to the finding of the recent spot check surveys undertaken during COVID-19 restrictions that have shown that occupancy levels have been similar to what was found during the pre COVID parking survey. Site inspections have shown that parking in surround streets are low, as such, there may be capacity in the side streets for any displaced vehicles.

The proposed buffer between the bike lane and the vehicle traffic has sufficient width for the bins to be placed for waste collection.

There is a longer-term aspiration to extend a quality cycling link on O’Hea Street from Irvine Street to Cumberland Road. The constraints, including street trees and indented parking for the RSL club at Cumberland Road, require further investigation before detailed design work can be advanced.

## **Upfield Shared Path Upgrade - Railway Place, Brunswick**

It is proposed to upgrade the Upfield Shared Path in Railway Place and Union Street, Brunswick.

The Upfield Shared Path is Moreland's primary low stress commuter cycling route which provides commuter access to the city. Pre-COVID-19, it was carrying approximately 2,300 cyclists per day.

Railway Place, Brunswick is the last on-road section of the Upfield Shared Path south of Bell Street. The other remaining section is Railway Place, Coburg which is being removed during the LXRP works. All other sections are within the rail reserve and have the safety benefit of no interaction with vehicles.

The Upfield Shared Path is a part of the Department of Transport's Strategic Cycling Corridor (SCC). The SCC is the highest level of importance that a route can be designated. The SCC is a strategic network of low stress cycling routes throughout Melbourne.

The proposal includes a 3 metre shared path on Railway Place and a refuge island on Union Street (see **Attachment 4**). The removal of native trees to continue the shared path along the rail corridor would be avoided. This project would not only address the final missing off-road link in the Upfield Shared Path, but it would also greatly improve crossing over Union Street. This has the benefit of improving access to the Upfield Shared Path, Jewell Train Station, and RMIT.

This proposal would remove approximately nine parking spaces from Railway Place Brunswick.

## **De Carle Street Projected Bike Lanes**

Council's Asset Management plan has highlighted that De Carle Street, Coburg (between Rennie Street and The Avenue) needs reconstruction.

During the development of Council's 10 Year Capital Works Program for Cyclists, a route was proposed on De Carle Street to provide an alternative to Sydney Road on the eastern side.

MITS classifies De Carle Street as a local road however recent a traffic count highlights that volumes are approaching, and have exceeded, the preferred maximum volumes of 3,000 vehicles per day. Two traffic surveys were completed in De Carle Street in 2019 which have been summarised as follows:

De Carle Street Location	Average Daily Volume	Date
Outside 36 De Carle Street	2,845	9-16 September 2019
Outside Moreland Primary School	3,524	17-24 June 2019

Council officers are proposing to narrow the road width and install protected bike lanes. The preferred width of a local road is 7.2 metre which allows parking on both sides and a single lane of traffic. The bottleneck created when vehicles park opposite each other slows traffic by requiring drivers to give way to oncoming vehicles. This is a form of passive traffic calming and is desirable in some local streets. It is not planned to make the street one-way.

De Carle Street is narrower between Rennie Street and The Grove, as such parking would to be removed from one side of the road. A parking occupancy study from Thursday 10 to Saturday 12 October showed that the highest occupancy was 39 per cent. As such, parking can be removed from one side without effecting the current usage. Due to the higher amount of parking on the west side, it is proposed to remove parking on the east side (approximately 8 spaces). Spot check surveys during COVID-19 restrictions have shown that occupancy levels have not changed.

The kerb would be extended at the former Kangan TAFE Building at 31 The Avenue, to protect the existing trees. Tree protection is vital to reduce the Urban Heat Island Effect and maintain residential amenity. See **Attachment 6** for the proposed plan for De Carle Street between Rennie Street and The Avenue.

It is acknowledged that protected bicycle lanes for only two blocks would be an ineffective length of treatment. As such, it is proposed to extend the length by installing protected bicycle lanes from The Avenue to Moreland Road and modify the roundabouts with funding from the 10 Year Capital Works Program for Cyclists. See **Attachment 5** for an example cross section.

### **Boundary Road Bike Lanes**

Boundary Road has an existing marked bike lane from West Street to the Upfield Railway Line, providing access to the Upfield Shared Path (which is the main route into the city), local shops, and schools. Parking is currently allowed across the bike lane reducing its effectiveness as a cycling route. Cyclists are required to pass parked cars, forcing them into heavy traffic.

Boundary Road is an arterial road with a 60 km/h speed limit. Only confident cyclists are likely to use the bike lane as they are required to merge into traffic to get around any parked vehicles.

The effective length of this route is approximately 2.2 kilometres.

Due to the increase in cycling and reduction in the use of public transport during the COVID-19 pandemic, it is recommended that parking should be banned on Boundary Road to improve cycling as a viable alternative.

Council officers undertook multiple inspections to gauge the parking occupancy. The parking occupancy data is below:

Time Date	West Street to Cumberland road	Cumberland Road to Derby Street	Derby Street to Sussex Street	Sussex Street to the Upfield Shared Path
2:20pm 16/06/2020	2	15	12	1
9:00pm 16/06/2020	6	15	8	0
8:15am 19/06/2020	5	9	7	0
3:30pm 20/06/2020	4	9	11	0
5:45pm 20/06/2020	6	15	8	0

This data shows that over the 2.2 km length the parking occupancy is relatively low. Additionally, the inspection revealed that all properties have access to off street parking, and parking occupancy in side streets is low. As such, existing on street parking could be relocated to side streets and the off-street parking could be used for people with restricted mobility.

### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

The removal of car parking does not limit or interfere with any Human Rights, in particular 'section 12 – right to freedom of movement'. Although residents in the area will be required to find alternate locations to park their private vehicles, all properties have access to off street parking on their property. Additionally, improving the safety and usability of walking and cycling improves movement for people who either cannot afford to own a car or do not drive for a number of reasons.

## 4. Consultation

The social distancing restrictions have not affected the engagement as consultation occurred prior to restrictions coming into effect in relation to the Railway Place and DeCarle Street project or, further to Council's June 2020 resolution (NOM27/20 - Traffic Matters and Written Consultation), consultation can proceed in relation to the O'Hea Street project. No consultation is proposed prior to implementing the Boundary Road project to enable a rapid COVID-19 response. The consultation for each project is discussed further to follow.

### **O'Hea Street Bike Path Extension Proposed Consultation**

Once designs are ready to share with the community, Council officers will consult with all property owners and occupiers for all properties that are adjacent to O'Hea Street where the proposed works are planned. The feedback will be reviewed and form a follow up Council report with proposed next steps.

### **Upfield Shared Path Upgrade - Railway Place, Brunswick Consultation Outcome**

Properties surrounding Railway Place, Brunswick were sent letters to owners and occupiers. The proposal was also put on the consultation section of Council's website. The proposal advertised through multiple methods to get feedback from the broader community. This includes Council's social media, the Moreland Bicycle Users Group (MoreBUG), and a flashing message board was installed on Railway Place.

Council received 63 responses, with 75 per cent in favour (47 for and 16 against).

The proposal was supported for the following reasons:

- Improved safety for pedestrians and cyclists;
- Were more comfortable allowing their children to ride on the Upfield Shared Path with the removal of the on-road section and improved crossing at Union Street;
- Protection of the existing trees is critical in a climate emergency;
- Better access for people with prams;
- Did not feel comfortable riding with the heavy vehicles that use Railway Place.

A summary of issues that were raised is below:

- Loss of parking

Council officer comment - The loss of parking on street parking would be the biggest negative impact of the proposal. However, MITS states that reallocating space from cars and car parking to walking, cycling, public transport and for greener, more pleasant streets is the preferred outcome.

- Additional street activation was required to stop anti-social behaviour (trees, benches, better fencing, improved lighting etc.)

Council officer comment - Improved fencing, trees, and lighting will all be considered during the design phase. Fencing would most likely be best placed on VicTrack land so it is unlikely to be a part of the design. However, Council will advocate to VicTrack/Metro Trains Melbourne if it is the desirable outcome.

- Some households need more parking permits than currently allocated (especially shared houses)

Council officer comment - Public road space is utilised for a range of people for a multitude of reasons. Residential permits give residents an advantage but does not guarantee a space. Additionally, this is one of the best locations for alternative modes of transport, which includes Jewell Train Station, Tram 19 and 58, a range of car share companies, and Bus Routes 504, 506, 508, 509.

- Railway Place is a low speed and volume road, so it is safe to ride on.  
Council officer comment - The likelihood of a crash resulting in fatality is statistically low at the speed of traffic. However, perceived risk is as important as measured risk when trying to achieve mode shift. If someone feels unsafe they are unlikely to walk or ride. Feedback showed that people would be more comfortable letting their child ride on the Upfield Shared Path if the works were to go ahead.
- Elevated rail will be coming so it is not worth undertaking these works  
Council officer comment - The State Government has not announced any works in this section of the railway. If works were to be announced it would take many years of planning before construction begins. It would be inappropriate to delay this project for presumed works.
- Residential off-street parking is too small to use  
Council officer comment - It is not possible for Council to provide storage for every private vehicle on the public road reserve.
- Residents who are not eligible for parking permits do not want the removal of the few remaining unrestricted parking spots in the area  
Council officer comment - Any properties subdivided after August 2011 were informed that they would be expected to keep their private vehicles on their property as permits were not available. However, the MITS parking rollout will create new permits that will allow residents of properties subdivided after this date to parking all day wherever the new parking restrictions are installed.
- Need more parking as the car park at Jewell Station was removed  
Council officer comment - As the Jewell Station car park was on PTV/VicTrack managed land, it was their decision to remove parking from the train station. It is the responsibility of PTV/VicTrack to provide parking for rail commuters.
- Install "Permit Only" parking for residents.  
Council officer comment - Council has currently paused the roll out new parking restriction changes however this could be considered at a later date.
- Put the path on rail corridor by removing the trees and heritage signal box.  
Council officer comment - The Urban Heat Island Action Plan provides that Council should be increasing the amount of shade to create a cooler more liveable city and Council has actively sought retention of heritage features with the rail corridor. It is currently unclear if Council can continue to undertake works within the rail corridor due to ongoing issues with Metro Trains Melbourne. Council wrote to the Minister for Public Transport in November 2019 for a resolution however has not yet received a response.
- Risk turning vehicles from Railway Place and RMIT will hit a pedestrian  
Council officer comment - All turning vehicles must give way to all pedestrian movements. Clear lines of sight will be included in the final design to insure drivers have clear vision of pedestrians.
- Give priority to the Upfield Shared Path by installing Stop signs on Union Street  
Council officer comment - Installing Stop signs for Union Street traffic would result in vehicles stopped on the level crossing. As such, the only method to give priority is to install pedestrian crossing signals so vehicles can safely stop on the other side of the level crossing. Unfortunately, this is cost prohibitive as current estimates for a signalised crossing that links with a level crossing is \$1 million. A refuge island is therefore the preferred option. A similar treatment has successfully been implemented on Munro Street, Coburg.

- The proposal is removing more than nine car spaces

Council officer comment - Car size varies greatly, and it is possible that more than nine small cars could fit. The estimated nine spaces were taken from measurements and recent aerial photography however did not include vehicles parked illegally within 10 metres of the intersection of Union Street. The plan shows the area where parking is proposed to be removed.

### **De Carle Street Projected Bike Lanes**

A letter was sent to all owners and occupiers of properties that are adjacent to De Carle Street, Coburg (including Moreland Primary School) requesting feedback on the proposal.

95 letters were sent with a total of six responses from residents, that revealed that 50 per cent supported the proposal.

A summary of issues that were raised is below:

- Parking should not be removed because it is unknown what will happen with the unused TAFE building

Council officer comment - The development of this site would need to consider the current surroundings when being developed. Additionally, making cycling a viable option would likely reduce the traffic impact of this site.

- Narrowing the road will cause congestion

Council officer comment - De Carle Street is a local street that already is above the preferred maximum traffic volumes. Without intervention it will continue to increase. The friction caused by vehicles needing to hold to give way to oncoming traffic helps in the reduction of traffic as people will choose a more appropriate road to travel. The road is being narrowed to the standard width of local roads in Moreland.

- Cyclists can already use the Upfield Shared Path

Council officer comment - The Upfield Shared Path is 400 metres away and does not cater for people on the east side of Sydney Road. De Carle Street provides access to Moreland Primary School, a childcare centre, and the TAFE building. Providing low stress links to facilities like this is key in promoting the shift to more sustainable modes of transport.

- It does not match the existing local roads in the area

Council officer comment - The road is being narrowed to the most common width of local roads in Moreland. MITS Action 4 specifically targets reconstructing roads as an opportunity to support sustainable transport and create more pleasant streets.

### **Boundary Road, Pascoe Vale to Coburg North**

If this proposal is adopted as an emergency (COVID-19) measure, all affected property occupiers and owners will be notified prior to the banning of parking.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

These projects are currently identified in the 10-year Capital Works program for Cyclists and its priority will be assessed along with all other projects within the program.







All projects are considered high priority, and planned to be constructed during the 2020/21 or 2021/22 financial years

## 7. Implementation

Subject to Council's decision:

- Railway Place and De Carle Street will continue to the detailed design phase and planned to be completed in the 2021/22 financial year.
- Consultation will be undertaken regarding the O'Hea Street proposed works and a follow up Council report be submitted.
- Boundary Road could be implemented in the next three months.

### Attachment/s

<a href="#">1</a> 	Map - Coburg to Glenroy Link - Craigieburn Shared Path	D20/258087
<a href="#">2</a> 	O'Hea Street Extension - Road Cross Sections	D20/98579
<a href="#">3</a> 	O'Hea Street Parking Survey Summary - Sussex Street to Irvine Street	D20/100290
<a href="#">4</a> 	Plan - Upfield Shared Path Upgrade - Railway Place Union Street - Brunswick	D20/19669
<a href="#">5</a> 	De Carle Street Cross Section between The Avenue and Moreland Road	D20/103476
<a href="#">6</a> 	Plan - De Carle Street Between Rennie Street and The Avenue	D20/103525

# **DCF28/20 10 YEAR CAPITAL WORKS PROGRAMS FOR CYCLISTS AND PEDESTRIANS ANNUAL REVIEW AND UPDATE (D20/193193)**

## **Director City Futures**

### **City Change**

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#### **Executive Summary**

The first 10 Year Capital Work Program for Pedestrians and Cyclists (the Programs) were adopted by Council in June 2019 and respond to Headline Action 10 in the Moreland Integrated Transport Strategy (MITS). The development of the Programs was also included in the Council Action Plan (CAP) 2018-19 which had an item to develop a 10-year bicycle and pedestrian capital works program (CAP Item 78). This was achieved, and the action now is to provide an annual progress update on achievements, and a revised rolling 10-year capital program.

In the last 12 months the Cycling Program experienced delivery issues relating to the Craigieburn Shared Path (see Attachment 3) which was deferred until issues with Metro Trains Melbourne (MTM) have been resolved. Consequently, new projects have been designed and/or constructed in 2019/20 following approval by Council (DCF82/19). Projects delivered in 2019/20 include:

- New shared paths on Hilton Street, Hadfield; Rhodes Parade, Glenroy and Kingfisher Gardens, Brunswick East;
- 240 new bike parking spaces and improved intersections at John Street/Glenlyon Road, Brunswick East and Glenroy Road/Widford Street, Glenroy; and
- Multiple small-scale bicycle improvements such as linemarking and pram ramps.

Additionally, Council contributed 50 per cent of the funding for a new bridge on the Moonee Ponds Creek at Hopetoun Avenue, Brunswick West.

In the last 12 months the Pedestrian Program delivered the following projects in 2019/20:

- Zebra crossings at the Bonwick Street, Fawkner and Barkly Square, Brunswick shopping centres;
- Raised threshold treatments at Nicholson Street and Moore Street in Brunswick East;
- A new footpath in Fawkner;
- Pram ramp upgrades;
- A disability review of all existing bus shelters;
- Public lighting improvements in five parks;
- Refuge islands on Derby Street and Glenroy Road; and
- Began works on pedestrian operated signals in Pentridge Boulevard, Coburg.

Following the annual review to ensure Council is optimising opportunities and allow the addition of new projects, updated Programs have been developed and are at Attachment 1 and Attachment 2.

The aim of the Cycling Program is to get more people cycling and address existing safety issues for cyclists. Separating bicycles from vehicles caters for all ability types and provides the lowest risk infrastructure. The program was developed on the principle of creating a network of 'low stress' routes across Moreland. Projects are prioritised based on their ability to link to existing low stress infrastructure to create a network throughout the municipality. These links include the Upfield and Craigieburn Shared Paths, and the Coburg to Glenroy Cycling Link.

Works within the rail corridors (Upfield and Craigieburn Shared Paths) are yet to be approved by MTM. Council wrote to the then Minister of Public Transport, the Hon. Melissa Horne in December 2019 regarding this delay, however is yet to receive a response despite numerous follow up requests. Council officers will follow up with the newly appointed Minister for Public Transport, the Hon. Ben Carroll. In the meantime, the matter continues to be raised with senior executives at the Department of Transport. As the projects within the rail corridor are a high priority and they are still early within the program it is anticipated that this issue will be resolved shortly.

On-road shimmy routes (well-signed bicycle routes through quiet backstreets) also have a unique place in the network. They are cheaper to install and can be supported with broader traffic calming measures also being delivered as a part of MITS such as speed humps, road closures, and the reallocation of road space.

As a part of the review process for the Programs, Council officers regularly meet with the Moreland Bicycle Users Group (BUG), and Moreland's Transport Advisory Committee (MTAC) to discuss the program methodology and projects.

The aim of the Pedestrian Program is that more people in Moreland walk and use public transport and to address safety concerns on the network. The Pedestrian Program will continue to implement upgrades to the pedestrian network by installing crossing upgrades, refuge islands, pedestrian operated traffic signals, and threshold treatments.

Pedestrian projects come mainly from customer requests, Council officer inspections, and opportunities found through collaboration with internal departments and external organisations. Priorities for these works are based on locations that have high pedestrian usage, safety issues or where walking should be encouraged, such as on the Principal Pedestrian Network (PPN) which links activity centres, shopping strips, schools, and public transport. The program is supported by the Activity Centre and Shopping Strip Capital Programs which primarily deliver streetscape improvements for pedestrians in these spaces.

## **Officer Recommendation**

That Council:

1. Adopts the updated 10 Year Capital Works Program for Pedestrians at Attachment 1 to this report.
2. Adopts the updated 10 Year Capital Works Program for Cyclists at Attachment 2 to this report
3. Notes the projects for 2020/2021 will be delivered in accordance with the adopted budget.
4. Continues to seek clarification and support from the Hon. Ben Carroll, Minister for Public Transport, to resolve the issue of shared paths in rail corridors.

## **1. Policy Context**

The Council Plan 2017-21 states that a key priority of Council is to:

- Facilitate a demonstrable shift to more sustainable modes of transport that also targets a long-term reduction in car use.

The Moreland Integrated Transport Strategy (MITS) 2019 was adopted by Council in March 2019 and is one of the key documents which outlines Council goals to provide a more liveable, sustainable, safer and healthier community.

- MITS Action Item 4 states: Re-allocate road space and car parks (when doing planned capital works such as road reconstruction) for sustainable transport improvements and greening which creates a more pleasant environment for pedestrians and mitigates the urban heat island effect.
- MITS Action Item 10 states: Develop and maintain a ten-year capital works program of pedestrian and bicycle infrastructure, that includes communicating the success of programs

The Council Action Plan (CAP) 2018-19 had an item to develop a 10-year bicycle and pedestrian capital works program (CAP Item 78). This was achieved, and the action now is to provide an annual progress update on achievements, and a revised rolling 10-year capital program.

## **2. Background**

At the Council Meeting on 12 June 2019 (DCF37/19), the 10 Year Capital Works Program for Pedestrians and Bicycles (the Programs) were adopted. The Programs are designed to be flexible to realise opportunities with other organisations, or when new projects are identified.

The aim of the Pedestrian Program is that more people in Moreland walk and use public transport and to address safety concerns on the network. The program continues to implement upgrades to the pedestrian network by installing crossing upgrades, refuge islands, pedestrian operated traffic signals, and threshold treatments. The program is developed with a focus on making improvements on the Principle Pedestrian Network (PPN) which creates high quality links between areas of pedestrian demand including activity centres, shopping strips, schools, and public transport.

The aim of the Bicycle Program is to get more people cycling and to increase the safety of cycling. MITS 2019 states Council will continue to improve the safety and accessibility of cycling routes, including through the provision of infrastructure. Research supporting MITS confirmed that two out of three trips are less than five kilometres, however most people (60 per cent) choose to use their car. As five kilometres is a realistic distance to ride a bicycle, there is great potential to get more people to cycle in Moreland.

The Victorian Cycling Strategy 2018-28 states that 60 per cent of people are classified as 'interested but concerned' cyclists. These are people who consider cycling as an option in some instances but are often afraid to do so if required to ride close to vehicles and pedestrians, especially on higher-speed, higher volume roads or where conflicts are more likely. Investment in cycling infrastructure which makes it safer and lower-stress is likely to encourage this significant cohort of people to cycle or do so for more trips.

On this basis, the Bicycle Program was developed on the principle of creating a network of 'low stress' routes across Moreland. Projects are prioritised based on their ability to link to existing low stress infrastructure to create a network throughout the municipality. This includes creating safer spaces for cyclists by separating from other forms of traffic where possible and providing safer crossing points.

Most off-road cycling infrastructure in Moreland is currently provided through shared paths which are also used by pedestrians. Shared paths have their place in the network, but are best shared when volumes of pedestrian and cyclists are low. The Upfield Shared path for example, is approaching capacity, and feedback from pedestrians is that it is now not a pleasant place to use. The experience arising from the COVID-19 pandemic is that there appears to be higher recreational walking and cycling needs, and social distancing requirements also need to be considered. Council will therefore need to review how shared paths operate and potentially redesign "pinch" points.

On-road shimmy routes (well-signed bicycle routes through quiet backstreets) also play a key role in the network. They are cheaper to install and can be supported with broader traffic calming measures also being delivered as a part of MITS 2019 such as speed humps, road closures, and the reallocation of road space. Projects on Department of Transport (DoT) managed roads or on roads with tram routes have not been included in the program in order to focus Council funding on Council managed roads.

Council will continue to advocate to the State Government to deliver cycling infrastructure on DoT managed roads, and on State nominated Strategic Cycling Corridors (SCC) of which some are on local roads. As most tram routes in Moreland are still to have accessible tram stops installed, it would be premature to design cycling infrastructure on those roads, as this should be delivered by State Government integrated with new tram stops, where practicable.

### **3. Issues**

#### **2019/20 Review**

##### *Cyclist Program Progress*

The following \$1.412 million package of bicycle projects has been delivered during the 2019/20 financial year:

- 120 bike parking hoops installed (240 bike parking spaces);
- Glenlyon Road refuge island at John Street (for the East Brunswick Shimmy) [also benefits pedestrians];
- Hilton Street shared path from East Street to May Street in Hadfield (increasing access to the Upfield Shared Path);
- Rhodes Parade, Glenroy shared path (part of the Coburg to Glenroy Cycling Link) – likely completion mid-July [also benefits pedestrians];
- Glenroy Road/Widford Street. Glenroy traffic signals (part of the Coburg to Glenroy Cycling Link) [also benefits pedestrians];
- Moreland's contribution to the Moonee Ponds Creek bridge at Hopetoun Avenue, Brunswick West (construction to be completed later this year) [also benefits pedestrians]; and
- Multiple small-scale bicycle improvements such as linemarking and pram ramps.

##### *Pedestrian Program Progress*

The following \$530,000 package of pedestrian projects have been delivered (or planned/designed) during the 2019/20 financial year:

- Flashing Zebra crossing at the Bonwick Street, Fawkner shopping centre;

- Raised threshold treatments at Nicholson Street and Moore Street in Brunswick East (x2);
- New footpath works in Lorne Street, Fawkner;
- New shared path to CERES, Brunswick East linking to the new bridge - likely completion August [also benefits cyclists];
- Disability Discrimination Act (DDA) compliant pram works throughout the municipality;
- An audit of existing bus shelters to check DDA standards;
- New bus shelter – Moreland Road, Brunswick;
- Public lighting improvements in five parks;
- Weston St Zebra crossing at Barkly Square, Brunswick;
- Derby Street and Glenroy Road Refuge Island;
- Start of installation of pedestrian operated signals in Pentridge Boulevard, Coburg [also benefits cyclists].

Cycling projects that are identified as shared user paths or bridges also deliver pedestrian benefit.

Upgrades to streetlighting, including additional streetlights in locations identified as not meeting appropriate standards, are also carried out by Council's Transport Unit, a program that provides better navigable light for pedestrians. This program is funded separately to the pedestrian infrastructure budget.

### **COVID-19**

The COVID-19 emergency has resulted in more people walking and cycling for transport and recreation for longer periods throughout the day. The community has needed to comply with social distancing while undertaking their activities, which also impacts public transport use. Another report is being presented to Council at its July 2020 meeting identifying options to help address some of these issues.

Additionally, Council has not been consulting with the community during the declared State of Emergency for normal transport related issues. Because of this, a number of pedestrian and cycling projects have not progressed as planned such as the Fawkner cycling shimmy project, as well as minor delays in design and tendering processes for other projects.

Priority for some projects has changed due to community feedback during this period including bringing forward design works for Harding Street, Coburg bridge and lower Merri Creek, Brunswick East shared path improvements as resolved by Council DCF82/19.

### **Proposed 10 Year Capital Works Program for Cyclists**

#### *Prioritising Projects*

Shared paths in the rail corridor (such as the Upfield Shared Path) have been greatly successful in promoting walking and cycling. However, as noted by Council on 13 November 2019 (DCF82/19), Council has not received approval from Metro Trains Melbourne (MTM) (and consequently VicTrack) for new projects within the rail corridor. Council wrote to the then Minister of Public Transport, the Hon. Melissa Horne requesting a resolution to this matter, however there has been no correspondence received despite numerous follow up requests; which will now be followed up with the recently appointed Minister, the Hon. Ben Carroll.

Regardless, due to the importance of these projects, they are still included in the first few years in the Bicycle Program in anticipation of a resolution and in order to have shovel ready projects. If no resolution is found in the near future, these projects will need to be reshuffled in the program during the next annual review of the program.

In accordance with MITS, road reconstructions will aim to modify the road layout to promote sustainable modes of transport and improve road safety. De Carle Street, Coburg was highlighted as a section of road that is being reconstructed that could be redesigned to promote cycling as a route was proposed here to provide an alternative to Sydney Road on the eastern side. Design and approvals for this project are proposed for 2020/21 and will provide greater clarity on the funds necessary for construction the following year.

New projects are regularly considered for addition to the program. These projects come from sources that include resident requests, Council decisions, Council officer investigations, or new opportunities that present themselves. These include:

A refuge island on Albert Street, Brunswick for the Upfield Shared Path;

Newlands Road, Coburg North pedestrian and bicycle improvements; and

A new shared path leading to the new bridge at Hopetoun Avenue, Brunswick West which connects Moreland residents to the Moonee Ponds Creek path.

#### *Alternative Project Delivery due to MTM / VicTrack Stance*

There was a large setback in 2019/20 due to MTM not allowing the construction of Stage 2 of the Craigieburn Rail Corridor shared user path that they had approved the construction drawings for months earlier (see Attachment 3). As such, alternate projects needed to be fast-tracked to be delivered within the financial year. Council adopted an alternative program (DCF82/19) at the November 2019 Council meeting.

The Hilton Street, Hadfield and Rhodes Parade, Glenroy shared paths have been designed and have gone out to tender and will be largely completed by the end of June 2020.

Council has engaged with a local and knowledgeable sustainable transport enthusiast to review the best locations for Fawkner's cycling network. Council officers have reviewed the various route options, however consultation with the Fawkner community has been delayed due to COVID-19. Now consultation on routine transport matters has resumed (NOM27/20), the community will be engaged to provide ideas and feedback on the walking and cycling network to develop priority routes. There is a small amount of funds allocated initially for minor infrastructure but as these routes are known, new projects will be added to the capital works program.

The new path linking CERES to the new bridge between Brunswick East and Northcote has been designed however consultation with CERES being undertaken before it can be finalised. It is planned to complete these works in 2020/21.

Construction has started on a new bridge on the Moonee Ponds Creek at Hopetoun Avenue, Brunswick West and is expected to be completed this calendar year.

### **Proposed 10 Year Capital Works Program for Pedestrians**

#### *Prioritising Projects*

The aim of the Pedestrian Program is that more people in Moreland walk and use public transport and to address safety concerns on the network.

MITS 2019 states that Council will provide high quality pedestrian routes and places that are safe, comfortable and accessible for users of all abilities.

Footpaths are on almost all streets in Moreland and are renewed as a part of the asset management program. The Pedestrian Program has only identified a few short sections of footpaths that need to be constructed, with many likely to be delivered by developers.

The Pedestrian Program will continue to implement upgrades to the pedestrian network by installing crossing upgrades, refuge islands, pedestrian operated traffic signals, and threshold treatments. In addition, it is proposed to increase funding for roundabout removals/upgrades and signalised pedestrian crossings from 2021/2022, consistent with the March 2019 Council decision relating to roundabouts and community feedback relating to pedestrian crossings. This will be subject to future proposals to the budget process.

This program is in addition to work undertaken by other units within Council that also improves the pedestrian network, such as streetscape upgrades delivered by the Urban Design team, and street tree planting by the Open Space Branch, which provides shade to pedestrians.

Shared paths have their place in the network but can create conflict between cyclists and pedestrians particularly where pedestrian and cyclist volumes are higher. As a result, most cycling projects south of Bell Street will look at separating cyclists and pedestrians. This provides a benefit to pedestrians as well as to cyclists.

Bus shelters have drastically increased in cost to install. Previously a shelter cost approximately \$10,000 to fabricate and install on an existing footpath. However, to meet current DDA requirements, new shelters frequently require the footpath to be redesigned to have sufficient space and the appropriate levels. This requires a feature survey, design, and footpath improvement prior to the shelter being installed which may increase costs up to \$50,000 per shelter.

Pedestrian projects come mainly from customer requests (CRSs), officer inspections, and opportunities found through collaboration with internal departments and external organisations. Priorities of these works are based on locations that have high pedestrian usage, or where walking should be encouraged, such as the Principal Pedestrian Network (PPN) which link activity centres, shopping strips, schools, and public transport.

Council officers are planning to review the PPN and the Pedestrian Program methodology later in 2020 based on a recent Moreland Transport Advisory Committee meeting and greater focus on this area generally.

### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

The removal of some on street car parking does not limit or interfere with any Human Rights, in particular 'section 12 – right to freedom of movement'. Conversely, improving the safety and usability of walking and cycling improves movement for people who cannot afford, or unable to use a private car.

The earlier discussion regarding the increased complexity and cost of providing new bus shelters also highlights Council's adherence to the principles and standards of DDA requirements.

## **4. Consultation**

The cycling program is reviewed annually internally and includes involvement with the Moreland Bicycle Users Group (Moreland BUG) and the Moreland Transport Advisory Committee. A Council officer meets with Moreland BUG semi-regularly, attending some of their monthly meetings to discuss cycling projects, priorities, and new ideas that could be considered. Engaging with the Moreland BUG is an invaluable resource as it allows Council officers to receive feedback on a regular basis from the cycling community representing a range of rider ability types. MTAC meets four times per year to talk about a range of transport topics including pedestrian and cycling issues.

Council officers presented the 10 Year Bicycle Capital Works Plan to Moreland's Transport Advisory Committee (MTAC) in March 2020 outlining the projects, rankings,

and methodologies. The MTAC members did not provide any objections to the projects and methodology.

Council officers have attended multiple Moreland BUG meetings to discuss projects and ways to improve cycling for the community. A formal meeting with Moreland BUG to discuss the Cycling Program could not be arranged prior to completing this report and unfortunately, the Moreland BUG representatives did not attend the MTAC meeting where this Cycling Program was discussed. The Moreland BUG's budget submission listed three projects rated by survey respondents as the top 2 projects (Lygon Street and Dawson Street) and these are included in the proposed Cycling Program.

Internally consultation is undertaken with the Asset Management and Urban Design departments to take advantage of project overlaps. A large number of pedestrian improvements are undertaken by the Urban Design department during their shopping strip renewal works. Assessment Management's Capital Works program is regularly reviewed to attempt to take advantages of overlapping works such as the De Carle Street project.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

The Pedestrian Program utilises funding currently specified in Council's Strategic Resource Plan until 2020/21. From 2021/22 budget proposals will be made for additional funding for roundabout upgrades/removals and signalised crossings for pedestrians. Additional projects will be the subject of separate one-off budget proposals for consideration in future years in addition to the following amounts:

<b>Pedestrian Program Budget</b>		
<b>No</b>	<b>Year</b>	<b>Budget (excluding GST)</b>
1	2020/2021	\$756,000
2	2021/2022	\$466,400
3	2022/2023	\$634,928
4	2023/2024	\$484,427
5	2024/2025	\$656,499
6	2025/2026	\$503,165
7	2026/2027	\$678,860
8	2027/2028	\$522,644
9	2028/2029	\$702,041
10	2029/2030	\$542,893

The 2020/21 draft budget allocated \$1,553,000 for the cycling projects within the 10 Cycling Program. All the revised projects for the 2020/21 can be delivered with this budget.

The following years in the program are indicative of what funds would likely be available and required. The following annual reviews will consider the available funds that are allocated to new cycling infrastructure during the budget processes.

The below table shows the current funds allocated in the 2020/2021 draft budget, funding commitments from the previous decisions of Council, and with indicative funding in future years based on a best practice spend of at least \$5.00 per capita.

When Council adopted the 10 Year Program in 2019/2020 it was resolved to achieve a combined expenditure for the Bicycle and Pedestrian Program of \$10 per capita. This is now \$11.77 per capita.

<b>Bicycle Program Budget</b>		
<b>No</b>	<b>Year</b>	<b>Budget (excluding GST)</b>
1	2020/2021	\$1,553,000
2	2021/2022	\$1,620,000
3	2022/2023	\$1,040,257
4	2023/2024	\$1,077,267
5	2024/2025	\$1,111,764
6	2025/2026	\$1,146,545
7	2026/2027	\$1,179,815
8	2027/2028	\$1,213,722
9	2028/2029	\$1,248,053
10	2029/2030	\$1,273,020

It is expected that the capital works program can be delivered within the above funding envelope together with some external contributions for projects on State-managed roads, on State recognised Strategic Cycling Corridors, or those projects crossing municipal boundaries. Officer level discussion with State agencies and neighbouring municipalities has indicated in-principle support for joint contributions. Council officers will continue to engage with these organisations prior to commencing relevant projects to agree funding contributions.

The 2021/22 budget will require a separate budget proposal for an additional \$1.4 million to deliver the Craigieburn Shared Path from Devon Road to Gaffney Street which was substituted in 2019/2020 (DCF82/19) following approval difficulties with MTM. This will be subject to a budget bid or external funding opportunities.

## **7. Implementation**

Subject to Council's decision in relation to the 2020/21 budget, Council officers will develop the approved works as per the program.

The \$1.553 million package of cycling projects are planned to be completed in 2020/21:

- Railway Place Brunswick / Upfield Shared Path – part of \$250,000;
- Union Street refuge island – part of \$250,000;
- Fawkner walking and cycling study / shimmy route(s) - \$20,000 (for implementation in later years);
- O'Hea Street Bike Path Extension design (for construction in 2021/22) - \$30,000;
- Harding Street bridge design (for construction at a later date) - \$130,000;
- Clara Street / Merri Creek Trail flood mitigation design (for construction at a later date) - \$250,000;
- Edgars Creek bridge - \$480,000;
- Minor bicycle improvements - \$28,000;
- Bicycle Parking - \$80,000
- Dawson Street protected bike lanes design (\$40,000)
- Hilton Street shared path construction (\$130,000)

- KW Joyce Reserve shared path construction (\$100,000).

The State Government has recently announced that the Cumberland Road, Pascoe Vale protected bicycle lanes project has been changed to Derby Street. Further justification for the relocation to a Council asset has been sought. At this stage as Council still has ambitions for cycling on Cumberland Road, the O’Hea Street Bike Path Extension is proposed to continue as planned from Sussex Street to Irvine Street.

Importantly some projects that are being designed could be fast tracked if additional funds become available, however as design work has not begun, there are too many unknowns to guarantee that works could also be completed by June 2021.

The base funding for the 10 Year Capital Works Program for Pedestrians has not been modified. Some additional pedestrian projects are being funded through the Traffic Management budget. The total pedestrian package of \$756,000 includes projects which are planned to be completed next (2020/2021) financial year are:

- Urquhart Street and Pentridge Blvd Signals Construction (from base Traffic Management budget) - \$296,000;
- Austin Crescent Guard Rail Installation (from base Traffic Management budget) - \$40,000;
- Speed Humps (from base Traffic Management budget - \$100,000) at:
  - Jukes Road, Fawkner;
  - Anderson Road, Fawkner;
  - Clovelly Avenue, Glenroy;
  - Mitchell Street, Brunswick;
  - Willet Avenue, Oak Park.
- Land acquisition and design for a footpath on Stewart Street, Brunswick East (for construction in 2021/22 as per Brunswick Activity Centre streetscape improvement program) - \$165,000
- Design of a raised threshold design on Reynard Street at Turnbull Drive, Pascoe Vale South (for construction at a later date) - \$15,000;
- Design of a raised intersection at Snell Grove and Watt Avenue, Oak Park (for construction at a later date) - \$15,000;
- Design of a Reynard Street Pedestrian Signals at Pascoe Vale South Primary School Redesign (for construction at a later date) - \$15,000;
- Kerb extension and bus shelter at 565 Albion Street, Brunswick West - \$25,000;
- Refuge island on South Street, Hadfield (near Cumberland Road) - \$28,000;
- Footpath improvement at Jukes Road, Fawkner - \$5,000;
- New footpath on Sahara Way, Fawkner - \$20,000;
- Kent Road pram ramp and refuge island design (for construction at a later date) - \$22,000;
- Design of a Zebra crossing design at South Street, Hadfield (for construction at a later date) - \$15,000;
- Pram ramp improvements at Duggan Street and Murray Street, Brunswick West - \$15,000;
- Gaffney Village Raised Threshold - \$80,000.

Council officers are in the process of reviewing the Pedestrian Program methodology and will consult with the MTAC at a meeting later in 2020.

## Attachment/s

- |   |                   |                                                        |            |
|---|-------------------|--------------------------------------------------------|------------|
| 1 | <a href="#">↓</a> | 10 Year Capital Work Program for Pedestrian 2020-2030  | D20/258144 |
| 2 | <a href="#">↓</a> | 10 Year Capital Works Program for Cyclists - 2020-30   | D20/258069 |
| 3 | <a href="#">↓</a> | Map - Coburg to Glenroy Link - Craigieburn Shared Path | D20/258087 |

## **DCD11/20 COMMUNITY GRANTS PROGRAM 2020-2021 RECOMMENDATIONS (D20/206760)**

### **Director Community Development**

### **Community Wellbeing**

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#### **Executive Summary**

The Community Grants Program offers a range of annual community grants for not-for-profit community groups to apply for funding towards initiatives that benefit the Moreland community.

This report makes recommendations for funding in relation to three categories;

- Project Grants (up to \$5,000 per application);
- Operational Grants (up to \$10,000 per annum for 3 years);
- Capital Works Partnership Grants (up to \$40,000 per application, with a minimum 25 per cent contribution from the applicant towards the project);

For the 2020/2021 program, 21 applications, to the value of \$97,435 were received under the Project Grant category. This represented many strong applications and a good breadth of proposals from across the municipality. All 21 projects to the value of \$97,435 are recommended for funding.

Ten applications requesting \$87,000 were received for the Operational Grant category. Eight organisations have been recommended for funding to the total value of \$73,000 per annum for three years.

Twelve applications requesting \$417,991.72 were received for the Capital Works Partnership funding program. Eight projects are recommended to the value of \$341,541.

Following Council's decision, all successful and unsuccessful applicants will be advised of the outcome of their applications and the necessary funding requirements will be put in place. Unsuccessful applicants will be given feedback on their applications with information on how these can be strengthened or redirected to other funding sources.

## Officer Recommendation

That Council:

1. Allocates 2020-2021 Project Grant category funding, to the total value of \$97,435, to:
  - a) Artists - Surmalinah Raden Winoto and Fury (auspiced) \$3,952
  - b) Association of Greek Elderly Citizen Clubs of Melbourne & Vic - \$5,000
  - c) Australian Skateboarding Federation - \$5,000
  - d) Earth Crusaders - \$4,980
  - e) East Coburg Community Care (auspiced) \$5,000
  - f) Fair Share Fare (auspiced) \$5,000
  - g) Fawkner Nepalese Community (FANCO) \$5,000
  - h) Fertile Fields (Curatorial Collective) (auspiced) \$5,000
  - i) Julie Montan (auspiced) - \$5,000
  - j) Kevin Heinze Grow (Peppertree Place) \$5,000
  - k) Life Saving Victoria - \$2,273
  - l) Magic Movement Martial Arts & Melbourne School of Tarantella (auspiced) \$4,994
  - m) Merri Health: Victims Assistance Program - \$3,630
  - n) Merri Outreach & Support Service Ltd - \$5,000
  - o) Migrant Resource Centre North West Region Inc. - \$5,000
  - p) Moreland Vision Impaired Table Tennis Club (auspiced) - \$2,606
  - q) Neighbours United for Climate Action - \$5,000
  - r) Outer Urban Projects Limited - \$5,000
  - s) Parkrun Australia - \$5,000
  - t) Pascoe Vale Food Collective (auspiced) - \$5,000
  - u) Warr Park Food Forest (auspiced) - \$5,000
2. Allocates 2020-2023 Operational Grant category funding, to the total value of \$73,000 per annum for 3 years, to:
  - a) Brunswick Magic Basketball Club Inc \$10,000 p.a.
  - b) Fawkner Food Bowls Inc. \$10,000 p.a.
  - c) Fawkner Netball Club Incorporated \$10,000 p.a.
  - d) Fawkner Wholefoods Collective \$10,000 p.a.
  - e) Maker Community Inc \$10,000 p.a.
  - f) Melbourne Homeless Collective \$10,000 p.a.
  - g) Society Melbourne Ltd - home.one \$10,000 p.a.
  - h) Urban Planters Moreland Inc \$3,000 p.a.
3. Allocates Capital Works Partnership Grant category funding, to the total value of \$341,541, to:
  - a) 4th Brunswick Scout Group \$15,000
  - b) Anglican Parish of Christ Church Brunswick \$40,000

- c) Brunswick Neighbourhood House \$32,915
- d) Coburg Sports Association \$40,000
- e) Coburg Table Tennis Club \$23,625
- f) East Coburg Tennis Club \$40,000
- g) Guide Dogs Victoria \$38,005
- h) Jesuit Social Services - Ecological Justice Hub \$31,996
- i) Newlands and East Coburg Neighbourhood House (NECCHI) \$40,000
- j) Greek Orthodox Archdiocese of Australia - Parish of Coburg and Pascoe Vale (auspice for Our Daily Bread) \$40,000

## **1. Policy Context**

This report is consistent with the Moreland Community Grants Policy and the Council Plan 2017-2021.

The Community Grants Policy outlines clear funding criteria and provides suitable direction for officers to promote and evaluate applications to fund locally based not-for-profit organisations. The assessment criteria ensure that there is equity, transparency and accountability.

The Community Grants program is consistent with the Council Plan 2017-2021 and aligns with the strategic objective for Council to:

- Achieve high levels of social cohesion for our multicultural, established and newly arrived community, by fostering opportunities for shared learning and celebration.

## **2. Background**

The proposed 2020/2021 budget includes the following allocations for the Community Grants Program:

- \$530,624 for the Moreland Community Grants Program; and
- \$341,541 for the Capital Works Partnership Grants Program.

The Community Grants Program incorporates a range of funding categories including:

- Project Grants;
- Capital Works Partnership Grants;
- Operational Grants;
- Membership Activity Grants;
- Quick Response Grants;
- Female Participation Grants;
- Youth Initiative Grants;
- Individual Development Grant;
- Neighbourhood House Supplement Program;
- Participation Support (Active Moreland); and
- Organisational Support.

This report relates to the Project Grants, Operational Grants and Capital Works Partnership Grants only. The other funding categories included in the Community Grants Program are open all year round or separate allocated timeframes are not being considered as part of this report.

### **Assessment**

Following an assessment against funding eligibility, an internal multi-disciplinary assessment panel of Council officers was formed to consider and assess applications against the funding criteria. Council officers from various business units were consulted where specialist advice was required.

Submissions were assessed against the following criteria:

### **Community outcomes**

- Increases access and participation opportunities for Moreland residents;

- Helps build skills in the Moreland community;
- Collaborates with other Moreland community organisations;
- Encourages diversity of activities and opportunities available to the Moreland community;
- Addresses a genuine and demonstrated community need and supports Moreland's disadvantaged communities.

#### **Demonstrated capacity to deliver**

- States clear aims and objectives for the project;
- Shows evidence of planning, for example - resources, safety and risk, design etc;
- Demonstrates innovative or new initiatives resulting in increased participation/programming outcomes, in line with the Council Plan and strategies;
- Demonstrates capacity to deliver on the project and meet conditions of funding;
- Seeks, where possible, other sources of financial/in-kind contribution.

#### **Grant compliance**

Not all applications provided the required information with the initial application. To enable a fair and comprehensive assessment to occur, applicants whose submissions did not initially comply with policy requirements were given the opportunity to submit the additional information and documentation.

Other issues considered during the assessment period included:

#### **Project Grants**

All applications met the funding criteria and provided reported outcomes that will demonstrate wider community benefit or strong benefits to the Moreland community. One application was re-categorised to the Operational Grant category.

A few applicants were requested to submit evidence of quotes for key expenditure items to demonstrate a competitive budget.

#### **Operational Grants**

Council officers recommend one group works closely with Council officers in planning and building collaborative partnerships to improve the likelihood of future funding round opportunities. One application was re-categorised to another category as the proposal strongly aligned with the Project Grant criteria.

#### **Capital Works Partnership Grants**

Several applicants that progressed to stage two of the Capital Works Partnership Grants process were advised to directly address specific issues, provide documentation or consult with a Council officer. This advice was to assist the group to comply with the category objectives and to align their application to specifically address the assessment criteria.

### **3. Issues**

#### **Project Grants**

Project Grants are designed to support community organisations with funding for one-off project implementation and development that benefits and engages the Moreland community through community led initiatives, funding up to \$5,000 per project. The annual grant round was open for eight weeks.

Twenty-one applications were received under this category, to the value of \$97,435 all projects are recommended for funding.

Detailed listings of recommendations for Project Grants for 2020/21 are detailed in **Attachment 1**.

### **Operational Grants**

Operational grants are designed to support the development of newly incorporated community organisations. They must address clearly identified needs and embrace the principles of social justice, healthy living, environmental sustainability and community inclusion. Grant recipients must actively work with Council toward service delivery for the benefit of the community. Funding will be provided to newly formed organisations for three years only; at the end of the funding term, it is expected that the new organisation will be self-maintained and suitably self-sufficient.

Ten applications were received under this category to the value of \$87,000 organisations to the value of \$73,000 have been recommended for funding per annum for years 2020/21, 2021/22 and 2022/23.

A summary of the applications and those recommended for funding are shown in **Attachment 2**.

### **Capital Works Partnership Grants**

Capital Works Partnership Grants are designed to support community organisations with funding for projects that improve facilities to assist with development of; meeting spaces, disability access, change facilities for junior or female use, sports surfaces, universal design principles and improved environmental sustainability initiatives.

Projects must promote greater community access, increased participation and encourage interaction of all age groups by providing multi-use facilities for the broader community benefit.

The application process is managed in two stages. Stage one expressions of interest (EOI) were open for a period of four weeks. Eligible applications that strongly aligned with Council priorities and met the selection criteria were invited to progress to full application. Groups then had eight weeks to prepare their full applications.

Nineteen EOIs seeking \$688,844 funding were received. Of the 19 submissions, 13 applications, seeking \$452,463 were invited to submit a full application. One organisation did not submit their stage two application. Twelve full applications were submitted and considered, with a total funding request of \$417,991. From this stage, 10 projects to the value of \$341,541 are recommended for funding.

Detailed listings of recommendations for Capital Works Partnership Grants for 2020/21 are shown in **Attachment 3**.

### **Diversity of applicants**

Culturally diverse groups are well represented in the applications recommended for funding. Recreational and sporting groups are well represented and recommended for funding in the Capital Works Partnership Grants category. This demonstrates that Council supports a diverse range of local groups via the various grant categories.

The applications recommended for funding in this Grants round, reflect a good geographical spread across the north and south of the municipality.

### **Human Rights Consideration**

The implications of this report have been considered in accordance with the requirements of the Charter of Human Rights and Responsibilities. Sections that specifically relate to this report include: Section 12: The right to freedom of movement; Section 14: The right to freedom of thought, conscience, religion and belief; Section 15: The right to freedom of expression; Section 18: The right to take part in public life; Section 19: Cultural rights, including Aboriginal cultural rights

## **4. Consultation**

A series of community information sessions were held across the municipality during the application process to inform the community about the grants process and to assist community groups to make an application to the program. All prospective applicants were encouraged to contact relevant Council officers to discuss their application prior to submission, enabling greater alignment with Council's strategic objectives and improving the likelihood of success. The sessions were well attended with representatives from a variety of community groups.

The Community Grants Program was well advertised within the community. An e-newsletter was sent to community networks, various articles and promotional material appeared in the *Moreland Leader* newspaper, and the Community grants flyer was distributed throughout the community. The program was distributed through social media via Active Moreland Facebook and Twitter accounts, the Council and Oxygen Facebook pages, as well as Council's and Active Moreland's websites. The program was also advertised through Recreation Service's MoreSport e-newsletter and the Community Grant e-newsletter. Council officers also forwarded via email to networks and community groups who may not have been linked in to the grants system in the past.

An internal panel ensured all applications were considered and assessed by Council officers with relevant knowledge and expertise. The internal panel comprised of Council officers from:

- Arts and Culture;
- Building Maintenance;
- Community Development and Social Policy;
- Capital Works Delivery;
- Early Years and Youth;
- Environmentally Sustainable Development;
- Open Space Maintenance;
- Open Space Design and Development; and
- Recreation

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

This report relates to the Project Grants, Operational and Capital Works Partnership Grants only. The other funding categories included in the Community Grants Program operate within different timeframes and are not considered as part of this report.

Council has allocated \$530,624 to the Moreland Community Grants Program and \$341,541 to the Capital Works Partnership Grants Program in the proposed budget for 2020/21.

## **7. Implementation**

Subject to Council's decision, all applicants will be advised in writing of the outcomes.

All successful applicants will be provided with a binding funding agreement, which confirms the basis and arrangements for funding. This agreement will include several reporting and monitoring requirements.

## **Attachment/s**

<b>1</b> <a href="#">↓</a>	Project Grants 2020-2021 - Recommendations - Attachment 1	D20/181743
<b>2</b> <a href="#">↓</a>	Operational Grants 2020-2023 – Recommendations - Attachment 2	D20/186779
<b>3</b> <a href="#">↓</a>	Capital Works Partnership Grants 2020-2021 - Recommendations - Attachment 3	D20/182246

# **DCF29/20 DESIGNING AND PROVIDING PUBLIC SPACES WHICH SUPPORT HOMELESS PEOPLE - RESPONSE TO NOTICE OF MOTION NOM49/19 (D20/108341)**

## **Director City Futures**

### **City Strategy and Design**

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#### **Executive Summary**

At its September 2019 meeting, Council resolved (NOM49/19) that Council:

1. Recognises all people, including homeless people, have a right to use public spaces and facilities, including bench seating where it is possible for people to stretch out.
2. Acknowledges the deplorable state of homelessness in Moreland (771 on Census night) and Australia (116,427 on Census night).
3. Recognises public space and infrastructure can cause discrimination against homeless people, such as spikes installed on the ground in doorways and arm rests installed along bench seats.
4. Removes 3 of the 5 the arm rests installed on the bench seats outside the Coburg Library as soon as possible.
5. Receives a report which reviews Council's technical specifications for urban design improvements and catalogue of standard street furniture to gain an understanding of council's obligations and to ensure our public spaces are welcoming and inclusive of all users, and that no community members are excluded from accessing our public spaces due to any element of the design or infrastructure.
6. Opens the Exeloo public toilet in Victoria Mall 24 hours a day for a trial lasting six month.

This report details the actions undertaken to address Item 5 of Council's decision. A review of the Moreland Technotes, and in particular, Part B relating to standard street furniture, has been undertaken. This review included consultation with all relevant Council departments as well as external suppliers involved in the design, delivery and future maintenance of Council's standard street furniture. The review has explored opportunities for improving the design of standard street furniture to contribute to a welcoming and inclusive place for all users.

#### **Officer Recommendation**

That Council notes the work that has been undertaken to update the Moreland Technotes to provide for welcoming and inclusive street furniture as outlined in this report.

## **1. Policy Context**

The Moreland Technotes (the Technotes) document was endorsed by Council's Executive team on 2 June 2015 and has been reviewed on three occasions since.

The Technotes are in place to ensure that the suite of standard street furniture complies with the relevant industry standards and the following Australians Standards:

- AS1428 Design for access and mobility;
- AS4100 Steel structures;
- AS1158.6 Lighting for roads and public spaces;
- AS2890.3 Bicycle parking and facilities.

Part of the purpose of regular reviews of the Technotes is to ensure that the above Australian Standards continue to be met.

## **2. Background**

The Technotes form an integrated document that facilitates construction of public realm projects across the Municipality. They are the primary reference for the selection, construction and maintenance of engineering, street and landscape details.

The Technotes provide a set of specifications comprising of the design statement, applicable location, Council's standard and technical drawing, cross reference document, material detail, supplier, and maintenance regime. The Technotes include specifications for street and park furniture such as standard seats, standard benches, bike racks, bins, bollards, fences and other items.

The review and update of the Technotes is performed by a working group of officers from relevant areas of Council and implemented by means of an annual review forum chaired by the Manager Capital Works Planning and Delivery. Any updates are approved by the Director City Infrastructure. The last review of the Technotes was completed and approved in July 2019.

### **Purpose of the Moreland Technotes**

Prior to the preparation of the Technotes, the process for selection and installation of standard street furniture in Moreland relied on various streetscape and parks strategy documents prepared separately by individual Council departments, without a centralised technical documentation and implementation process. In 2015, the Urban Design Unit led the process to collate all of the existing documents and combine the technical specifications from various departments into an integrated technical document. This document was prepared in consultation with relevant Branches across Council as well as external suppliers, resulting in the Moreland Technotes. The document was endorsed by the Executive team in June 2015. Since that time, the Technotes have been made available publicly by means of a dedicated webpage on Council's website.

### **Application of the Moreland Technotes**

The Technotes are now used by all Council areas involved in the delivery of capital works projects and public realm upgrades, as well as maintenance of existing Council assets. The Technotes have proven extremely helpful in assisting:

- Council officers with technical specifications for the design of public realm projects;
- Consultants in preparation of tender documentation;
- Contractors in construction of Council's public realm projects;

- Council's maintenance officers in repair or replacement of damaged public realm assets;
- Council officers in reviewing plans for works in the public realm that are required as a condition of a planning permit

Some public realm projects may still require additional assessments performed by consultants, such as Access Audit Report, Road Safety Assessment, and other specialised advice which generally lie outside Council's area of expertise.

Bespoke street furniture generally proposed for high profile areas or areas of special significance are not covered by Technotes and lie outside the scope of the Technotes review. Examples of bespoke furniture include custom designed seating and timber decking. The 'Introduction' section of Technotes allows for provision of bespoke products with the approval of the Director City Infrastructure.

### **Moreland Technotes Review Process**

The update of the Technotes is undertaken by the Engineering Services Unit, Open Space Design and Development Unit, and Urban Design Unit in consultation with a Reference Group comprising of the Street Cleansing Unit, Roads Unit, Transport Unit, Open Space Maintenance Unit, and Environmentally Sustainable Design Unit.

The Manager Capital Works Planning and Delivery reviews any changes prior to approval by the Director City Infrastructure.

## **3. Issues**

### **Structure of the Moreland Technotes**

The Moreland Technotes are divided in four main parts:

- Introduction
- Part A – Civil works
- Part B – Street and Park Furniture
- Part C – Landscaping

The section relevant to this report is Part B - Street and Park Furniture, and includes seats and benches, outdoor café table and stools, picnic tables, bike hoops and racks, bins, bollards, fences and railing, lighting fixtures and poles, drinking fountain, pavement markers, and bus shelters.

### **2020 Review of the Moreland Technotes**

The Technotes working group has completed their annual review of the Technotes for 2020, including the Part B Street and Park Furniture section. The review included an assessment of whether the design of the street and park furniture would exclude any section of the community from accessing them.

The Community Wellbeing Branch was consulted in conducting this assessment and raised no concerns with any of the technical specifications for street furniture, while being supportive of a statement being included in the Introduction section of the document about the need to consider access for all in the design of public spaces.

The purpose of the Technotes as set out in the Introduction will be updated to include the following paragraph:

*The design and construction of the public spaces (new and retrofit) will need to ensure our public spaces are welcoming and inclusive of all users, and that no community members are excluded from accessing our public spaces due to any element of the design or infrastructure.*

Every Technotes sheet has been reviewed to see if there are any technicalities which can exclude any community members.

For this year, the review of the street and park furniture update included the following aspects:

- Accessibility compliance in accordance with Australian Standard 1428 Design for access and mobility, including compliance of the street furniture to meet common zone requirements in relation to reaching distances (seat and drinking fountain) and buttons comfort (drinking fountain);
- Watermark certification compliance certificate for plumbing product such as urban drinking fountain;
- Improving ease of use of the bike hoop by adding a cross-bar;
- Improving park furniture information clarity and technical drawing;
- A new technote for Solar Smart Compaction Bins which had been rolled out by Street Cleansing Unit in 2019.

In relation to seating, Part B of the Technotes includes 8 types of seats. All of these seats are considered to comply with the relevant Australian Standards for design for access and mobility and the technical specifications haven't been changed as part of this review. It is noted that the installation of handrails and backrests to the bench seats outside Coburg Library were a bespoke modification and the Technotes were not applicable.

### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

In particular, the review of the Technotes addresses Section 12 of the Human Rights:

- Your right to freedom of movement (section 12): People can stay in or leave Victoria whenever they want to as long as they are here lawfully. They can move around freely within Victoria and choose where they live.

## **4. Consultation**

The Technotes working group meeting was held on 30 January 2020 to commence the annual review process for 2020.

The working group includes officers from various areas of Council responsible for installing, inspecting, maintaining of Council assets, using the Technotes document. Council's Community Wellbeing Branch were also consulted.

Consultation with the community and review by external consultants (such as access and traffic consults) occurs when a new capital works project is proposed. This provides the community with an opportunity to input into both the development of a concept and the proposed detailed design.

### **Communications**

The Technotes are available on Council's website.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

The regular review of Technotes is undertaken with existing Council budget and resources. None of the changes to the Technotes as part of this review have a significant financial impact.

## **7. Implementation**

The updates to the Moreland Technotes as outlined in this report are being finalised, with in principle support from the Director City Infrastructure. Following Council's decision, formal approval from the Director City Infrastructure will be sought and the updated Technotes will be made available on Council's website.

### **Attachment/s**

There are no attachments for this report.

# **EMF25/20 SUPPORT FOR PEOPLE WHO ARE EXPERIENCING HOMELESSNESS - RESPONSE TO NOTICE OF MOTION NOM17/20 (D20/215240)**

## **Executive Manager Finance**

### **Property**

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#### **Executive Summary**

Council, at its meeting on 11 March 2020 (NOM17/20), resolved to investigate whether any existing Council or community property in Moreland may be suitable for the proposed new State-run homelessness accommodation and support services and receive a report by July 2020 outlining the results of the investigation of any Council or community property that may be suitable for State-run emergency accommodation services.

Council officers have been briefed by officers from the City of Melbourne on a proposal to repurpose buildings for the provision of accommodation and services for people who are homeless or at risk of homelessness.

"This is a coordinated approach across municipalities and across sectors to provide a safe place to sleep and support services for those people who are truly vulnerable" (quote attributed to Melbourne Lord Mayor Sally Capp).

An investigation has been undertaken to assess if any suitable facilities, Council or Community are available to accommodate a proposed partnership for homelessness accommodation and support services. The assessment identified:

#### **Vacant Council Buildings**

Council does not have any vacant buildings available for use/lease.

#### **Community Property**

Internal consultation (with Economic Development) was undertaken to identify any suitable Community Properties (Commercial, Factories, Offices). No sites were identified suitable.

#### **Leased Facilities – Assignment/Sublease Clause**

A sub tenancy agreement would not be suitable as it would not provide exclusive security of tenure over the site required for a proposed homelessness accommodation and support service. Exclusive rights over the tenancy agreement remain with the head tenant. Use of the site would be restricted under a secondary tenancy agreement.

#### **Leased Facilities – Hiring Clause**

A Hiring Agreement: would not be suitable as site use would be on a casual basis and would not offer a security of tenure.

#### **Council Community Halls**

Council has Community Hall venues that can be booked for use under a hiring agreement. A Hiring Agreement: would not be suitable as site use would be on a casual basis and would not offer a security of tenure.

That Council:

1. Notes this report responding to Notice of Motion 17/20 seeking an investigation into whether any existing Council or community property in Moreland may be suitable for the proposed new State-run homelessness accommodation.
2. Encourages and supports charities, community organisations (including homelessness service providers and community housing organisations) and the Department of Health and Human Services to provide much needed emergency, transitional and permanent housing in Moreland.

## **1. Policy Context**

The Council Plan 2017–2021 articulates Council's provision of a large range of services for our community. These externally facing service areas are supported by a range of Council teams that include the management of the community's Council owned property and assets.

The Council Plan 2017-2021 recognises Council's services must respond to the City's changing form while maintaining and enhancing our transport and open space networks, community facilities and services, and our wellbeing and connectedness of our people.

The Municipal Health and Wellbeing Plan 2017-21 states that Council will work with our partners, the State Government and the community to monitor and respond to homelessness in the municipality.

The Moreland Affordable Housing Action Plan 2019/20 has included a range of specific actions to advocate for effective policy and increased investment (Focus Area 3) and to build community capacity to support people in housing crisis (Focus Area 4).

## **2. Background**

Council officers have been briefed by officers from the City of Melbourne on a project to repurpose buildings for the provision of accommodation and services for people who are homeless or at risk of homelessness. A package of funding is being sought from state and Commonwealth stimulus commitments along with support from philanthropic and Not-for-Profit partners.

Recognising both the complexity but also the value of its initiative, the City of Melbourne is working with neighbouring councils to be open to innovation in funding and service delivery to provide for people who are homeless or at risk of homelessness. Council officers have also been briefed by two of the project partners - the Lord Mayors Charitable Foundation and Housing All Australians.

Council, at its meeting on 11 March 2020 (NOM17/20) resolved:

That Council:

1. Investigates whether any existing Council or community property in Moreland may be suitable for the proposed new State-run homelessness accommodation and support services.
2. Receives a report by July 2020 outlining the results of the investigation of any Council or community property that may be suitable for State-run emergency accommodation services.

## **3. Issues**

An investigation has been undertaken to assess if any suitable facilities, Council or Community, are available to accommodate a proposed partnership for homelessness accommodation and support services.

The City of Melbourne initiative proposal is to provide a vacant building for lease, this would provide for an exclusive use for the proposed project.

### **Council Facilities**

#### *Vacant Council Buildings*

Council does not have any vacant buildings.

#### *Leased Facilities*

A "lease" provides a tenant with exclusive use of a facility/site.

The “Permitted Use” sets out how the tenant can use the property. Council’s leased facilities are of exclusive use to those tenants that occupy the site, the lease being in alignment with the Permitted Use (that is, Kindergarten, Sporting Clubs, Scouts, Girl Guides).

#### Multiple Use of Properties:

In accordance with the terms of the Lease, the Tenant is not permitted to sublet or part with possession of the Property without the Council’s prior consent. However, Council is committed to ensuring full use of all its properties and encourages multiple use of those properties by various groups.

The use of the property must, in Council’s reasonable opinion, not be seen to be detrimental to the Permitted Use by the Tenant.

#### Hiring Agreement -

- The use of the Property is to be on an occasional or short-term basis only. A Hiring Agreement: would not be suitable as site use would be on a casual basis and would not offer a security of tenure.

#### Sublease –

- It provides a sub tenant with some security over a tenure. A sub tenancy agreement cannot extend beyond the head lessee’s date of expiration.

Exclusive rights over the tenancy agreement remain with the head tenant. Use of the site would be restricted under a secondary tenancy agreement.

A sub tenancy agreement would not be suitable as it would not provide exclusive security of tenure over the site that would be required.

#### *Council Community Halls*

Council has Community Hall venues that can be booked for use under a hiring agreement.

A Hiring Agreement: would not be suitable as site use would be on a casual basis and would not offer a security of tenure. These are booked on a casual basis and do not offer exclusive ongoing use.

#### **Community Property:**

Consultation was undertaken with Council’s Economic Development officers to ascertain if they were aware of any suitable Community Properties (Commercial sites, Offices). No sites were identified.

#### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

## **4. Consultation**

Internal Consultation was undertaken to with the various areas of Council responsible for Council buildings, including:

Economic Development, Community Wellbeing and Social and Affordable Housing.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

The preparation of this report required officers to be allocated time to investigate and summarise the information provided.

## **7. Implementation**

No further action is required.

## **Attachment/s**

There are no attachments for this report.

# DCI11/20 IDENTIFYING PLACES AND SPACES FOR GREENING AND SOCIAL CONNECTION IN JEWELL PRECINCT - RESPONSE TO NOTICE OF MOTION 2/20 (D20/215496)

## Director City Infrastructure

### Open Space and Street Cleansing

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#### Executive Summary

At its meeting held on 12 February 2020, Council resolved (NOM2/20) Identifying places and spaces for greening and social connection in Jewell Precinct:

*That Council receives a report considering options for greening and cooling the Jewell Precinct that includes, but is not limited to:*

1. *An occupancy count of the Black Street car park and projects any future demand given the pending changes to the area.*
2. *In providing options for the conversion of the council-owned car park on the corner of Barkly and Black Street to open space, considering:*
  - a. *Converting the whole of the car park into open space, and*
  - b. *Installing transportable garden bed infrastructure for edible canopy and indigenous tree species, as well as seating in a section of car park*
3. *Greening options for the western end of Barkly Street.*
4. *Transferring the car park spaces from the council-owned car park to becoming on-street car parking on Barkly and/or Wilson Avenue after an assessment of impact on disability access.*
5. *The timing and cost of these works and the impact on the current adopted strategies.*
6. *Opportunities for engaging community members interested in helping maintain trees and streetscapes in the area.*

This report was originally presented to the 13 May 2020 Council meeting, with Council resolving to defer the report. This report has been updated following the debate at the May 2020 Council meeting and discussion as part of the 2020/2021 draft Budget process in which there was a community submission to convert the car park to open space.

The Black Street Car park was originally purchased via a Special Charge Scheme where the surrounding businesses paid for the purchase and development of the car park. This means that a formal process is required to change the use of the land permanently, from anything other than its original purpose - in this case for the provision of parking. In considering whether the use of the land can be changed, the utilisation of the car park needs to be considered, and engagement with the surrounding land owners and occupiers and beneficiaries of the Special Charge Scheme needs to be undertaken.

In assessing the utilisation, an occupancy count was completed on the Black Street Car park and surrounding streets. This determined that car park occupancy averaged 53 per cent at peak times (peaking at 90 per cent). Car parking was close to capacity in Barkly Street (between Sydney Road and the railway line) averaging 72 per cent occupancy (peaking at 95 per cent). Therefore, any proposal to convert the car park to open space would likely require the relocation of the car parking. A formal process for considering the conversion of the car park would be required to be undertaken to determine the community's agreement before commencing any part of these works as any proposed works in Barkly Street should be considered as one package (car park, streetscape and additional open space) to ensure the best outcome.

The Park Close to Home Strategy does not identify this area as a gap area for the creation of additional open space within the municipality. However, other works are either under way or planned which will achieve greening in certain parts of the Jewell Precinct and surrounding areas and are also highlighted in this report. These include the Wilson Avenue Park development, Jewell Precinct Development, tree planting and planning for a community garden. These activities have been worked through in various ways with the community however, engagement could be strengthened through an 'Adopt a Tree' type program, allowing the community to 'adopt' either specific trees or garden areas to maintain. This type of program forms part of the draft Moreland Nature Plan which recently underwent community consultation.

## **Officer Recommendation**

That Council:

1. Acknowledges the work completed, and planned work, to improve greening opportunities within the Jewell Precinct outlined in this report.
2. Commences investigation to confirm a formal process of assessing and consulting with surrounding landowners and occupiers and beneficiaries of the Special Charge Scheme on the proposal to convert the car park to open space.
3. Receives a report on the outcome of the process.

## **1. Policy Context**

### **Urban Forest Strategy 2017-2027**

The Urban Forest Strategy sets a vision to:

To promote and encourage the transformation of Moreland into a municipality where healthy trees and vegetation are a core part of the urban environment.

Council will achieve this vision for greening Moreland through the following objectives:

- Protect and enhance the urban forest in both the public and private realm;
- Value the urban forest as a core element of our urban space;
- Create a diverse urban forest of trees and other vegetation that will enhance urban ecology;
- Maintain the health of the urban forest;
- Manage and mitigate urban forest risks;
- Monitor and review progress to measure success and best practice;
- Strengthen community custodianship and engagement of the urban forest.

### **Park Close to Home: A Framework to Fill Open Space Gaps**

The Park Close to Home Framework aims to provide strategic direction on funding the provision and development of land through the Public Resort and Recreation Fund (PRRLF), to provide open space within 500 metre walking distance from all households and 300 metre from all activity centres.

### **Food Systems Strategy 2017-2020**

The Food Systems Strategy aims to provide a sustainable, just and vibrant food system that contributes to a more resilient community and a healthier environment; ensures that nutritious food is socially and economically accessible to everyone; and protects and nurtures healthy food culture whilst celebrating diversity.

### **Council Plan 2017-2021**

Increasing greening, opportunities to access open space and increasing passive surveillance of areas generally gives the perception of it being 'safer. This is supported by the Council plan:

Strategic Objective 1. Connected Community

Key Priority 6. Help people feel safer in our Neighborhoods.

## **2. Background**

At the Council meeting on 12 February 2020, a Notice of Motion (NOM2/20) - Identifying places and spaces for greening and social connection in Jewell Precinct, was considered and Council resolved:

That Council receives a report considering options for greening and cooling the Jewell Precinct that includes, but is not limited to:

1. An occupancy count of the Black Street car park and projects any future demand given the pending changes to the area.
2. In providing options for the conversion of the council-owned car park on the corner of Barkly and Black Street to open space, considering:
  - a) Converting the whole of the car park into open space, and

- b) Installing transportable garden bed infrastructure for edible canopy and indigenous tree species, as well as seating in a section of car park
3. Greening options for the western end of Barkly Street.
4. Transferring the car park spaces from the council-owned car park to becoming on-street car parking on Barkly and/or Wilson Avenue after an assessment of impact on disability access.
5. The timing and cost of these works and the impact on the current adopted strategies.
6. Opportunities for engaging community members interested in helping maintain trees and streetscapes in the area.

A report was presented to the May 2020 Council meeting and Council resolved to defer the report. This report has been updated to include more detail on the legal requirements, noting that a submission in response to the 2020/2021 draft budget has been received and future steps that can be taken.

Independent of the consideration of the Black Street car park land, many projects have occurred in and around the Jewell Precinct over the past few years that have improved greening and open space outcomes. These works have ranged from major developments, to smaller works being completed around the precinct that have provided greening outcomes for the surrounding community.

### **Wilson Avenue Development**

Wilson Avenue is the key street connecting Jewell Station with Sydney Road. In 2014, Council completed a new public space project, which involved a road closure and development of a public climbing wall. This space is successful and well used. Redevelopment of properties in Wilson Avenue, in particular the warehouses on the south side of the street, is anticipated with some permits in place.

The Urban Design Streetscape Improvement Program proposes an upgrade of Wilson Avenue between Jewell Station and the existing rock-climbing wall. Detailed design is proposed during the 2021/2022 financial year, with construction planned during the 2022/2023 financial year. Early concepts include street tree planting and water sensitive urban design.

- These significant capital projects have and will transform the precinct. The public space project can be considered the leading edge of precinct regeneration, and as such will help shape its future as a vibrant, people-friendly and safe place.

### **Jewell Station Development**

A new mixed-use development has recently been completed at Jewell Station by NeoMetro. This development includes upgrades to Jewell station the station forecourt and surrounding spaces around it.

The open space on the west side of the railway reserve is currently available as open space for the community under a lease arrangement with VicTrack. There are currently no further works planned on this space.

### **Tree Planting**

Council officers have also worked with the community around this precinct to plant trees along the streets and in the car park itself. A planting plan for Black Street (south of Barkly Street), Barkly Street (south side only) and the car park was developed together with local residents. The tree planting followed years of unsuccessful planting in this area due to high levels of vandalism related to the now closed Bridie Reilly's on Brunswick Road.

The tree planting was implemented in separate stages in 2017, 2018 and 2019. Eventually nineteen trees and eight climbers were planted with all trees in the Black Street car park surviving.

### **Proposed Community Garden**

Initial engagement for a Community Garden within this precinct is ongoing. Council officers met with and advised a group of local residents who have had in principle approval from VicTrack for a short-term lease to establish a community garden at the corner of Brunswick Road and the Upfield Bike Path, just south of Jewell Station (267 Brunswick Road, Brunswick).

### **Safety Audit**

In 2014, Council worked with local residents and Victoria Police to undertake a Community Safety Audit of the precinct. At the time, a large nightclub (Bridie Reilly's on Brunswick Road) was operating and there were significant anti-social behaviour issues after dark.

This process brought residents together with stakeholders to examine strategies to improve local safety. As of 2020, the nightclub has closed permanently and significant redevelopment in the immediate area has transformed the precinct, notwithstanding this, improvements can still be undertaken.

## **3. Issues**

The Council decision in February 2020 contains three main issues:

1. Converting the Black Street car park to open space, either temporarily or permanently;
2. Greening options for the western end of Barkly Street;
3. Opportunities for engaging community members interested in helping maintain trees and streetscapes in the area.

### **Converting the Black Street car park to open space, either temporarily or permanently**

The Black Street car park and surrounding areas do not fall into a priority gap area for open space provision in relation to the Park Close to Home Framework **Attachment 1**.

This framework was developed to identify priority areas lacking open space within 500 metres walking distance from all households and 300 metres from all activity centres. It aims to guide strategic purchase and acquisition of land within these priority areas for future development as open space.

### **Status of Black Street Car Park**

The land the Black Street car park is located on was originally purchased via a Special Charge Scheme imposed on businesses for the propose of creating a car park. Legal advice regarding the Special Charge Scheme car park is that there are several steps which need to be undertaken, if they can be, prior to Council being able to repurpose the car park – that is, convert it to open space. Council cannot just convert this car park without undertaking these steps.

This process is

- Assess the impact of the request on available public parking and the impact to the current users of this car park; and
- Communicate with surrounding land owners and occupiers and beneficiaries of the Special Charge Scheme providing them details of:
  - Any proposed change in the land;
  - Timeframe;
  - The level of assessment;
  - The reasonable timeframe to be provided prior to any occupation;

- Identification of alternative car parking available.

The risk is if the land is repurposed and there is insufficient parking made available to replace the car parking that is lost. In considering this risk the utilisation of the car park needs to be considered and if the utilisation is demonstrated, Council would be required to provide replacement car parking if the land was repurposed. To determine the utilisation an occupancy count was undertaken. If Council was to pursue the permanent conversion of any or all of the car park to open space a longer and more detailed occupancy survey should be undertaken.

*Occupancy count of the Black Street car park and projections of any future demand given the pending changes to the area*

An occupancy count was conducted on the Black Street car park (20 car spaces) along with Barkly Street between Sydney Road and the railway line (21 car spaces). This count occurred between 13 March 2020 and 19 March 2020. The count found that over this period of time the car park averaged 53 per cent occupancy at peak times (weekdays between 9 am and 7 pm) however, peaked at 90 per cent at times.

On street parking is at or near capacity in the early afternoon most weekdays, averaging 72 per cent during peak times (weekdays between 9 am and 7 pm) however, peaked at 95 per cent at times.

Due to the amount of development occurring in this area, future parking demands would likely increase, as a result of increased traffic, creating higher demands on parking availability.

Based on the results of the occupancy count, the car park is well utilised. Therefore, any conversion of the car park into open space would require replacement of the car parking at another location.

There are three options for the conversion of the council-owned car park on the corner of Barkly and Black Street to open space.

**Option 1 – Permanent conversion of the whole of the car park into open space**

Subject to this conversion being endorsed by the beneficiaries of the special charge scheme, after a formal process, the car park could be converted to open space.

The cost to convert an area this size to open space would be estimated in excess of \$283,000 working on a \$425 per square metre rate. This cost would need to be confirmed based on site assessments relating to soil contamination which may increase the cost. This work, should it be feasible, would need to be undertaken over two financial years due to the level of community engagement that would be involved.

The occupancy survey undertaken shows that the car park is well utilised and that the near streets are also well utilised. Therefore, there would be a requirement to replace the car parking displaced from the Black Street car park.

Transferring the car spaces within the current Black Street car park to the northern side of Barkly Street was considered in 2016. This formed part of the airspace discussions when the car park was being considered as a potential site for affordable housing. It was estimated that these car parks could be accommodated on the north side of Barkly Street. The design also incorporated small in road garden beds and raingarden. Cost estimates to achieve this was more than \$250,000 which would be more today due to inflation (estimated to be in excess of \$280,000).

This would be in addition to the cost implications of the car park conversion costs of \$283,000. Therefore, the entire cost of these works would be more than \$563,000.

**Option 2 – Permanent conversion of part of the car park into open space**

Based on the results of the occupancy count, Council officers only support the potential removal of two car parks from the Black Street car park.

The occupancy counts have identified there is little opportunity to accommodate any displaced parking nearby in Barkly Street. Accordingly, only spare capacity within the car park, being a maximum of two spaces, could be potentially removed. The removal of any more spaces could lead to illegal parking, complaints from residents and businesses and traffic flow issues with vehicles circulating trying to find parking opportunities.

As for a permanent conversion, the process of assessing the car park utilisation and then engaging with the surrounding land owners and occupiers and beneficiaries of the Special Charge Scheme would be required. Subject to this process being endorsed by the beneficiaries of the special charge scheme, after following a formal process, part of the car park could be converted to open space.

Although any additional open space within the city has some value, it is considered that an open space area that is the size of two car parking bays within the car park would not achieve the objectives intended by the original Council decision.

There are two options for this partial conversion.

*Installing transportable garden bed infrastructure for edible canopy and indigenous tree species, as well as seating in a section of the car park*

a) Parklet Model

Parklets are re-purposed parking bays which are designed to create spaces for pedestrian activity. Parklet setups could contain things like a platform with seating, greenery and bike parking facilities. Parklets are typically maintained by a host (such as a nearby café) and however Council could install the parklet on a permanent basis.

The cost to Council to install parklet equipment if purchased new would be approximately \$60,000. An assessment of traffic movement and drainage issues would inform the location of the parklet (that is, which car parking bays to occupy).

Installation of a parklet without a host is not recommended as there is no day-to-day care for the asset. When a parklet has a host (for example, a nearby café), the host is responsible for the day-to-day care and is maintained well in this way.

b) Seat and Garden Installation

Should a simpler model be introduced such as seating and smaller garden bed installation be preferred, this would have a cost implication of approximately \$8,000.

**Option 3 – Temporary conversion of part of the car park into open space.**

Council could temporally convert (up to 12 months) the two car parking bays to open space. This could be done without undertaking further assessment of the utilisation and engaging with the surrounding land owners and occupiers and beneficiaries of the Special Charge Scheme on whether Council can do the works. However, engagement would still be undertaken on the form of the works. Like the partial permanent conversion there are two options for a temporary conversion.

a) Parklet Model

Parklets are re-purposed parking bays which are designed to create spaces for pedestrian activity. Parklet setups could contain things like a platform with seating, greenery and bike parking facilities. Parklets are typically maintained by a host (such as a nearby café) and can run for a short term of 6 months or longer term of 1 year. Fees are as follows:

- Short-term program:
  - a. One parking space, \$2121.80
  - b. Each additional space, \$1060.90

- Long-term program:
  - a) One-off application processing fee, \$212.20
  - b) One parking space, \$530.45
  - c) Each additional parking space, \$371.30

An assessment of traffic movement and drainage issues would inform the location of the parklet (that is, which car parking bays to occupy).

When a parklet has a host (for example, a nearby café), the host is responsible for the day-to-day care and is maintained well in this way. This is achieved through the host signing an agreement to be responsible for the day-to-day care of the parklet. A monthly checklist of maintenance is also required to be completed.

b) Seat and Garden Installation

Should a simpler model be introduced such as seating and smaller garden bed installation be preferred, this would have a cost implication of approximately \$8,000.

**Greening options for the western end of Barkly Street.**

There is opportunity to implement greening at the western end of Barkly Street in the form of a small pocket park or green area. This would only be an approximate, 10 metre by 20 metre area which would cost an estimated \$85,000 working on a \$425 per square metre rate.

There are no vehicle crossovers which would prevent this from occurring. In order to determine if this space would be successful and supported by the community, it is recommended that a temporary park (pop up park) be installed to understand interest and determine if it should be made permanent. An estimated \$15,000 would be required to fund a pop up park period.

Successful tree planting has already occurred in some areas of this precinct. The north side of Barkly Street, however, was held off due to pending development applications. Council is currently in pre-application discussions with a developer for Public Realm improvements on Barkly Street as part of a scorecard assessment. Council officers have proposed the developer plant six large canopy trees on the north side of Barkly Street and construct a kerb outstand on the south side of the street with the addition of two canopy trees and some bike hoops.

Additional tree planting will occur in Black Street close to Brunswick Road as part of the public realm works associated with the 49 Sydney Road development.

Given the proximity of the Jewell Station Reserve it is recommended that this work not proceed until the issue of the Black Street car park is addressed. If the Black Street car park formal process is undertaken and the result is to convert the car park to open space, which will result in the car parks having to be relocated, then the design of Barkly Street will change and the incorporation of any additional open space in Barkly Street should form part of the redesign of Barkly Street.

**Opportunities for engaging community members interested in helping maintain trees and streetscapes in the area.**

All works that either have occurred or are planned within the Jewell precinct have gone through levels of consultation as is the case for all projects within the municipality. This could be strengthened however, in terms of engagement with the community linking to nature, through an 'Adopt a Tree' type program, allowing the community to 'adopt' either specific trees or garden areas to maintain. This type of program forms part of the draft Moreland Nature Plan which has recently been on community consultation.

## **2020/2021 Community Member Budget Submission**

As part of the public consultation process on the draft 2020/2021 Budget a budget submission was received from a member of the community which aligns with the original Council decision of February 2020.

The budget submission requests the “Conversion of Black Street Carpark into an open green space/ urban forest. Relocation of the existing 21 car spaces in carpark onto Barkly Street and Wilson Ave with the introduction of angled parking.”

### **Environmental implications**

All elements of this report align to strategies that aim to improve the environment by mitigating the effects of climate change across the municipality.

### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

## **4. Consultation**

All departments aligning to this report were consulted during its creation.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

There are many different options highlighted in this report regarding permanent conversion of the entire Black Street car park site to open space (although less feasible), permanent conversion of part of the car park, temporary conversion of two car parking spaces to open space as well as the conversion of the west end of Barkly Street to open space. Financial implications for all options are outlined below;

### **Black Street Car Park**

Option 1 - Permanent Full Conversion

- Car park into Open Space - \$283,000
- Relocation of Car Spaces (North Side Barkly Street) - \$280,000
- Total Cost - \$563,000

Option 2 - Permanent Partial Conversion (Two Spaces)

- Parklet Model - \$60,000
- Seat and Garden Model - \$8,000

Option 3 - Temporary Partial Conversion (Two Spaces)

- Parklet Model - \$0 – to be hosted by a business
- Seat and Garden Model - \$8,000

### **West End Barkly Street**

Temporary activation

- Pop up park trial - \$15,000

Permanent Activation

- Full conversion - \$85,000

The conversion of the Black Street car park given its status as a Special Charge Scheme car park, requires that further consideration and consultation be undertaken with the surrounding land owners and occupiers and beneficiaries of the Special Charge Scheme before Council can consider this project, therefore allocating funding to this component of the project is not recommended.

The creation of any additional open space in Barkly Street should be considered following the formal decision on the conversion of the Black Street car park to open space. This will allow a more integrated streetscape design to be created, therefore allocating funding to this component of the project is not recommended.

## **7. Implementation**

Works outlined in this report approved by Council will be actioned within the timeframes aligned with them.

## **Attachment/s**

- 1 [↓](#) Black Street Car Park - Priority Gap Areas Park Close to Home D20/154566

**DCD12/20 PROVIDING OPPORTUNITIES FOR ABORIGINAL WOMEN IN  
LAND MANAGEMENT - FEMALE NARRAP TRAINEE  
PROGRAM - RESPONSE TO NOTICE OF MOTION NOM21/20  
(D20/218982)**

**Director Community Development  
Community Wellbeing**

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**Executive Summary**

Following the 11 March 2020 Council meeting, Council resolved (NOM21/20) that Council officers would work with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation to explore means by which Council can support the Female Narrap Traineeship Program through means including financial, in-kind and advocacy support and receive a report in due course.

Council have a longstanding commitment to working with the Wurundjeri Woi-wurrung people who are the traditional custodians of the land.

The Wurundjeri Woi-wurrung Corporation has developed a successful Narrap Rangers program, a skilled professional team who can bring cultural values and cultural practice to natural resource projects throughout Wurundjeri Woi-wurrung Country. Narrap Rangers recognise the value in having more women involved with on Country management and are actively taking steps to address the current gender imbalance.

In 2019 Wurundjeri Woi-wurrung Elders proposed to set up a Female Narrap Traineeship Program. This proposal is designed to cost \$1.1 million over three years and therefore requires collaboration and contributions from several municipalities and land management organisations on Wurundjeri Woi-wurrung Country. To date the Wurundjeri Woi-wurrung Corporation have been in discussion with councils and partner organisations to secure funding to ensure a financially sustainable program. This report recommends Council commits to working collaboratively with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and other councils and partner organisation to establish a Female Narrap Rangers team.

**Officer Recommendation**

That Council:

1. Subject to confirmation from other councils and partner organization of financial contributions, allocates \$40,000 per year for the next three years from Council's Indigenous traineeship program, for Moreland revegetation works to be undertaken by Female Narrap Traineeship Program participants commencing in 2020/21.
2. Provides a range of agreed in-kind resources to the Female Narrap Traineeship program.
3. Supports the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation to advocate to other municipalities and land management organisations on Wurundjeri Woi-wurrung Country, encouraging them to join the partnership and support the Female Narrap Traineeship program.

## **1. Policy Context**

The *Aboriginal Heritage Act 2006* (the Act) aims to recognise, protect and conserve Aboriginal cultural heritage in Victoria. These are based on respect for Aboriginal knowledge, cultural and traditional practices. The *Aboriginal Heritage Regulations 2018* (the Regulations) give effect to the Act through procedures linked to the Victorian planning system and other land development processes. The Act also established Registered Aboriginal Parties. This allows Aboriginal groups with connections to country, such as the Wurundjeri Woi-wurrung Council, to be involved in cultural heritage decision making.

The Council Plan 2016–2022 Strategic Objective 1, Connected Communities under C1c) Indigenous Employment Program aimed to scope and implement a new Indigenous Employment Program to increase the proportion of Aboriginal and Torres Strait Islander staff employed by Moreland City Council.

The Human Rights Policy 2016–2026 sets out Councils' statement of commitment to Aboriginal and Torres Strait Islander Communities and aims for Aboriginal and Torres Strait Islander groups to have increased participation in employment and skill development programs in Moreland. It also aims for Council to increase the numbers of suppliers from Aboriginal and Torres Strait Islander communities providing services and products to Moreland City Council.

The Moreland Nature Plan (currently in draft) aims to partner with Traditional owners (for example, the Narrap team) in caring for Country in Moreland.

## **2. Background**

In November 2019, Council received a letter from the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation requesting a partnership to be formed so that Narrap Rangers can be involved in caring for Country in the Moreland municipality. The letter included the Narrap Rangers Team Capability Statement which outlined professional services on offer including restoration and regeneration of landscapes; weed control, ecological and cultural burns and fire mitigation.

In February 2020, Wurundjeri Woi-wurrung Elders Aunty Doreen Garvey Wandin and Sean Hunter visited Council to follow up on this letter and met with the Mayor. At this meeting the Elders tabled a proposal for a Female Trainee Narrap Rangers program.

In March 2020 Council resolved in NOM21/20 Female Narrap Training Program that officers work with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation to explore the means by which Council can support the Program including financial, in-kind and advocacy support.

The Narrap Rangers are the on-ground works crew of the Wurundjeri Woi-wurrung Corporation and have existed since 2011. Their initial focus was improving the ecological and cultural values of Wurundjeri Woi-wurrung Corporation freehold properties while simultaneously undertaking training. The team's capabilities have steadily developed over time and have progressed to be a skilled professional team who bring cultural values and cultural practice to natural resource projects throughout Wurundjeri Woi-wurrung Country.

### **3. Issues**

#### **Environmental implications**

As a key public land manager, Council currently undertakes several land management and conservation programs to protect and restore native environments. These are outlined in the draft Moreland Nature Plan. Through 'Caring for Country', the Wurundjeri Woi-wurrung people have been managing the land for many thousands of years and contemporary land managers can learn from this approach. Council, particularly through its partners, Merri Creek Management Committee, have been developing partnerships with the Narrap Rangers since the early stages of its establishment, sharing information and undertaking activities, such as cultural burns in Councils reserves as a management tool.

Goal 4 of the draft Moreland Nature Plan strives for Council to be more collaborative in natural resource management programs providing Action 4.6 that recommends partnering with Traditional Owners (for example, the Narrap Rangers) in caring for Country in Moreland. The draft Nature Plan identifies a need to allocate additional funding of \$20,000 per year (minimum) to deliver this action.

Re-allocating funding from the existing Indigenous employment program would help to deliver this action within existing Council budget.

#### **Social implications**

To date the Narrap Rangers have been a male dominated team and the Narrap Rangers see a need for change. Aboriginal women's participation in land and water management programs is common on traditional homelands throughout Australia, particularly in remote and regional Australia. Their participation in land and water Country management allows for a more integrated approach to caring for Country.

The Narrap Rangers recognise the value in having more women involved with on Country management, and are actively taking steps to address the current gender imbalance.

#### **Economic implications**

This program will support sustainable employment pathways in traditional land management for female Indigenous community members.

#### **Regional/strategic implications**

The Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation has approached several councils with Hume, Moonee Valley and Yarra Ranges Councils also indicating interest. The Wurundjeri Woi-wurrung Country covers over 15 Councils from Moorabool Shire in the west to Maroondah, Whitehorse Council, Yarra and Manningham councils in the east and south east to Macedon Rangers, Mitchel, Whittlesea and Nillumbik councils in the north.

#### **Human Rights Consideration**

The implications of this report have been considered in accordance with the requirements of the Charter of Human Rights and Responsibilities.

The Moreland Human Rights Policy 2016 - 2026 supports protection under the section 19(1) - Cultural Rights of the Victorian Human Rights Charter: "all people have the right to enjoy and practice their different family, language, religious or cultural backgrounds and Aboriginal people hold distinct cultural rights."

### **4. Consultation**

The social distancing restrictions have impacted Council's ability to undertake engagement through usual approaches. Therefore, Council officers have adjusted their approach to community consultation on this matter by conducting online meetings. Consultation has included:

- Council officers have consulted the Wurundjeri Woi-wurrung Elders in the process of revising the Statement of Commitment to Indigenous Australians. Elders have expressed a strong wish for Council to commit to meaningful ongoing relationship starting with caring for their country;
- Council officers consulted counterparts at Moonee Valley Council, Hume City Council and Yarra Ranges Council;
- The Moreland Human Rights Committee and Reconciliation Working Group have been supportive and actively endorse this proposal and Council's response;
- Council officers were consulted from relevant areas including: Community Development, Business Transformation, Community Wellbeing, Open Space Design and Development, Community Development and Social Policy, Natural Resource Management, and Social Policy and Projects.

### **Communications**

Following endorsement of this proposal, a communications plan will commence.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

The full proposal is \$1.1 million over three years which covers costs associated with management, training, materials, and equipment. The Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation has secured partial funding from other sources.

Subject to confirmation of other councils' and partners' financial contribution(s), it is proposed Council allocates \$40,000 per year for the next three years from Council's Indigenous traineeship program, for Moreland revegetation works to be undertaken by Female Narrap Traineeship Program participants commencing in 2020/21.

Council's Natural Resource Management Officer will provide in-kind support to develop and manage the contract with Female Trainee Narrap Rangers program to deliver revegetation works focusing on newly acquired open space along the Merri and Moonee Ponds Creek.

The terms of agreement will be set out in an Memorandum of Understanding and will be reviewed annually.

## **7. Implementation**

Subject to Council's decision:

- A list of possible in-kind contributions to the Female Traineeship Narrap Rangers program will be developed;
- A Memorandum of Understanding with the Female Narrap Traineeship program will be developed;
- Up to \$40,000 per year from 2020/21 until 2023/24 for the Female Narrap Traineeship on revegetation sites or sites of importance across Moreland will be allocated.
- A contract for revegetation works through the Female Narrap Traineeship program will be developed, signed and enacted.
- Council officers will contact colleagues in other relevant municipalities and land management organisations encouraging them to support the Female Narrap Traineeship program.

**Attachment/s**

There are no attachments for this report.

## **DCD13/20 GROWING FOOD IN SOME LANEWAYS - RESPONSE TO NOTICE OF MOTION NOM24/20 (D20/235489)**

### **Director Community Development**

### **Community Wellbeing**

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#### **Executive Summary**

At the Council meeting held on 13 May 2020, Council resolved (NOM24/20) to receive a report at the July 2020 Council meeting that examines the feasibility for growing food in laneways, drawing from programs such as the City of Yarra Laneway Gardens program.

Growing food in laneways in Moreland is currently only permitted in an unconstructed laneway/right of way that is no longer required for public access, services and Council purposes. The Moreland Rights of Way Strategy allows for a committee of management to establish a community garden in a disused laneway under certain conditions, including that the committee takes sole responsibility for maintaining the laneway.

A new policy and process is required if individual households are to be supported to grow food in laneways. The City of Yarra supports 'pop-up' laneway gardens under their Community Growing Spaces program. Council could take a similar case-by-case approach to assessing applications for gardens in laneways which are either not required for public use or are for private access purposes only.

A permit system is required that is consistent with the General Local Law 2018 and which clearly outlines the conditions and maintenance responsibilities. Approval of a laneway garden would need to be contingent on the support of neighbouring properties for the proposal. A pilot laneway garden project could be considered which would test the conditions and parameters of a potential future laneway garden program and inform a policy on laneway gardens.

#### **Officer Recommendation**

That Council:

1. Endorses a laneway garden pilot to be conducted in early 2021 which tests the conditions and parameters of a potential future laneway garden program.
2. Receives a report by September 2021 on the laneway garden pilot outcomes and recommendations to inform a Council policy on laneway gardens

## 1. Policy Context

### Moreland Food System Strategy 2017-2020

The Moreland Food System Strategy (the Strategy) aims to empower people to grow food at home and in community spaces (Goal 6).

The Strategy recognises that people's food-growing experience and needs are diverse. Many people experience a strong cultural or recreational need to grow food - to connect with the origin of food, reduce impact on the environment, and to connect with friends and neighbours through food. An urban setting can provide innovative opportunities to produce food.

### Moreland Rights of Way Strategy 2011-2021

The Moreland Rights of Way (ROW) Strategy (the ROW Strategy) recognises that ROW/laneways have the capacity to enhance local open space and support local health and wellbeing strategies. Where a ROW has been identified as an important link in the open space network, it needs to be managed and enhanced to fulfil this purpose. This may involve construction of pathways and planting if the space permits.

The table below summarises the classification system for ROWs. The classification system is used to assist with decisions on how to manage a ROW.

Classification	Sub Class	Notes
Class 1	Not applicable	ROW within Activity Centre boundaries
Class 2	Required for Public use	ROW outside of Activity centre boundaries that are still required for public use, and are expected to have a mix of pedestrian and vehicular traffic.
Class 3	Private access purposes only	ROW outside of Activity centre boundaries that are still required for access to private property, and have a predominantly back of house vehicle access function.
Class 4	Not applicable	ROW is not required for public use.

Under the ROW Strategy, all ROW Classes within Moreland (whether constructed and unconstructed) are maintained by Council. A Community Garden ROW is an additional classification which, if approved, is an exception in that is a specific use of an unconstructed ROW where the Community Garden's Committee of Management has sole responsibility for maintenance/upkeep of that ROW. The ROW must also be no longer required for public access, services and Council purposes for it to be used as a community garden.

## 2. Background

Council has responsibility for maintaining and repairing most roads and laneways in Moreland to maintain public safety.

Where a laneway or ROW is in use and required for access, it is included on Council's Road register and identified as a public road. State Road Regulations therefore apply, in particular:

## Road Rule 208

*(7) If the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.*

The intention of this rule is to ensure a 3-metre wide space is provided for access of any registered vehicle. As Moreland's laneways are generally 3.0 metres wide, the current policy is to prohibit the erection of any structure, temporary or permanent which reduces the 3.0 metre access at any point within the laneway.

Under this application of state road regulations, there is no provision for the growing of food by individual households in any type of laneway – either constructed or unconstructed.

Council has received enquiries from residents who would like to or are already growing food in their Class 3 or 4 laneways.

### **City of Yarra Community Growing Spaces program**

Residents in the City of Yarra are supported to establish temporary 'pop-up' gardens in some laneways through the Community Growing Spaces program.

Requests by residents for gardens in laneways are assessed on a case-by-case basis. Permission for a laneway garden may be granted in laneways with intermittent vehicular use, provided the neighbours are supportive and partial or occasional access to neighbouring properties is retained as needed.

**Attachment 1** provides more detail of the City of Yarra program.

## **3. Issues**

### **Moreland Rights of Way Strategy Review**

The ROW Strategy expires in 2021. There is no delegation or circumstance included for a Council officer to allow a planter box to be established in a laneway/ROW.

There are currently over 1,340 laneways in Moreland. Of these 110 are Class 4 laneways, (all unconstructed/unmade) and 263 Class 3 laneways (mixture of unconstructed, partially or fully constructed). The location of Class 3 and 4 laneways is shown in **Attachment 2**.

There have been no known laneway community gardens approved in a Class 4 ROW under the ROW Strategy. Several community gardens have been created on other public sites, mostly next to or near a community centre or facilities. Recent examples include: Fawcner Food Bowls, Reynard Street Community Garden (Coburg) and Warr Park Food Forest (Brunswick).

The requests and enquiries Council has received from households for laneway gardens have been predominantly from the south of the municipality, where there is the greatest concentration of laneways (see **Attachment 2**) and highest housing density. There is less room to grow food in private yards than in other parts of Moreland. The laneway behind private residences offers an alternate open space to a nature strip where neighbours can connect through the growing and sharing of food.

When a review of the ROW Strategy is undertaken in 2021/22, this will provide opportunity for Council to consider and adopt a policy position on the growing of food in laneways by individual households as opposed to a committee of management taking over management of a laneway from Council to establish a community garden.

A new process is needed if laneway gardens are to be supported in Moreland

Council could take a similar approach to the City of Yarra for laneways which assumes a single household or resident takes responsibility for a designated area of laneway to establish a garden.

This approach is based on the following:

- All laneway gardens are considered temporary ('pop-up') gardens, with no permanent or long-term fixtures / infrastructure
- All Class 4 and some Class 3 laneways may be considered for laneway gardens
- A laneway which is required for pedestrian or occasional vehicular access may be suitable for a laneway garden under certain conditions
- Moreland Laneway Garden guidelines are developed to provide residents with advice on how to successfully apply for and maintain a garden in a laneway. These would sit alongside [Moreland's Nature Strip planting guidelines](#) and [Community Food Growing Assessment guidelines](#) to provide clarity on the various considerations and conditions for growing food in different types of public open space in Moreland.
- A laneway garden permit system is developed which sets out the conditions and maintenance responsibilities of the resident applying for a laneway garden.
- There is a clear internal process for assessing and approving laneway garden applications, processing payments, issuing permits, inspection and enforcement of permit conditions and the follow up of laneway garden related complaints

#### **Undertake a pilot to inform Council's new policy on laneway gardens**

A pilot laneway garden project could be considered which would test the conditions and parameters of a potential future laneway garden program in Moreland. This could occur ahead of a review of the ROW Strategy and inform a policy on laneway gardens in the new ROW Strategy.

An expression of interest could be offered to residents to nominate a laneway which met the criteria for establishing a temporary laneway garden for a period of three to four months

Subject to Council's decision, the proposed timeframe for a pilot is January to April 2021, subject to the available resources and capacity of key internal stakeholders.

#### **Environmental implications**

Support for laneway gardens in Moreland would potentially contribute to the greening of Moreland's streets, providing attractive new green spaces to reduce the heat island effect in summer. Laneway gardens can harvest stormwater and provide a source of fresh nutritious food with minimal or no transport emissions.

#### **Social implications**

A laneway garden program would contribute to Council's support for residents to connect through the growing and sharing of food, building more resilient and liveable neighbourhoods

#### **Human Rights Consideration**

The implications of this report have been considered in accordance with the requirements of the Charter of Human Rights and Responsibilities. The implementation of a pilot project would take closer consideration of the freedom of movement.

## **4. Consultation**

Council officers from Asset Management, Amenity and Compliance, Open Space and Roads were consulted in the preparation of this report. Information and advice sourced through the City of Yarra Urban Agriculture Coordinator and Civic Compliance officers were also used to inform this report.

Amenity and Compliance, Asset Management, Street Cleansing, Open Space and Roads would be the key internal stakeholders consulted to design a laneway garden pilot project to help inform a laneway garden policy as part of a review of the Rights of Way Strategy. In addition, extensive external community consultation would be undertaken as part of the review process.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

The resources required to coordinate a laneway garden pilot, and subsequent development of a laneway garden program is dependent on the Food System Strategy funding proposed in the draft 2020/21 Council budget.

The financial and resource implications of implementing a laneway garden program would be determined as an outcome of the laneway garden pilot.

## **7. Implementation**

Subject to Council's decision key internal stakeholders will be consulted to design a pilot laneway garden project

Subject to available resources and capacity of stakeholders, the pilot would be held in early 2021 for a period of three to four months, and a further report on the outcomes and recommendations presented to Council by end September 2021.

## **Attachment/s**

<b>1</b> <a href="#"><u>↓</u></a>	Growing Food in Some Laneways other Council's programs	D20/255454
<b>2</b> <a href="#"><u>↓</u></a>	Growing Food in Some Laneways - Density Map of Class 3 and 4 Laneways in Moreland	D20/261595

## **DCI12/20 TREES AND INDIGENOUS PLANTINGS IN THE CITY - RESPONSE TO NOTICE OF MOTION NOM22/20 (D20/217651)**

### **Director City Infrastructure**

### **Open Space and Street Cleansing**

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#### **Executive Summary**

At its meeting on 13 May 2020, Council resolved (NOM22/20) to receive a report at the July 2020 Council meeting in relation to bushland maintenance and revegetation programs along waterways. The report was to outline:

- a) The maintenance and planting guidelines which are in place for bushland and creek/waterways plantings undertaken by both Council and Community Groups/Organisations.
- b) If there are any changes to the maintenance and planting guidelines which could be adopted which could achieve higher success rates.
- c) The status of the actions detailed in the strategic works programs for waterways revegetation as identified in Goal 3 of the Moreland Open Space Strategy.
- d) Options for engaging with the local creek management bodies to determine how the remaining actions from the strategic works plans can be completed.
- e) Opportunities for potential partnerships, to expand or create new indigenous revegetation areas along the waterways and in open space areas in an effort to recognise the true value, financial and otherwise of council owned land.

Council has a number of planting and development guidelines for different areas of creeks and waterways throughout the municipality including Merri Creek Development Guidelines 2004, and Moonee Ponds Creek Corridor Revegetation Guidelines 2000.

Changes are required to strengthen planting guidelines for waterways within Moreland. Moreland's draft Nature Plan which has recently been the subject of community consultation, includes Action 2.5 - Include a review of the effectiveness of the current Merri Creek Development Guidelines and Moonee Ponds Creek revegetation guidelines, which aims to address this strengthening. It also identifies several opportunities to enhance natural resource management program and partnership success.

Goal 3 of the Moreland Open Space Strategy (MOSS) has 16 actions outlined in Attachment 1. Nine of these actions are 'Achieved', 2 'Almost Achieved' and 5 Partially Achieved. All actions are on track to be completed by the MOSS's expiry date of 2022.

#### **Officer Recommendation**

That Council :

1. Acknowledges the status of actions aligning to Goal 3 of the Moreland Open Space Strategy included at Attachment 1 to this report.
2. Includes an action in the draft Moreland Nature Plan to - Include a review of the effectiveness of the current Merri Creek Development Guidelines and Moonee Ponds Creek revegetation guidelines.
3. Addresses strengthening planting guidelines and engaging local creek management bodies through actions in the Moreland Nature Plan.

## **1. Policy Context**

### **Moreland Open Space Strategy 2012-2022 (MOSS)**

The MOSS has seven key goals relating to Council's open space network. Goal 3 'Making Places for Nature' has 16 actions related to management of conservation areas and undertaking significant revegetation works along creek corridors.

As part of Goal 3 various strategies have been developed and are being implemented which work towards maintaining and improving the plantings along our creek corridors and the adjacent open space. Of most relevance, is the recommendations for the development of a biodiversity strategy now titled the draft Moreland Nature Plan which was released for community consultation following the May 2020 Council meeting.

## **2. Background**

At the Council meeting on 13 May 2020, Council resolved (NOM22/20) to receive a report at the July 2020 Council meeting in relation to bushland maintenance and revegetation programs along waterways. Council sought the report to outline:

- a) The maintenance and planting guidelines which are in place for bushland and creek/waterways plantings undertaken by both Council and Community Groups/Organisations.
- b) If there are any changes to the maintenance and planting guidelines which could be adopted which could achieve higher success rates.
- c) The status of the actions detailed in the strategic works programs for waterways revegetation as identified in Goal 3 of the Moreland Open Space Strategy.
- d) Options for engaging with the local creek management bodies to determine how the remaining actions from the strategic works plans can be completed.
- e) Opportunities for potential partnerships, to expand or create new indigenous revegetation areas along the waterways and in open space areas in an effort to recognise the true value, financial and otherwise of council owned land.

In recent years, Council has acquired several key parcels of land across the city that form part of a valuable open space corridor along the Merri Creek and has also had success with the goals of the MOSS and the Urban Forest Strategy in maintaining and improving plantings in green open space.

Opportunities to see further improvements in the success rate of revegetation and starting to 'renovate' areas with weeds such as prickly pears and other inferior plants were identified, as was the recognition of the importance and valuable relationships with the many different community groups in this field.

## **3. Issues**

### **The maintenance and planting guidelines which are in place for bushland and creek/ waterways plantings undertaken by both Council and Community Groups/Organisations.**

Existing documents that guide the design of plantings include the Open Space Strategy 2012-2022, Merri Creek Environs Strategy 2009-19 and Chain of Ponds Plan 2018. These strategies required that plantings along creek corridors are indigenous to Moreland and representative of local vegetation types.

The Merri Creek Development Guidelines 2004, prepared by Merri Creek Management Committee are a referral document in the Moreland Planning Scheme Environmental Significance Overlay (ESO) which extends over much of the public land, and buffers on private land, along the waterway. Section 5 of the Guidelines provides overarching direction for revegetation along the Merri Creek corridor (and tributaries).

Bushland planting and maintenance guidelines are specified in Council's Landscape Supplies Contract 527T (section 5.9) which governs the majority of works undertaken by Council along waterways. These are technical guidelines and include recommendations for site preparation, mulching (or other), planting technique and post-planting maintenance.

The Moonee Ponds Creek Corridor Revegetation Guidelines 2000, are referred to when undertaking revegetation works along the Moonee Ponds Creek and tributaries but are not an official reference document in the Moreland Planning Scheme.

Action 2.5 of the draft Moreland Nature Plan currently recommends to;

*'Undertake a review of planning control mechanisms for waterways in the municipality to strengthen the protection of significant vegetation and amenity values of these corridors, including interfaces with urban development.'*

An additional action is also recommended for inclusion in the final Moreland Nature Plan to support Action 2.5;

*'Include a review of the effectiveness of the current Merri Creek Development Guidelines and Moonee Ponds Creek revegetation guidelines.'*

Development of detailed best practice planting guidelines will be explored through these actions, to provide greater consistency and clearer direction for works on both public and private land along Moreland's waterways.

**If there are any changes to the maintenance and planting guidelines which could be adopted which could achieve higher success rates.**

Changes are required to strengthen planting guidelines for waterways and natural areas within Moreland. There are many guidelines covering different areas of creek line that may be unclear in some instances. These will be investigated through the recommended review of the development and best practice guidelines which will be undertaken in close consultation with stakeholders, such as Merri Creek Management Committee and Chain of Ponds Collaboration stakeholders.

**The status of the actions detailed in the strategic works programs for waterways revegetation as identified in Goal 3 of the Moreland Open Space Strategy.**

Goal 3 of the MOSS has 16 main actions aligning to it with 9 actions 'Achieved', 2 'Almost Achieved' and 5 Partially Achieved. All actions are on track to be completed by the strategy's expiry date of 2022. A further detailed status update for Goal 3 Actions is provided in **Attachment 1**.

A strategic works program for waterways revegetation as identified in Goal 3 of the MOSS has not been completed for all waterways in the municipality, however, works programs have been developed for many key sites.

All of the below plans identify revegetation opportunities that are being implemented in a staged manner. Annual planting programs along the Merri and Moonee Ponds Creeks have been set through consultation with Friends of Groups and the Merri Creek Management Committee (MCMC), the latter in alignment with the three-year Moreland / MCMC Service Agreement.

- Westbreen Creek Conservation and Development Plan  
Adopted at the Council meeting on 8 May 2019, the Westbreen Creek Conservation and Development Plan aims to identify, protect and enhance the environmental, cultural heritage and community open space values along the Westbreen Creek open space corridor over a ten-year period. The development of this plan was an action under Goal 3 of the MOSS.
- Chain of Ponds – Moonee Ponds Creek Plan

Adopted at the Council meeting on 12 December 2018, this plan's vision is to provide innovative, collaborative and inspirational planning and management that will improve the ecological health of the Moonee Ponds Creek, while supporting a happy, active and healthy community and protect the creek from inappropriate urban development over a ten-year period.

- **Moonee Ponds Creek Strategic Plan / Chain of Ponds**  
Adopted at the Council meeting on 14 September 2011 this plan guided high priority vegetation management and revegetation works. Implementation of this plan is an action under Goal 3 of the MOSS. It has subsequently been superseded by the Chain of Ponds document.
- **Edgars Creek Conservation and Development Plan**  
Adopted at the Council meeting on 10 July 2013, this plan aims to identify, protect and enhance the environmental, cultural heritage and community open space values along the Edgars Creek open space corridor between Edwardes Lake and Merri Creek over a 15-year period. The development of this plan was an action under Goal 3 of the MOSS.
- **Merri Creek Environs Strategy 2009 -2014**  
Adopted at the Council meeting on 8 April 2009, this plan aimed to protect the natural and cultural features of the Merri catchment waterway corridors through sensitive management which will provide a lasting benefit for the community. Implementation of this plan is an action under Goal 3 of the MOSS.
- **Moreland Indigenous Vegetation Assessment**  
This assessment was conducted in 2011 to identify areas of remnant vegetation in need of protection and ongoing active management, needed to sustain these areas and to increase habitat further. Implementation of priority actions within this plan is an action under Goal 3 of the MOSS.
- **Creek Reserves Fire Management Plan**  
This plan was developed in 2013 to define fire management objectives, identify potential risk factors and current levels of risk, conduct a bushfire risk analysis on potential bushfire impacts and identify appropriate treatments to mitigate the risks now and into the future within creek corridors. The development of this plan was an action under Goal 3 of the MOSS.

**Options for engaging with the local creek management bodies to determine how the remaining actions from the strategic works plans can be completed.**

Council has developed long standing and respectful partnerships in conservation with creek management stakeholders spanning over 30 years.

Through the initial stages of the development of the draft Moreland Nature Plan, key stakeholders were interviewed, including representatives from Friends of Merri and Moonee Ponds Creeks and the Upfield Urban Forest Group. Many interviewees identified the importance of, and showed appreciation for, the Council / community partnership in supporting their work.

Council officers investigate partnership opportunities where they arise such as the Green Army program in 2018 and the current Working for Victoria Program to support on-ground works.

The draft Moreland Nature Plan recognises the importance of partnerships in conservation with Goal 4 – 'Improving governance and collaboration in natural resource management'. The draft Moreland Nature Plan also includes actions to better target revegetation works, particularly along waterways, to enhance both biodiversity and amenity outcomes, including:

- **Action 1.1 – Develop a habitat connectivity plan** which will provide recommendations for revegetation and enhancement works to support functional habitat and improve resilience of local plant and animal species;

- Action 1.5 - Expand the staged revegetation/ regeneration of conservation areas to provide buffers and improve connectivity, including those identified in the Gowanbrae, Westbreen Creek and Edgars Creek Conservation and Development Plans;
- Action 3.11 - Develop and begin implementing an activation/master plan for open space areas along the Merri Creek in Fawkner, including recently purchased land at McBryde and Leonard Streets – which will consider revegetation opportunities alongside park amenity opportunities;
- Action 3.19 - Develop and begin implementing an activation/master plan for open space areas along the Moonee Ponds Creek in Glenroy, including recently purchased land at Outlook Drive which will consider revegetation opportunities alongside park amenity opportunities.

It is intended that these actions all be designed and implemented in close consultation with key stakeholders, such as Friends of Groups, MCMC and the local community.

**Opportunities for potential partnerships, to expand or create new indigenous revegetation areas along the waterways and in open space areas in an effort to recognise the true value, financial and otherwise of council owned land.**

Continued expansion of revegetation areas across the municipality relies on long term maintenance funding to ensure success. This is discussed in section 5.17 of the draft Moreland Nature Plan 'Sufficient resourcing and preparing for future demand'. Action 4.3, of the draft Moreland Nature Plan 'Develop a business case for additional funding to accommodate gaps in management that considers the future management of the continued expansion of conservation areas' has been developed to address this issue.

Again, it is intended that these actions all be designed and implemented in close consultation with key stakeholders, such as Friends Groups, Merri Creek Management Committee and local community.

### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

## **4. Consultation**

As the recommendations in this report align with those in the draft Moreland Nature Plan, additional consultation is not considered necessary at this time. Key stakeholders have been consulted during development of the draft Moreland Nature Plan at both the initiation and draft stages and feedback is currently being reviewed to inform a revised draft Moreland Nature Plan for Council's consideration for adoption at the August Council meeting.

Key stakeholders will be consulted during implementation of the Moreland Nature Plan, including development of new best practice guidelines for planting in Moreland's creek corridors.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

There are no additional financial and resources implications above those identified in the final draft Moreland Nature Plan which will be presented at the August 2020 Council meeting for consideration.

## 7. Implementation

Subject to Council's decision, revision to the draft Moreland Nature Plan as outlined in this report (including the addition of one action) will be made. The final draft Moreland Nature Plan, incorporating this change and other feedback from community consultation, will be presented to Council at the August 2020 meeting for consideration.

### Attachment/s

- |                     |                                                                                        |            |
|---------------------|----------------------------------------------------------------------------------------|------------|
| 1 <a href="#">↓</a> | MOSS Goal 3 status of actions relating to waterway and vegetation management June 2020 | D20/237201 |
|---------------------|----------------------------------------------------------------------------------------|------------|

# **DCD14/20 INFORMAL MULTIPURPOSE ACTIVE RECREATION SURFACES IN URBAN PLACES - RESPONSE TO NOTICE OF MOTION NOM70/19 (D20/259076)**

## **Director Community Development**

### **Community Wellbeing**

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#### **Executive Summary**

At the December 2019 meeting Council resolved (NOM70/19) to receive a report that identified potential locations and cost estimates for the establishment of informal multipurpose surfaces for informal recreation in urban places across the municipality, including exploration of land unlocked through the Level Crossing Removal Project. This report is provided in response.

Council officers identified the need to strategically identify the most appropriate sites for informal multipurpose active recreation facilities and engaged a specialist consultant to undertake an Informal Multi-Purpose Active Recreation Facilities in Urban Places report.

The report commissioned provides the overarching framework and strategic direction for informal multi-purpose active recreation facilities (playspace) in Moreland. The report complements Council's Active Recreation Strategy and includes consideration of the forecast population change, identifies gaps and opportunities in the provision of playspace, and provides the strategic basis and recommendations for priority actions for play space provision across the municipality.

The following spaces and elements are included within the scope of this study:

- Circuit paths and Outdoor gym/exercise stations;
- Skate parks, BMX tracks, pump tracks, scooter moments and like facilities;
- Full and small sized public access outdoor tennis, basketball, netball courts and soccer pads;
- Outdoor table tennis tables, golf cages and multipurpose cricket nets;
- Rebound walls or target activities such as tennis, bowling at cricket stumps, throwing balls at target circles;
- Public access bocce rinks;
- Hard surfaced areas (synthetic grass, asphalt, acrylic resin) which are multi-lined for various activities – down ball, soccer, badminton;
- Street and carpark surfaces that can be used as pop-up type recreation playspaces.

Individual facilities – for example, a circuit path or half basketball court – are referred to in this report as play elements. A location containing one or more of these elements is referred to as a playspace. Playspaces does not include a children's playground.

The sites identified in this report are strategic locations that will be considered in strategic and integrated analysis through masterplans, development plans and feasibility studies of Moreland's open spaces and recreation facilities. This will inform and prioritise Council's capital investments in recreation, open space and community infrastructure and assist in the development of Council's community and social infrastructure plan.

## **Officer Recommendation**

That Council:

1. Notes the Informal Multi-Purpose Active Recreation Facilities in Urban Places Report at Attachment 1 to this report.
2. Undertakes detailed investigations and plans for the provision of the play spaces identified in the Informal Multi-Purpose Active Recreation Facilities in Urban Places Report.
3. Refers the key recommendations of the Informal Multi-Purpose Active Recreation Facilities in Urban Places Report, at Attachment 1 to this report, to the forward Capital Works Program.

## **1. Policy Context**

The 2017-2021 Council Plan establishes priorities and sets an agenda for this Council term while keeping sight of long-term future challenges and opportunities. To achieve this vision, three strategic objectives have been set:

- Connected Community;
- Progressive City; and
- Responsible Council.

These three strategic objectives guide a range of priority actions which Council will implement during this term. This report supports the 'Connected Communities' and 'Responsible Council' objectives of the 2017-2021 Council Plan:

- Set a clear vision and strategy for aquatics, leisure and sporting facilities to meet ongoing community needs; and
- Maintain and match our infrastructure to community needs and population growth.

The Sport and Active Recreation Strategy (the Strategy) contains several recommendations which relate to the provision of playspace. The Strategy places an emphasis on increasing participation in informal recreation and encouraging Moreland residents to be more physically active. The Strategy recommends that Council:

- Promote greater use of playspaces and expand the provision of play elements such as circuit paths, skate facilities, exercise stations, rebound walls, cricket nets, soccer nets, rebound walls and other like play facilities.
- Consider the provision of play elements when producing development and activation plans for a number of recreation reserves in Moreland.
- Implement the recommendations contained in already completed masterplans which relate to play elements.
- Encourage schools to open up their play elements for public use.
- Construct outdoor basketball courts at suitable locations
- Provide additional synthetic surfaces that can be used for informal sport – cricket, soccer, football etc.

The Informal Multi-Purpose Active Recreation Facilities in Urban Places Report is also supported by the Moreland Open Space Strategy 2012-2022, Moreland Play Strategy 2016 and Park Close to Home: A Framework to Fill Open Space Gaps 2017. Both these strategies make specific recommendations relating to the provision of play space in urban spaces.

## **2. Background**

At the December 2019 meeting Council resolved (NOM70/19) to receive a report that identified potential locations and cost estimates for the establishment of informal multipurpose surfaces for informal recreation in urban places across the municipality, including exploration of land unlocked through the Level Crossing Removal Project. This report is provided in response.

Council officers identified the need to strategically identify the most appropriate sites for informal multipurpose active recreation facilities and engaged a specialist consultant to undertake an Informal Multi-Purpose Active Recreation Facilities in Urban Places report.

The report commissioned provides the overarching framework and strategic direction for informal multi-purpose active recreation facilities (playspace) in Moreland. The report complements Council's Active Recreation Strategy and includes consideration of the forecast population change, identifies gaps and opportunities in the provision of playspace, and provides the strategic basis and recommendations for priority actions for play space provision across the municipality

New trends have emerged in recent decades with respect to playspace provision. Previously, the focus was mainly on providing playgrounds for children aged 0-12 years, with the main emphasis on preschool age children. Playgrounds were typically located in Council open spaces, reserves and generally were comprised of fabricated playground pieces. These pieces predominantly consisted of swings, slides and monkey bars.

In the early 2000's, councils commenced installation of outdoor exercise equipment - in the form of grouping of pieces at one location in a park or as single piece stations along a path. As these became popular, many councils broadened their views about provision - the age range was extended to include teenagers and young adults and the pieces of equipment were widened to include skate parks, BMX tracks, basketball half courts and rebound tennis walls.

In the last 10 to 15 years councils have extended their focus to all age groups, including the elderly. Paths in parks are being made into circuits with distance markers. Gym/exercise stations are being installed with more advanced and sophisticated pieces of equipment which are designed to provide whole body workouts. Outdoor full sized multi-lined courts are being constructed and used for a range of activities including basketball, netball, tennis, soccer, volleyball and obscure sports such as roller hockey. Basketball half courts are also being used for other sports like netball and soccer. Skate parks have evolved from bowl structures to facilities that can be used for bike riding and scooters. Rebound walls have become multi-use walls. Cricket stumps and circle targets are being painted on the walls. Residents are using them for tennis, cricket and soccer and to improve their throwing and kicking accuracy. Obstacle facilities, table tennis tables, golf practice cages and small synthetic bowling greens are also being installed in local parks. The elements are sometimes dispersed around a park; some are aggregated in zones or in one large play area. The play elements are being supported by toilets, tables, shade structures and drinking fountains.

Council's open space reserves remain the predominant locations for permanent play facilities. However, communities are becoming creative and utilising blocked off streets and carparks as temporary 'pop-up' playspaces. Residents are making use of these locations for a range of activities including skating, cycling, riding scooters, playing ball games, building structures etc. Open space areas created by government infrastructure projects, such as the land under sky rails or around level crossings and new train stations, are now being utilised as permanent play space locations.

The Docklands Activation Park which has calisthenics equipment and two synthetic grass multipurpose courts providing for basketball, netball and futsal is an example, as is the railway crossing project at Clayton Station which has a street style park built with a playground/basketball complex and table tennis tables, drinking fountains, play equipment and skate jumps. Ballam Park Skatepark in the City of Frankston is one of Victoria's newest skateparks where the large concrete skatepark wraps around a basketball court.

### **3. Issues**

Council has 56 sports grounds available for use for sporting activities. These are very well utilised by a variety of user groups including sports clubs, sports associations, schools, community groups and residents. The demand on these facilities is ever increasing, with club membership growing annually. Council is also fuelling growth through inclusive participation policies.

In addition to the 56 turf surfaces, Council has one synthetic hockey pitch located at Brunswick Secondary College and two community synthetic soccer pitches, one located at Clifton Park, Brunswick and the second at John Fawkner College, Fawkner. All sportsgrounds and synthetic pitches are currently used at capacity.

Moreland has experienced rapid population growth over the past 13 years. Population increased by 27,000 (21%) between the 2006 and 2016 census dates and has grown by a further 33,000 since 2016.

Moreland's population is projected to increase by around 32,000 people (or 16%) over the next 16 years - from 196,000 to 228,000. With an increasing population and demand for sportsground use from local sporting clubs, schools, dog owners, commercial providers and the general community in the municipality, additional informal play spaces will be needed for informal and active recreation participation in urban places.

The Informal Multi-Purpose Active Recreation Facilities in Urban Places report assessed the following elements:

- Review of literature relating to past and current trends with respect to the location, design and use of playspaces;
- Audit of current playspaces in Moreland;
- Geographical assessment of playspaces across the municipality;
- Review of local government practice in Victoria with respect to playspace provision;
- Inventory of the potential locations for new playspaces;
- Identification of current and future community and playspace needs.

## **Key Findings**

### *Population*

Residents aged 8 to 25 years are the predominant users of basketball half courts and skate facilities. Brunswick, Coburg and Glenroy have the largest 8 to 25 years populations. It is projected that all local areas will experience an increase in their 8 to 25 years population over the next 16 years, except Gowanbrae. The largest percentage increases are predicted to occur in Glenroy, Brunswick, Pascoe Vale, Coburg North and Hadfield.

Residents aged 40 to 60 years are the predominant users of outdoor gym equipment and significant users of circuit paths. Coburg, Brunswick and Glenroy have the largest 40 to 60 years populations. It is projected that all local areas will experience an increase in their 40 to 60 years population, except Gowanbrae. The largest percentage increases are predicted to occur in Glenroy, Brunswick, Pascoe Vale, Coburg North and Hadfield.

Elderly residents (60 plus) are significant users of circuit paths and outdoor gym equipment. Coburg, Brunswick and Glenroy have the largest 60 plus years populations. It is projected that all local areas will experience an increase in their 60 plus years population. The largest percentage increase is predicted to occur in Gowanbrae, Brunswick East, Brunswick, Coburg and Coburg North.

### *Distribution of facilities*

Distribution of pads / half courts - Reasonable distribution across the municipality – gaps in provision in Pascoe Vale, Hadfield, the eastern section of Glenroy and part of Brunswick East.

Distribution of outdoor gym/exercise equipment - Poor distribution across the municipality – significant gaps in provision in central Glenroy, Pascoe Vale, Pascoe Vale South, Pascoe Vale, Brunswick West, Brunswick West, Brunswick East and southern Coburg.

Distribution of walking circuit - Good distribution across municipality, small gap in provision in Hadfield and central Glenroy and Oak Park.

Distribution of practice cricket nets - Reasonable distribution across the municipality, gaps in provision in Coburg and Coburg North and Brunswick East.

Distribution of skate parks - Reasonable distribution across the municipality, but insufficient number if some form of skate facility is considered to a suburban level facility. Gaps in Brunswick West, Coburg North, Hadfield, Oak Park, Pascoe Vale and Pascoe Vale South.

Distribution of parkour - Poor distribution across the municipality and insufficient number if parkour is considered to a suburban level facility. Gaps in Brunswick West, Coburg, Hadfield, Oak Park, Central Glenroy, Pascoe Vale and Pascoe Vale South.

Distribution of public netball courts - Reasonable distribution across the municipality, gap in west Coburg, Pascoe Vale and Pascoe Vale South.

Distribution of public tennis courts - Poor distribution across the municipality, if considered to be suburban level service, gaps in provision in Glenroy, Hadfield, Fawkner, Coburg, Coburg Nth, Pascoe Vale South and Pascoe Vale.

#### *Gap assessment*

The gap assessment involves a comparison of current supply in each local area across the municipality against the application of the following provision ratios table below. The ratios indicate a reasonable quantity of provision – based on current supply in Moreland and the hierarchies used by a sample of Victorian councils.

A detailed analysis within the Informal Multi-Purpose Active Recreation Facilities in Urban Places report (Table 10 play spaces analysis) at **Attachment 2**, contains an analysis of playspace provision in Moreland on a suburb basis. The analysis provides population data, information on the current supply of play elements, a gap assessment and potential options to address the identified gaps.

#### **Preliminary Recommendations**

From this study the following locations and costed playspaces were recommended to be considered as priority:

<b>Recommendation</b>	<b>Estimated Cost</b>
Construction of a pump track at the Brunswick Velodrome, Roberts Reserve.	\$500,000
Installation of gym station, circuit path, basketball pad and rebound wall at Charles Mutton Reserve.	\$700,000
Installing a gym station and multipurpose nets at Allard Park, Brunswick.	\$300,000
Installing a gym station and multipurpose nets at Raeburn Reserve, Pascoe Vale.	\$300,000
Installation of play elements at Harmony Park, Martin, Dunstan, Sewell and Richards Reserve's.	\$2,000,000
Installation of play elements across Pascoe Vale - scooter movement, table tennis table, half court and rebound wall.	\$700,000
Installation of play elements across Hadfield - gym, half court, rebound wall and a scooter movement.	\$700,000

<b>Recommendation</b>	<b>Estimated Cost</b>
Installing of play elements across Brunswick - gym station, rebound wall and golf cage.	\$400,000

### **Urban heat island effect mitigation and environmental improvements**

Climate change is predicted to result in more extreme weather patterns. Of relevance to open space are the forecast extended dry periods and more intense rainfall and storms resulting in additional periods of drought and flooding. Open space cannot directly influence climate change, but it can play an important role in mitigating the urban heat island effect and assisting the city adapt to more extreme weather patterns. Synthetic treatments for the informal play spaces will need to be kept at minimal levels.

The MOSS explores factors affecting open space including population trends, expressed community needs and the affect of climate change on open space management and development. Actions contained within the MOSS incorporate recommendations that seek to address: new public open space provision in principle activity centres; the impact of climate change on open space and subsequent land management responses that are required; the continued development and renewal of existing passive and active open space; and the restoration and protection of bush land habitat.

Faced with these issues and pressures highlighted within this report, Council officers will continue to explore ways to allow for greater utilisation of its open space reserves, and plan for the growth that will continue to occur into the future. It is extremely difficult for inner-city municipalities to provide new sports reserves or alter the distribution of existing facilities. However, if Council can continue to unlock capacity in existing open space then physical activity targets, participation increases, and positive health outcomes will be experienced by Moreland residents, even as population rates increase.

### **Human Rights Consideration**

The implications of this report have been considered in accordance with the requirements of the Charter of Human Rights and Responsibilities.

The proposal supports Sections 12 and 18 of the Human Rights Charter which relate to freedom of movement and taking part in public life.

## **4. Consultation**

The preparation of this Informal Multi-Purpose Active Recreation Facilities in Urban Places report has been supported by ASR Research, with strategic input from the following local government areas: City of Glen Eira, City of Whitehorse, City of Cardinia, City of Melbourne, City of Port Phillip, City of Hobsons Bay, City of Maribyrnong and City of Ballarat.

Council officers from Open Space and Design, Recreation Services, Capital Delivery and Youth Services have also been consulted and provided valuable input and guidance to the preparation of the report.

The report has also been informed by Council planning processes such as the review of Council's current policies, strategies, feasibilities and masterplans and consultation with local schools across Moreland.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## 6. Financial and Resources Implications

This report does not recommend any immediate works and provides several site locations with estimated costings for consideration only. As such, there are no financial implications associated with this report.

Any sites identified in this report as potential locations for informal multipurpose playspaces will need to be considered in the planning phases of relevant future capital works programs.

The eight recommendations with estimated costings totalling \$5.3 million will be referred to the forward Capital Works Program and priority will be assessed alongside other projects. Some of these actions will be subject to further detailed investigation and direction before Council can consider a financial contribution and commitment.

Many of the projects outlined in this report offer opportunities to develop partnerships with stakeholders that may contribute funding. Attracting investment from external sources will form part of Council's future advocacy. Attracting investment also plays a significant role in reducing Council's overall cost of asset renewal and capital development. A funding and investment strategy for the implementation of the recommendations will be an important element in the delivery of the recommendations and reducing the financial burden on Council.

## 7. Implementation

Subject to Council's decision of this report, Council officers will:

- Undertake detailed investigations and plan for the provision of the playspaces identified in the report;
- Continue to undertake and implement master plans, landscape plans and feasibility studies for open space reserves inclusive of the playspaces and recommendations identified in the report;
- Refer the key recommendations to the forward Capital Works Program.

### Attachment/s

1 <a href="#">↓</a>	Informal Multi-Purpose Active Recreation Facilities in Urban Places Report	D20/261445
2 <a href="#">↓</a>	Table 10 – Playspaces Analysis	D20/261453

## **DEP6/20 REDEVELOPMENT OF COUNCIL PROPERTY AT 33 SAXON STREET, BRUNSWICK - REVISED CONCEPT (D20/242978)**

### **Director Engagement and Partnerships**

#### **Places and Major Partnerships Projects**

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##### **Executive Summary**

This report describes progress towards redevelopment of Council's property at 33 Saxon Street, Brunswick (the Site). It is recommended that a revised model for the Site redevelopment is endorsed for detailed design development.

The Site, in the heart of Brunswick's civic and cultural precinct, was purchased by Council in 2010. In 2016, the site opened as 'Siteworks', a 'low-cost and low tech' community and creative facility. Blak Dot Gallery, an independent first nations gallery, has also been established on site since 2016. The site is hosted by skilled operators who are contracted to Council on a cost recovery model. Since 2016, Siteworks and Blak Dot Gallery have been integral in transforming the old school site at 33 Saxon Street into a vibrant creative and community hub. Their activation of the site has provided the blueprint for how Council and the community envision its future.

In 2017, Council endorsed a Strategic Framework for redevelopment of the site. This document describes a vision, strategic objectives and the uses to be included in site redevelopment. Based on the Strategic Framework, Council undertook extensive community engagement and engaged architects to develop Concept Plan options. In late 2018, Council endorsed an Option C for redevelopment which was costed at \$24 million. One notable feature of the Option C was the large amount of commercial floorspace proposed (approximately 2,500 square metres), which was included to cross subsidise community and creative uses and to help repay redevelopment costs.

Council endorsed undertaking the most recent stage of work in June 2019 (DEP5/19). Property advisory consultants were engaged in August 2019 to review the endorsed Concept Plan – Option C featuring two buildings with a view to make it more efficient and viable.

Extensive market sounding, and financial modelling of the refined Option C design concluded that the proposed \$24 million project was only likely to be viable for a prospective ethical investor, developer or operator via a part or full sale arrangement, supported by Council via an approximate \$10.5 million upfront capital injection and supplemented by a further rental payment of around \$150,000 per annum. In addition, market soundings identified that development of this amount of commercial floorspace in Brunswick was considered high risk.

As such an additional concept Option D has been developed for test fitting and costing purposes. Option D imagines a less intensive and disruptive redevelopment, including a single building (rather than two) to house all the previously proposed community, creative uses and cultural groups / organisations and increased public open space. The cost of Option D is estimated at between \$13 and 13.4 million and delivering a facility that can operate on an ongoing 'cost recovery' model.

It is recommended Council endorses the principles of concept Option D for progressing to detailed design.

## **Officer Recommendation**

That Council:

1. Endorses concept design principles of Option D, as indicated in the massing diagram at Attachment 1 to this report, for 33 Saxon Street, Brunswick.
2. Progresses Option D to detailed design development.
3. Engages with and involves key stakeholders, including the Brunswick Neighbourhood House, in this design stage of pre-development.
4. Develops a 'Shovel Ready' advocacy proposal and actively seek State and Federal infrastructure grant funding opportunities.

## 1. Policy Context

The Brunswick Structure Plan (2010 and 2016) sets the general vision and directions for 33 Saxon Street and the Brunswick Civic and Cultural Precinct.

This item is referenced in the Council Plan 2017-2021 R3b): Saxon Street Hub: implement strategic plan to guide future use and development of the Hub.

Planning for the site with an integrated 'place-based' approach also addresses other Council Plan actions including:

1. Development of expanded and enhanced public open space, including a playground, in an area of high need (reference P4a & C4b);
2. Improved community engagement (reference R2a);
3. Secure a new site for ongoing service delivery from the Brunswick Neighbourhood House (reference R3e); and
4. Enhance the capacity of Moreland's creative sector to maintain and grow their practice (reference P8a(i)).

In August 2017, Council endorsed a Strategic Framework to facilitate decision making about the future of the site. The Framework identifies preferred future uses, development principles, strategic objectives and a draft vision, with three key objectives being:

- a. Deliver the vision for the site, matching needs with opportunities;
- b. Carefully manage the draw on Council's limited rates-raised budget and develop a viable multi-use facility; and
- c. Ensure good governance and an engaged leadership group focused on innovation.

The "Strategic Framework for 33 Saxon St, 2017" defines the purpose of the site as:

*The purpose of the Site is to address social needs through creative and cultural solutions, drawing on the skills and resources of the private and community sectors. Through their physical co-location and common purpose, tenants and users engage with the wider community on important social issues via a diverse range of creative programs, events and cultural activities. This common purpose is realised through strong independent governance and oversight, commitment to active programming of spaces, and an ethos of collaboration and participation.*

Council policy recognises the cultural and economic value of design, arts and the creative industries. Redevelopment of 33 Saxon Street will meet the growing needs of our community by creating more space and opportunities for artists, community members and creative industries.

The intent of redevelopment is to build on the existing activity at Siteworks and to enhance a significant community and creative asset in the heart of Brunswick. This project is a key element of the Brunswick Design District, a partnership between Council, Creative Victoria and RMIT. The Brunswick Design District aims to connect people, places and partnerships to strengthen the existing creative community and encourage new enterprises to establish and grow.

## 2. Background

In 2010, Council purchased the former school site at 33 Saxon Street, Brunswick. The site is 4,440 square metres and zoned Commercial 1 Zone, it has an accompanying heritage overlay (which relates to the heritage house in the centre of the site).

**Figure 1. The Site (shown in blue outline)**



The Site has significant historic, social, spiritual and aesthetic value. The house in the centre of the site was built in 1888 and the site operated as a Catholic education facility for over 100 years. The Site is located within the very heart of Brunswick within Brunswick's "civic and cultural precinct".

The site has three existing buildings comprising 2,172 square metres of internal floorspace used as classrooms, place of assembly and office, and has in addition about 2,500 square metres of open or sealed spaces. There are 11 existing carparking spaces on site.

From early 2011 to 2016, the site was largely vacant. In 2016 Council entered into a site management contract with a supplier to temporarily activate the site for five years, further options on this contract will lapse in 2021, the facility is known as "Siteworks".

Siteworks has proven to be a highly successful, low cost community and creative facility with a growing audience and unique place brand.

### **3. Issues**

#### **Endorsed Concept Plan**

In December 2018 (DEP1/18), Council endorsed a Concept Plan – Option C for 33 Saxon Street based on the Strategic Framework and a comprehensive community engagement process.

Concept Plan – Option C envisaged a significant redevelopment of the Site, including the demolition of the existing non-heritage built-form elements on the Site and the construction of two new buildings to house community, creative and cultural organisations along with significant commercial floorspace allocation (2,500 square metres). The endorsed Concept Design – Option C consists of approximately 4,600 square metres of floorspace and was costed at \$24 million in 2018.

However, a further feasibility assessment conducted on Option C estimates a shortfall in the project's viability for Council. Having regard to this assessment, in June 2019 (DEP5/19), Council noted the progress made including a draft financial strategy, research on governance models and stakeholder engagement, and endorsed continuing feasibility work in 2019/2020 to progress identifying a viable redevelopment outcome for the Site.

In August 2019 property advisory consultants were engaged to review the endorsed Concept Plan (Option C) with a view to refining the design to achieve greater efficiencies and financial viability. The consultants produced a refined design which sought to maximise built-form efficiencies and improve access to, and through the site, while assuming delivery and ongoing management of the site by a reputable ethical investment partner, developer or operator.

Extensive market sounding and financial modelling of the refined Option C design concluded that the \$24 million project was only likely to be viable for a prospective ethical investor, developer or operator with an approximate \$10.5 million upfront capital injection by Council supplemented by rental payments of around \$150,000 per annum by Council to the investor, developer or operator.

As of mid-2020, it is considered high risk for Council to invest in such a large volume of commercial floorspace in Brunswick. There is significant risk in assuming that sufficient commercial rent paying tenants can be secured. Reducing the volume of commercial space has the benefit of reducing the construction costs of redevelopment whilst also reducing the intensity of redevelopment on site, allowing greater allocation of outdoor public space.

### **New Test Fit and Feasibility Analysis – Option D**

Following feasibility analysis of Concept Plan Option C and engagement with the 33 Saxon Street Oversight Committee, an additional concept option for the Site has been developed – Option D. The intent of this test fitting and costing exercise was to determine the feasibility of a less intensive and disruptive redevelopment. This option sought to determine if reducing the volume of commercial floorspace and consolidating the new build into a single building could deliver the benefits sought by Council at a lower cost. For the purposes of this exercise two similar options were developed – options D1 and D2. **Attachment 1** to this report shows preliminary building massing diagrams, floor plans and precedent images for both variations of Option D.

Table 1 below describes uses that were endorsed by Council in 2018 (DED36/18) for inclusion in the redevelopment brief with comparisons against proposed allocations of Option C, and test fit allocations for options D1 and D2.

**Table 1: Saxon Redevelopment Uses – Floorspace Allocations**

<b>Uses</b>	<b>Council Target square metres (sqm)</b>	<b>Option C sqm</b>	<b>Option D1 sqm</b>	<b>Option D2 sqm</b>
<b>Public open space</b>	2000	2751	3058	3045
<b>Multipurpose community rooms for hire</b>	250	250	256	256
<b>Creative arts production spaces and Independent gallery</b>	715	937	988	934
<b>Occasional childcare space</b>	100	156	182	161
<b>Facilities for the Brunswick Neighbourhood House</b>	320	Approx.350	323	339

Uses	Council Target square metres (sqm)	Option C sqm	Option D1 sqm	Option D2 sqm
Office-based creative industries (commercial)	-	2510	560	417
Hospitality/Café spaces	-	104	102	102

Table 1 demonstrates that the test fitting exercise for Options D1 and D2 has accommodated Council's required uses and exceeded Council's floorspace targets for each. The significant differences between Option C and Option D, are reduction of commercial space from 2,510 square metres to 560 square metres and 417 square metres, and consolidation of redevelopment footprint. These floorspace allocations have been developed for the purpose of feasibility testing, detailed design and costing will go through a process with key stakeholders to develop fit for purpose spaces.

#### **Option D - Construction and Facility Lifecycle Costings**

Estimated costs for Option D are based on rates from 2018 concept plan and escalated for a 2022 construction start (costs raised annually by CPI). The estimated construction costs are between the range of \$13-13.4 million. This is considered a conservative cost estimate which includes high levels of cost contingencies. This includes a provision for higher level Environmental Sustainability Design (ESD) features and facility fit out. This is an estimated \$10.6 -11million saving on the endorsed Option C costing.

A key requirement of redevelopment is that the facility should be able to cover its own annual operations cost; that is, operate on a cost recovery model. Financial modelling over a 15 year operating period has been undertaken to examine annual operational costs. Modelling has made a range of assumptions on items including proportionate levels of free rent, subsidised rent and market rent, 20 per cent vacancy rates, asset renewal sinking fund provision, staff and maintenance costs. Based on this modelling the estimated net annual operational costs of the facility range between breaking even and a deficit of \$80,000 per annum. This provides sufficient confidence that a contract for site operations could be structured with a skilled operator that would ensure the financial sustainability of the facility with minimal ongoing financial input from Council.

#### **Option D - Benefits**

Option D has the potential to deliver the following benefits:

- Delivery of all of Council's endorsed community and creative uses;
- Significantly reduced construction costs;
- Greater public open space allocation;
- Retention of the existing Blak Dot Gallery building;
- Minimal disruption of Siteworks operations during construction;
- Full ownership of site retained by Council;
- A rent recovery operating model managed by skilled operator; and
- Attractive recovery project – opportunity for 'Shovel Ready' State and Federal infrastructure grant funding.

## **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities. This stage of the project has no direct Human Rights Impacts. Redevelopment of the site, if and when funded by Council, will include universal access as a fundamental design principle.

## **4. Consultation**

An extensive community engagement process on the uses and concept plan took place in 2018. Building on this stakeholder engagement has taken place during 2020 including:

- Discussions with the Brunswick Neighbourhood House regarding Option D on 11 June 2020;
- Ongoing discussions with Siteworks site management team. These discussions include transition planning for current users and operators of Siteworks, communications around future redevelopment and flagging the end of contract period (early 2021);
- Ongoing discussions with Blak Dot Gallery team including discussions around transition planning and flagging the end of Blak Dot lease period (2021).

### **Internal and Councillor Consultation**

Council established the 33 Saxon Street Oversight Committee for the Redevelopment of 33 Saxon Street in November 2019. This Advisory Committee consists of the Mayor, South Ward Councillors, the Chief Executive Officer and Senior Officers. Meetings of this Advisory Committee took place on 25 November 2019, 6 February and 16 June 2020.

The project is overseen by a Project Board comprising the Director Engagement and Partnerships, Executive Manager Finance, Director Community Development, Manager Places and Major Partnerships, Manager Health and Wellbeing and Manager Cultural Development.

The Project Board has been advised by expert property consultants, legal and probity advisors. The development of the project has been contributed to by Council's Brunswick Place Manager and Strategic Property Lead.

### **Communications**

A communications plan has been developed for this project. Following a Council decision, relevant aspects of this plan will be implemented, including updating Council's webpage and engaging with relevant stakeholders as the project moves to the next stage.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

Recent work to advance the project was managed with internal resources and through the engagement of expert consultants including property, legal and probity advisory services. All costs were covered by the approved Council budget allocated to the project for the 2019/2020 financial year.

The funds required to undertake the recommended detailed design are provided for in the draft 2020/2021 budget allocated for the redevelopment of 33 Saxon Street, and the project can be managed within existing internal resources.

## 7. Implementation

Subject to Council's decision, the next steps in the project and anticipated longer term staging (subject to Council gateway decisions along the way) include:

Action	Timing
Engage a design team to assist Council with developing a detailed design scheme for redevelopment, based on Council's endorsed needs and estimated budget.	Mid - Late 2020
Engage with key stakeholders, including the Brunswick Neighbourhood House, Siteworks and Blak Dot Gallery, during the design development process, building on previous stages of engagement.	Mid - Late 2020
Enter into negotiations for contract and lease extensions with Siteworks and Blak Dot Gallery to allow continued operations during design development and construction.	Mid - Late 2020
Engaging with key State and Federal bodies with regards to developing a funding partnership for redevelopment of this key community and creative asset in the heart of the Brunswick Design District	Immediate
Report back to Council on detailed design scheme and development and procurement options	Early 2021
Subject to a Council decision on development and procurement options, commence tender process, including Expression of Interest (EOI) & Request for Proposal (RFP) stages.	Early - Mid 2021

### Attachment/s

1 [D](#) Saxon Option D D20/260091

## **DEP7/20    LEVEL CROSSING REMOVALS UPDATE JULY 2020 (D20/240761)**

### **Director Engagement and Partnerships**

#### **Places and Major Partnerships Projects**

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#### **Executive Summary**

At its meeting held on 11 March 2020, Council resolved (DEP2/20) to receive a report on the exploration of alternative compensative outcomes following the removal of additional trees at Gandolfo Gardens in the Moreland railway station precinct.

The Level Crossing Removal Project (LXRP) and State Government have since confirmed the unintentional removal of three additional trees within the Gandolfo Gardens precinct. Since then the LXRP has committed to providing five advanced mature trees as part of the landscaping package for the project. A contribution from the LXRP has also been secured towards Council's Street Tree Planting program. Several streets which are close to the Gandolfo Gardens will receive additional street tree planting as an added community benefit for the unintended loss of the three trees in the Gandolfo Gardens.

At its 11 March 2020 meeting, Council also resolved (NOM20/20) to seek evidence of the Multi Criteria Analysis (MCA) for the whole life costing for ballast vs ballastless track for the Bell to Moreland level crossing removal project.

Further information regarding the use of ballasted track has been sought. The response received states an MCA was conducted for the Bell to Moreland project, and that the assessment concluded that ballast track design would provide a long-term level of safety and reliability comparable with non-ballast or fixed track rail systems. Further noting that the stakeholders who are responsible for operating and maintaining the rail system for the whole of its life cycle were also party to the MCA process and supportive of the proposed ballasted track design.

#### **Officer Recommendation**

That Council notes this Level Crossing Removals update July 2020 report.

## **1. Policy Context**

The Bell Street to Moreland Road, Coburg and Glenroy Road, Glenroy level crossing removals form part of the State Government's package of level crossing removals carried out by the Level Crossing Removal Project (LXRP).

Council is keen to maximise the benefits to the broader community from the level crossing removals. Although the removal of level crossings is primarily about improving safety and reducing travel times for motor vehicles, the projects also have the ability to deliver other significant benefits to the community through the improvement of the public realm and other sustainable transport infrastructure.

Council has numerous policies and strategies which intersect with the removal of level crossings and Council is supportive of these projects.

### **Council Action Plan**

This item relates to the Council Action Plan 20/21 (CAP), under Connected Community, specifically:

- CAP 41: Key Priority: P2. Facilitate a demonstrable shift to more sustainable modes of transport that also targets a long-term reduction in car use.
- Deliverable: P2d) Continue to advocate for level crossing removal in Moreland - Work with the Level Crossing Removal Authority (LXRA) to maximise community benefit from crossing removals in Moreland.

The Level Crossing Removal Authority (LXRA) was renamed the LXRP following the November 2018 State Government election.

### **Open Space Strategy 2012-2022**

Council's open space strategy includes the following relevant key objectives:

- Provide and protect quality open space that provides a range of experiences and accessible recreation opportunities, natural and cultural heritage features, and high-quality park facilities and landscape settings;
- To maintain and develop a network of open spaces that have a broad range of functions and landscape settings reflecting benefits sought by a diverse population;
- Protect, restore, and expand interconnected open space corridors as habitat corridors;
- Increase the tree canopy across Moreland, and the biodiversity and environmental quality of the public domain;
- Enhance the sense of civic pride and wellbeing of residents by enhancing landscape quality and views of green space;
- Protect public open space as an essential land use through appropriate planning controls.

### **Urban Forest Strategy 2017-2027**

Key objectives of Council's Urban Forest Strategy include to:

- Protect and enhance the urban forest in both the public and private realm;
- Maintain the health of the urban forest;
- Manage and mitigate urban forest risks.

Key actions include:

- Protecting existing trees through improved planning and enforcement measures.

### **Moreland Urban Heat Island Effect Action Plan**

Council is actively pursuing opportunities to reduce the impacts of Urban Heat Island Effect through the retention and increase of canopy tree cover across the municipality.

### **Cooling the Upfield Corridor Action Plan**

Council is seeking proactive opportunities to introduce water and landscaping to the Upfield Corridor, which includes the land around Moreland Station, to reduce land surface temperatures and improve the amenity of the public realm.

### **Planning and Environment Act 1987**

Section 4(1)(a) of the *Planning and Environment Act 1987* (the Act) states the following objective which is relevant to this application:

- to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

## **2. Background**

The State Government, through its agency LXP, has embarked on the construction works associated with elevating the Upfield railway line between Bell Street and Moreland Road in Coburg and is in the early stages of planning for the removal of the level crossing at Glenroy Road Glenroy. These projects will remove a total of five level crossings in Moreland. Four of these crossings (Bell Street Coburg, Reynard Street Coburg, Munro Street Coburg and Moreland Road Brunswick) are on the Upfield rail line. The fifth crossing is situated at Glenroy Road Glenroy on the Craigieburn rail line.

This report responds to the following resolutions of Council:

DEP2/20 – That Council:

1. Receives a further report following the exploration of alternative compensative outcomes following the removal of additional trees at Gandolfo Gardens.

NOM20/20 – That Council:

1. Seeks evidence of the Multi Criteria Analysis (MCA) for the whole life costing for ballast vs ballastless track, specifically relating to the risk and economic considerations applied to demonstrate that there would be no reduction in the safety, reliability, availability and maintainability by adopting ballasted track for the Moreland Project, from the Level Crossing Removal Project, the Department of Transport and the Minister for Transport Infrastructure The Hon. Jacinta Allan
2. Receives a report with the information detailed at point 1.

## **3. Issues**

### **Tree removal in Gandolfo Gardens**

The LXP commenced removing trees in the Gandolfo Gardens precinct on 5 February 2020 as part of the site establishment works for the Bell to Moreland Level Crossing Removal Project. At the completion of the tree removal, Council and the community became aware that three additional trees had been removed which were proposed to be retained.

Subsequent to the 11 March 2020 Council Meeting, the LXP and State Government have formally confirmed the unintentional removal of the three additional trees within the Gandolfo Gardens precinct. The LXP has committed to planting five additional advanced mature trees within the Gandolfo Gardens, as part of the landscaping works for the project following the unintended removal of three mature trees.

Further to this, Council officers have worked with the LXP on alternative outcomes and broader benefits for the community, noting that the project always planned to deliver new landscaping at the Moreland Station precinct. Consequently, the LXP has agreed to make an additional contribution to Council's street tree planting program. The additional contribution will be used to fund street tree planting works, which includes 44 new trees, in nearby streets surrounding Gandolfo Gardens which were beyond the current scope of Council's program.

Whilst acknowledging the unintended removal of mature trees within the Gandolfo Gardens is a poor outcome, additional street tree planting in the surrounding area will have direct positive impacts on these areas and provide a benefit to the community. The additional trees will also help to reduce the urban heat island effect for surrounding streets, improve storm water drainage, and assist to beautify and improve the public realm. Council's Open Space Branch led by Council's Urban Forest Officer will oversee the implementation of the additional street tree planting as part of Council's on-going street tree planting programme.

The contribution to Council's street tree planting, in addition to the planting of five mature trees in Gandolfo Gardens has been supported by the Minister for Planning.

### **Ballasted Track**

Members of the community raised their concerns with Council with the proposed use of ballasted track for the Bell to Moreland Project, specifically that the use of this design, for a length of elevated track greater than 500 metres, posed a safety risk and was in breach of the relevant rail operator engineering standards.

In accordance with Council's resolution (NOM20/20), Council officers sought information regarding the Multi Criteria Assessment (MCA) and use of a ballast rail system for the Bell to Moreland Level Crossing Removal Project. Officers have not received or seen documentation relating to the MCA however the following response was received from the LXP:

*"A ballast rail system will be used in the new rail bridge for the Bell to Moreland Level Crossing Removal Project.*

*Ballast is used beneath the rails to cushion the impact of train movement and keep the tracks in a stable position, as well as provide drainage and prevent wear and tear to the tracks.*

*A Multi Criteria Assessment (MCA) was carried out by the Department of Transport, MTM, LXP and PTV to determine the suitability of the ballast rail system for this project.*

*The MCA concluded that ballast, when maintained to the relevant Metro Trains Melbourne (MTM) Standards, achieves a level of safety and reliability comparable with non-ballast rail systems and was the preferred option for the Bell to Moreland Level Crossing Removal Project."*

This information has further been confirmed by the Hon Jacinta Allan MP in response to questioning in the Victorian Parliament. Dr Read of the Greens asked the following question on 19 February 2020:

*"In regards to the Multi Criteria Analysis undertaken on ballast and ballastless track for the Bell to Moreland Level Crossing Removal Project:*

*(1) What was the time period for the whole of life costing for the comparison of ballasted and ballastless rail track.*

*(2) What is the whole of life cost differential for ballasted versus ballastless rail track over a time period of 100 years."*

The following response was provided by Minister for Transport Infrastructure the Hon Jacinta Allan MP on 4 May 2020:

*"I thank the Member for Brunswick for his continued interest in the Andrews Labor Government's promised elevated rail design that will see the removal of four dangerous and congested level crossings on the Upfield line from Bell Street to Moreland road.*

*Ballasted track is standard across our rail network and networks around Australia and the world.*

*A Multi Criteria Assessment was carried out by the Department of Transport, MTM, LXR and PTV to determine the suitability of the ballast rail system for this vital project. The assessment concluded that ballast provides a long term level of safety and reliability comparable with non-ballast rail systems."*

The stakeholders who are actually responsible for operating and maintaining the rail system for the whole of its life cycle were also party to the MCA process and supportive of the proposed ballasted track design.

### **Human Rights Consideration**

The *Charter of Human Rights and Responsibilities Act 2006* requires all public authorities in Victoria to act compatibly with human rights and give proper consideration to human rights before making a decision, this includes the LXR.

The implications of this report have been given due consideration to the requirements of the Charter of Human Rights and Responsibilities.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

There are no direct financial costs associated with the preparation of this report and its recommendations.

### **Attachment/s**

There are no attachments for this report.

# DBT13/20 GOVERNANCE REPORT - JULY 2020 - CYCLICAL REPORT (D20/251019)

## Director Business Transformation

### Corporate Governance

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#### Executive Summary

The Governance Report has been developed as a monthly standing report to Council to provide a single reporting mechanism for a range of statutory compliance, transparency and governance matters.

This Governance Report includes:

- Reports from Committee to Council;
- Records of Assemblies of Councillors;
- Responses to Community Question Time items from the 10 June 2020 Council meeting;
- Appointments and authorisation to enforce the *Planning and Environment Act 1987*.

This report recommends that Council notes the Reports from Committee to Council, Records of Assemblies of Councillors, responses to Community Question Time items, and appoints and authorises officers to act under the *Planning and Environment Act 1987*.

#### Officer Recommendation

That Council:

1. Notes the reports from Committees to Council, at Attachment 1 to this report and, in accordance with the recommendation of the Moreland Libraries Advisory Committee, extends the tenure of the current members of that committee until June 2021.
2. Notes the Records of Assemblies of Councillors held between 1 June and 22 June 2020, at Attachment 2 to this report.
3. Notes the responses to Community Question Time items from the 10 June 2020 Council meeting, at Attachment 3 to this report.
4. In the exercise of the powers conferred by section 147(4) of the *Planning and Environment Act 1987* and section 232 of the *Local Government Act 1989*:
  - a) Appoints and authorises the Council staff referred to in the Instruments at Attachment 4 to this report, as set out in each instrument.
  - b) Determines the instruments come into force immediately the common seal of Council is affixed to the instrument and remain in force until Council determines to vary or revoke.
  - c) Authorises the affixing of Council's common seal.

## 1. Policy Context

The appointment of Councillors to specific areas of responsibility and committees provides a framework for relationships between Councillors and the administration of Council and reporting back of these committees to Council is an important transparency mechanism. Council's advisory committees have been established to provide advice to Council on their area of focus.

Section 80A of the Act sets out the context in which the Assembly of Councillors Records must be reported to Council.

The Meeting Procedure Local Law 2018 provides for the Chairperson to take a question On Notice and a written response to be provided to the person, should the question require a detailed answer that is not available at the meeting. The Meeting Procedure Local Law also provides mechanisms for the acceptance of petitions.

Section 224 of the Act provides for the appointment of Authorised Officers for the purposes of the administration and enforcement of any Act, regulations or local laws which relate to the functions and powers of the Council.

Under the *Planning and Environment Act 1987* Authorised Officers can only be appointed by Council as this act prohibits delegation of the power to appoint Authorised Officers.

## 2. Background

The Governance Report is a standing monthly report to Council to provide a single reporting mechanism for a range of statutory compliance, transparency and governance matters.

In accordance with best practice and good governance principles, and to ensure compliance with the requirements of the Act, this report incorporates matters including reporting of advisory committees, records of Assemblies of Councillors, items relating to the delegation of Council powers, and policy and strategy reporting.

## 3. Issues

### Reports from Committee to Council

A summary of the key issues discussed at the following meetings, and subsequent follow up action, is provided at **Attachment 1** for Council's information:

- Moreland Human Rights Advisory Committee meeting held on 8 May 2020;
- Moreland Libraries Advisory Committee held on 26 May 2020; and
- Moreland Arts Advisory Committee held on 11 June 2020.

### ***Moreland Libraries Advisory Committee recommendation***

At its meeting on 26 May, the Moreland Libraries Advisory Committee considered the tenure of its members and the difficulties in recruiting new members during the COVID19 pandemic. Following consideration, the Committee determined to recommend to Council the tenure of the current members be extended until June 2021.

### **Assemblies of Councillors**

An Assembly of Councillors is a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be the subject of a decision of the Council or delegate.

Some examples include Councillor Briefings, meetings with residents/developers/clients/organisations/government departments/statutory authorities and consultations. Councillors further requested that all Assembly of Councillors Records be kept for Urban Planning Briefing meetings, irrespective of the number of Councillors in attendance.

Records of Assemblies of Councillors and Planning Briefings held during the period 1 June 2020 to 22 June 2020 are presented at **Attachment 2** for the:

- Councillor Briefings held on 1, 9, 15 and 22 June 2020;
- Moreland Transport Advisory Committee held on 2 June 2020
- Planning application briefings held on 4 June 2020;
- Moreland Arts Advisory Committee held on 11 June 2020;
- Redevelopment of 33 Saxon Street, Councillor Oversight Committee held on 16 June 2020; and
- Human Rights Advisory Committee held 18 June 2020.

### **Community Question Time Responses – June 2020**

Council determined at its Special Meeting on 25 March 2020 that during the State of Emergency, public question time at Council meetings would not take place, and instead questions from the community would be submitted online, at the Mayor's discretion three questions would be responded to at the meeting and any remaining questions would be responded to in writing.

At the 10 June Council Meeting, the Mayor responded to three questions from the community, written responses for the remaining questions are provided in **Attachment 3** of this report.

### **Appointment and Authorisation to enforce the *Planning and Environment Act 1987***

The appointment of Authorised Officers facilitates the administration and enforcement of any Act, regulations or local laws which relate to the functions and powers of the Council. Authorisations are made to specific Council officers in accordance with their roles and responsibilities.

Under the *Planning and Environment Act 1987* Authorised Officers can only be appointed by Council as this Act prohibits delegation of the power to appoint authorised officers.

The Instruments of Appointment and Authorisation at **Attachment 4** concerns 1 Principal Urban Planner and 1 Planning Enforcement Officer.

### **Human Rights Consideration**

There are no Human Rights implications arising from this report.

## **4. Consultation**

Advisory committees provide a valuable communication and consultation link between the organisation, Councillors, Council and the community.

The appointment of Councillors to specific areas of responsibility, 'Councillors Responsible For', provides a framework for relationships between Councillors and the administration of Council. Councillors have had an opportunity to express interest in 'Councillor Responsible For ...' roles and Committee appointments.

Community Question Time provides a continued opportunity for the community to direct their questions to the Council during the COVID-19 State of Emergency.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in these matters.

## **6. Financial and Resources Implications**





There are no resources or financial implications arising from this report.

## **7. Implementation**

Governance activity, including reports of committees to Council, Assemblies of Councillors and On Notice items, will continue to be reported to Council monthly.

Subject to Council's decision, Instruments of authorisation and appointment will be duly executed.

## **Attachment/s**

<b>1</b> <a href="#"></a>	Reports from Committees to Council June 2020	D20/208495
<b>2</b> <a href="#"></a>	Assemblies of Councillors held during 1 to 22 June 2020	D20/259778
<b>3</b> <a href="#"></a>	Community Question Time Responses - June 2020	D20/262773
<b>4</b> <a href="#"></a>	Instruments of Authorisation and Appointment to enforce the Planning and Environment Act 1987	D20/258757

## **EMF26/20 FINANCIAL MANAGEMENT REPORT FOR THE PERIOD ENDED 31 MAY 2020 - CYCLICAL REPORT (D20/243712)**

### **Executive Manager Finance**

#### **Finance and Business Systems**

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#### **Executive Summary**

This report presents the Financial Management Report for the financial year to date period ending 31 May 2020.

Council has developed and implemented a financial strategy of generating small surpluses to reinvest in much needed infrastructure projects. This strategy has been impacted by the COVID-19 pandemic and it is unlikely Council will generate a funding surplus for 2019/20.

A third extensive review across the organisation was undertaken as at the end of March 2020 as part of the 2019/20 Third Quarter Financial Review. This process provided the opportunity to review the financial performance to date and reallocate the available financial resources to maximise the delivery on strategic objectives. The results of this review are included in this report as the Full Year Revised Forecast.

The May 2020 Income Statement shows Council is \$9.0 million above the year to date Revised Forecast. This comprises overall revenues having ended May \$7.8 million above the Revised Forecast and overall expenditures having ended \$1.2 million better than the year to date Revised Forecast.

Council has spent \$43.0 million on capital expenditure which is \$5.1 million less than the year to date Revised Forecast.

#### **Officer Recommendation**

That Council notes the Financial Management Report for the period ended 31 May 2020, at Attachment 1 to this report.

## REPORT

### 1. Policy Context

This report supports Council's continuing commitment to open and accountable management of the financial resources of Moreland on behalf of its ratepayers.

### 2. Background

The Financial Management Report at **Attachment 1** provides Council's financial statements for the year to date (YTD) period ending 31 May 2020. The actual results are compared to the adopted revised forecast which includes any changes made in the Third Quarter Financial Review.

### 3. Issues

Council ended April 2020 with a surplus operating result of \$41.7 million which is \$9.0 million (28%) above the YTD Revised Forecast of \$32.6 million.

Significant variance explanations below identify where the current YTD variances are expected to be a timing or permanent difference by 30 June 2020. A timing variance is a current difference between actual result and forecast which is expected to be resolved before the end of the financial year. A permanent variance is a current difference between actual result and forecast which will continue to the end of the financial year.

The main items contributing to the overall variance are:

#### Revenue

- **Statutory Fees and Fines** ended \$0.8 million above the revised forecast.
  - Primarily due to higher than anticipated Fines Victoria revenue recoupments, this is \$0.6 million above the full year revised forecast (permanent).
- **Grants Operating** are \$7.2 million above the revised forecast.
  - Received \$3.2 million for the first milestone of the Working for Victoria grant (permanent); and
  - Received \$3.3 million (rounded) of which \$2.6 million is half of the Victorian Assistance Grant allocation relating to 2020/21 (permanent). \$0.6 million is the fourth quarter payment for 2019/20, forecast to be received in June 2020 (timing).
- **Asset Sales** are \$3.3 million less than the revised forecast.
  - Primarily due to the loss of the written down value of the asset on disposal of road infrastructure assets (permanent).

#### Expenditure

- **Contracts, Materials and Services** are \$1.4 million less than the revised forecast.
  - Operating projects are \$1.0 million favourable due to a delay in spend (timing);
  - Underspend of \$0.2 million in waste and cleaning costs (timing);
  - Underspends of \$0.3 million in costs relating to playground and infrastructure maintenance (timing).

## **Environmental Upgrade Agreements**

No new Environmental Upgrade Agreements were approved in the quarter from 1 January 2020 to 31 March 2020. There are currently six agreements in operation, with a total value of \$29,111.75 not paid when due in the last quarter, and a total value of \$708,467.19 Environmental Upgrade Agreement payments that have not yet fallen due.

## **Capital Projects – Capital Expenditure**

The Capital Expenditure program YTD has an actual spend of \$43.0 million which is tracking \$5.1 million below forecast.

## **Cash**

At the end of May, Council had cash and short-term investments of \$98.1 million. This is approximately \$1.0 million less than the cash position at the beginning of the financial year. Cash fluctuates frequently over the year due to a number of factors including the timing of payments and receipts. One major factor that will impact Council's cash assets is COVID-19. As a result cash is being monitored on a daily basis to ensure liquidity ratios are maintained. At the time of drafting this report, cash levels have remained on track. The issuance of the rates instalment notices in late April has seen increased requests for payment deferrals and hardship claims.

## **Solvency Assessment**

Council's liquidity ratio (current assets divided by current liabilities) is 2.9 as at 31 May 2020. The Victorian Auditor-General's Office recommends that this ratio be 1.5 or higher. The current ratio is similar to this time last year.

## **COVID-19 Financial Impacts**

The third quarter financial review was adopted at the May Council meeting which addressed the known financial impacts of COVID-19 on the 2019/20 financial results.

## **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

## **4. Consultation**

This report has been prepared based on information provided by managers and reviewed by directors.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

The overall corporate objective is to deliver the 2019/20 budget with the best possible outcome for Council and the community and in line with the adopted budget targets.

## **7. Implementation**

The financial position of Council will continue to be monitored and managed.

## **Attachment/s**

- 1 [Financial Management Report for the period ending 31 May 2020](#) D20/244475

## **DCI13/20 DOG EXCREMENT IN PUBLIC PLACES (D20/220998)**

### **Director City Infrastructure**

### **Amenity and Compliance**

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#### **Executive Summary**

At the October 2019 Council meeting, Council called for a report (NOM60/19) into initiatives to increase awareness and inform owners of their responsibility to clean up after their pets.

Dog faeces not disposed of correctly can have health impacts to humans and animals. In dogs, it can result in parvovirus, canine hepatitis, hookworm, tape worm and other such illnesses. In humans, it can result in tapeworm, eye or throat infections or gastroenteritis from swimming in polluted waterways. Dog faeces not collected and disposed of correctly impacts the amenity as it is unsightly, allows for flies and insects to breed and causes an unpleasant odour. It causes an issue for users of sporting fields, reserves and parks, and an issue for users of our roads, footpaths, bike paths and nature strips who may step in or ride through it.

This report provides details of the initiatives implemented in 2019/2020 to address the issue of dog faeces in public places and responsible pet ownership more broadly. New initiatives to continue the education and promotion of responsible pet ownership have been developed through a comprehensive communications plan which will be rolled out over the coming months.

#### **Officer Recommendation**

That Council notes the initiatives implemented to date, and new initiatives developed, to address dog faeces in public places and responsible pet ownership more broadly.

## **1. Policy Context**

Part 5 of the General Local Law 2018 aims to provide for the responsible care and management of animals within the municipality. The Local Law requires owners to collect and dispose of dog waste responsibly and to always carry an appropriate container such as a plastic bag or poop scooper.

The Domestic Animal Management Plan (DAMP) 2017-2022 relates to the keeping of dogs and cats. The purpose of the Plan, relevant to this Council report, is to promote responsible pet ownership of dogs and cats, and to minimise the nuisance created by some dogs and cats.

### **Moreland City Council General Local Law 2018**

#### **Part 5 – Animals**

- Clause 5.9 Whenever an animal is in or on a public place, the owner of the animal must have in his or her possession means for the effective collection and removal of any excrement that may be deposited by the animal.
- Clause 5.10 The owner of an animal must immediately collect and dispose of all excrement deposited by the animal in a public place in a hygienic and lawful manner.
- Clause 5.11 The owner of an animal must not allow any excrement to remain on any road, footway, Council land or other public place.

#### **Moreland Domestic Animal Management Plan 2017 – 2022 (DAMP):**

Section 3 Nuisance, Objective 3:

- With assistance from the Open Space department, identify and understand the parks and reserves where there is a higher prevalence of owners failing to remove faeces deposited by their dogs.
- Increase park patrols.

## **2. Background**

There are a range of complaints received by Council relating to nuisance caused by dogs and cats, including allowing faeces to remain in public places.

There are currently 11,120 registered dogs within the municipality.

For the period May 2019 to May 2020, 312 animal violation requests from customers (CRSs) were received, of which 22 related specifically to dog faeces. Three related to faeces on sporting fields or ovals; 11 in parks or reserves; and 10 on the footpath, road, street or nature strip.

Dog faeces not disposed of correctly can have health impacts to humans and animals. In dogs, it can result in parvovirus, canine hepatitis, hookworm, tape worm and other such illnesses. In humans, it can result in tapeworm, eye or throat infections or gastroenteritis from swimming in polluted waterways. Dog faeces not collected and disposed of correctly impacts the amenity as it is unsightly, allows for flies and insects to breed and causes an unpleasant odour. It causes an issue for users of sporting fields, reserves and parks, and an issue for users of our roads, footpaths, bike paths and nature strips who may step in or ride through it.

As a way of responding to this issue, Council provides doggy poo bags at its two enclosed dog parks, at Customer Service Centres or upon request and at community festivals and events where Animal Management Officers are present to talk to residents about responsible pet ownership.

From an enforcement perspective and in accordance with the General Local Law 2018, Animal Management Officers issue infringements to dog owners found not having in their possession means for the effective collection and removal of excrement, not collecting and disposing of excrement from public places, or allowing excrement to remain on any road, footway, Council land or other public place. Enforcement is difficult as it relies on the Animal Management Officer seeing the offence being committed and for the offender to be identified.

Various initiatives aligned to actions detailed in the DAMP were implemented in 2019. The initiatives specifically address actions relating to encouraging responsible pet ownership, responding to issues raised by the community about nuisance animals and reducing nuisance created by dogs and cats. The initiatives included:

- Attendance by Animal Management Officers at the Fawkner and Glenroy community festivals where information kits, leads and doggy poo bags were issued and general information and advice on responsible pet ownership was provided;
- Free doggy poo bags were made available at Customer Service Centres;
- Responsible pet ownership videos posted Council's webpage;
- *Owning a cat or dog in Moreland* literature printed and provided with all animal renewal notices;
- Distribution of State Government issued literature;
- Information kit issued with new animal registrations;
- Web page updates;
- Increased number of patrols during and after business hours by Animal Management Officers including the use of electric bikes along Moreland's creeks and in parks; and
- Availability of dog waste bag dispensers at Moreland's two enclosed dog parks.

Further to the initiatives implemented in 2019, trials of providing dog waste dispensers at various locations within the community were conducted in 2017 and in 2018. The purpose of the trials was to determine if the provision of dog waste dispensers and bags reduced the number of incidents of dog faeces being left in public places.

Observations by Council officers were that there was:

- No increase in litter (bags thrown on the ground);
- A slight increase in quantity of waste in bins provided; and
- No visible difference in the amount of faeces on the ground or issues with bin cleanliness located adjacent to the dispensers.

### **3. Issues**

Whilst enforcement is one means of addressing the issue of faeces in public places, it is not the most effective as it relies on an officer seeing the offence being committed to be able to take action. The most effective means of addressing this issue is through behaviour change and utilising specific tools that promote specific behaviour change.

#### **Owners**

Dog owners are required to carry a means of effectively disposing of faeces. Whilst there are various means of doing so, the easiest is by means of carrying/attaching disposal bags to the dog's lead. Enforcement is one tool that can address dog walkers not carrying bags. The alternate is to educate, inform and raise awareness about the responsibility of picking up and correctly disposing of dog faeces.

## **Public place planning**

Dog owners are a significant group of park users with genuine needs. The challenge is to balance the needs of all park users when planning open spaces, while minimising nuisance and avoiding conflict with other park users. Consideration can be given to design factors in parks that can make it easier for dog owners to clean up after their dogs, for example the placement of bins.

## **Signage**

Signs are a constant reminder about owners' and walkers' responsibilities. They are a cost-effective means of raising awareness of and reinforcing rules and can act as a deterrent. They are also a great tool for enforcement officers to refer to when dealing with non-compliant members of the community.

## **Bin location**

The further dog owners are from bins, the less likely they will use them. Placing bins at entry points, along pathways, and near sensitive human activity areas such as playgrounds is a means of addressing behaviour patterns.

## **Off-leash areas**

Anecdotally, dog faeces left in public places appears to be a greater problem in off-leash areas as dogs are less under the owner's control or in sight. Moreland currently has 51 designated off-leash areas. This is significantly more than neighbouring municipalities. Whilst it does not form part of this report, a recommendation to review off-leash areas will be brought before Council in the 2020/2021 financial year.

## **Target audience/Communications Plan**

As with all campaigns, engagement with the target audience will determine the nature of a communications plan, key messages, deliverables and objectives. A Communications Plan has been developed to address the issue of dog faeces in public places. Education through a robust communications campaign is a very powerful tool for achieving long-term change. Education can change peoples' motivations and build their capacity to do the right thing. The aim of an education program is to imbed a way of thinking and therefore results in behaviour change.

## **Enforcement as an incentive**

Enforcement acts as an incentive, through fear of consequences, and believing in the likelihood of being caught and issued an infringement if not cleaning up after one's dog. Public knowledge that laws are being enforced and will result in fines is a key deterrent in non-compliance.

## **Partnering**

Working in a coordinated manner and gaining the cooperation and support of key businesses such as local vets, service providers such as the RSPCA, and traders such as pet supply stores are critical to behaviour change.

The State Government has a responsible pet ownership schools education program which involves free visits to primary and pre-schools by a team of trained pet educators and their temperament tested pets. The aim of the program, whilst to teach children about responsible pet ownership, and safety with dogs, it also gets the message to parents and caregivers through their children.

The RSPCA, Council's pound provider, provides a range of services and information about pet ownership, including an education program, training for pets and their owners.

Council has the ability to work with partners to promote their programs around responsible pet ownership and vice versa in our partners promoting our programs.

A robust Communications Plan is key to addressing behaviour. A Communications Plan has been developed in support of this report, with details provided below.

### **Environmental implications**

Some dog faeces contain harmful bacteria which can be washed into stormwater drains resulting in the pollution of waterways and spilling out into our oceans and bays, resulting in a contribution of excessive E.Coli pollution readings and effecting marine life and potentially closing beaches due to the water being unsafe to swim in.

### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

## **4. Consultation**

### **Communications**

A detailed Communications Plan has been developed in consultation with officers from the Open Space, Recreation Services, Communications and Amenity and Compliance teams. The aim of the Communications Plan is to educate visitors to Moreland's open spaces on being a responsible dog owner; inform dog owners of their legal responsibilities under the General Local Law and Domestic Animals Act; and to encourage residents to take pride in their local public spaces.

The Communications Plan identifies targeted audiences, key messages, branding and actions to meet the aims of the communications. Messages will be delivered in a number of different languages and in various formats.

Examples of actions identified in the Communications Plan include the installation of signage and decals in parks and sporting fields, provision of information in various hard copy formats such as posters for sporting and community groups, content for Inside Moreland, mailbox drop of postcards; and distribution of information via electronic means such as on the digital screens at the Coburg Civic Centre, videos for the Council website and social media, the on-hold message, social media posts and easily accessed and understandable information for the web page.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

Actions and initiatives identified in the Communications Plan can be funded through the Open Space and Amenity and Compliance base budgets.

## **7. Implementation**

The Open Space, Recreation Services, Communications and Amenity and Compliance teams will continue to work together to deliver the various actions identified in the Communications Plan. The actions are not dependant on additional funding however timing for some actions is predicted on deadlines such as those linked to the design, printing and distribution of materials.

## **Attachment/s**

There are no attachments for this report.

## **EMF27/20 FIRST RIGHT OF REFUSAL 15 UNION STREET BRUNSWICK (D20/258687)**

### **Executive Manager Finance**

#### **Property**

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#### **Executive Summary**

VicTrack owns the land at 15 Union Street, Brunswick (the subject land), shown in Attachment 1, measuring approximately eight square metres and in a Mixed Use Zone (MUZ).

The subject land has been declared surplus to VicTrack's needs and on 22 June 2020 was formally offered to Council and other Government agencies for acquisition through the First Right of Refusal process. Council has until 22 August 2020 to respond. If Council and no other agencies seek to acquire the subject land it will be offered for sale on the open market.

On 15 November 2017, Council resolved (NOM61/17) that:

- When Moreland Councillors become aware of possible land swaps, land transfers and land sales, whether the land is owned by the State or Federal Government, a State or Federal Government authority or the Council, that the public be notified and consulted.
- Council advocates to State and Federal Governments that sufficient time be made available to enable consultations with local communities, with particular regard to State Government disposal of surplus land it offers under a 'First Right of Refusal' process.
- For land along waterways, public consultation will be conducted with nearby residents (including adjacent residents and by placing signage at the site), the Merri Creek and Moonee Ponds Creek Management Committees and the Friends of Merri Creek and the Friends of Moonee Ponds Creek.

The Subject Site has been assessed by Council officers to be of no strategic benefit to Council for the following main reasons:

- It is not physically accessible due to its narrowness;
- It is heavily encroached on by the abutting building;
- Council does not own any land abutting the Subject Site;
- It is not identified in the Moreland Open Space Strategy; and
- It is not identified as a Gap Area in the A Park Close to Home Framework;

It is recommended Council does not undertake any consultation in line with the NOM 61/17 decision regarding the proposed disposal of the subject land due to the subject land not being of strategic benefit to Council.

#### **Officer Recommendation**

That Council:

1. Notes the land 15 Union Street Brunswick, shown at Attachment 1 to this report, has no strategic benefit for Council.
2. Determines not to undertake community consultation on this proposed sale of land by VicTrack due to the nature of the land and the lack of benefit to the community or Council.

## **1. Policy Context**

The Council Plan 2017-2021 recognises Council's services must respond to the City's changing form while maintaining and enhancing our transport and open space networks, community facilities and services, and our wellbeing and connectedness of our people.

Consideration of the acquisition of land by Council is informed by the following policies, framework and strategies:

- State Planning Policy Framework (SPPF)
- Park Close to Home: A Framework to Fill Open Space Gaps (the Framework)
- The Moreland Open Space Strategy 2012-2022 (Open Space Strategy)
- Early Years Strategy 2016-2020 and Later Years Strategy 2014-2017
- Affordable Housing Strategy 2014-2018
- Places Action Plan 2017 and Brunswick Structure Plan.

## **2. Background**

VicTrack owns the land at 15 Union Street, Brunswick (the subject land), shown in Attachment 1 to this report, measuring approximately eight square metres and in a Mixed Use Zone (MUZ).

The subject land has been declared surplus to VicTrack's needs and on 22 June 2020 was formally offered to Council and other Government agencies for acquisition through the First Right of Refusal process. Council has until 22 August 2020 to respond. If Council and no other agencies seek to acquire the subject land it will be offered for sale on the open market.

On 15 November 2017, Council resolved (NOM61/17) that:

- When Moreland Councillors become aware of possible land swaps, land transfers and land sales, whether the land is owned by the State or Federal Government, a State or Federal Government authority or the Council, that the public be notified and consulted.
- Council advocates to State and Federal Governments that sufficient time be made available to enable consultations with local communities, with particular regard to State Government disposal of surplus land it offers under a 'First Right of Refusal' process.
- For land along waterways, public consultation will be conducted with nearby residents (including adjacent residents and by placing signage at the site), the Merri Creek and Moonee Ponds Creek Management Committees and the Friends of Merri Creek and the Friends of Moonee Ponds Creek.

## **3. Issues**

The Subject Site has been assessed by officers to be of no strategic benefit to Council for the following main reasons:

- It is not physically accessible due to its narrowness;
- It is heavily encroached on by the abutting building;
- Council does not own any land abutting the Subject Site;
- It is not identified in the Moreland Open Space Strategy; and
- It is not identified as a Gap Area in the A Park Close to Home Framework;

## **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

### **4. Consultation**

No consultation has been undertaken to date and it is recommended Council does not undertake any consultation in line with its November 2017 decision (NOM 61/17) regarding the proposed disposal of the subject land as it has no strategic benefit to Council.

### **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

### **6. Financial and Resources Implications**

If Council resolves that no consultation is required, there will be no financial cost associated with this site except for officer time already expended.

If Council resolves to consult with the public regarding purchase of this site, additional estimated costs would be approximately \$8,000.

### **7. Implementation**

Should Council decide in accordance with the recommendation of the report, there will be no further action.

## **Attachment/s**

- 1 [1](#) 15 Union Street - Site Plan D20/258657

## **EMF28/20 PROPOSED DISCONTINUANCE OF ROADS WITHIN JOHN PASCOE FAWKNER RESERVE, OAK PARK (D20/238626)**

### **Executive Manager Finance**

#### **Property**

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#### **Executive Summary**

At its June 2018 meeting, Council resolved (DCS28/18) to commence the procedure to discontinue the road known as Bernard Street, Oak Park, shown hatched and cross-hatched on Attachment 1, in accordance with section 206 and clause 3 of Schedule 10 of the *Local Government Act 1989*.

The section of Bernard Street shown hatched on Attachment 1 has formed part of the parkland within John Pascoe Fawkner Reserve for many years.

The section of Bernard Street shown cross-hatched and adjacent 71 and 73 Winifred Street has not been constructed and had been identified as an important link for pedestrians to the Reserve. The discontinuance was intended to remove 'road' status from the land and prevent any future development requiring vehicular access onto this important open space linkage.

As part of the statutory process, public notice of the proposal was given and no submissions or objections were received.

At the June 2019 Council meeting (EMF20/19), Council resolved to discontinue all of Bernard Street, Oak Park, as shown hatched and cross-hatched on Attachment 1 to this report, with the view of retaining the land for Municipal purposes.

Prior to undertaking the final step of placing a notice in the Victoria Government Gazette, a review of the procedure revealed a deficiency in the public notice published in the local newspapers and on Council's website. The notice only referred to the proposed discontinuance of the section of Bernard Street adjacent 71 and 73 Winifred Street and failed to mention the proposed discontinuance of the remaining section of Bernard Street within the Reserve itself.

Due to this deficiency, it will be necessary to recommence the discontinuance procedure afresh.

Recommencing this procedure has provided an opportunity to include within the discontinuance process all roads within John Pascoe Fawkner Reserve. Accordingly, in addition to proposing to discontinue and retain all of Bernard Street, it is proposed that the section Francis Street within the Reserve itself and the two north/south rights of way within the Reserve also be discontinued and retained by Council.

The roads proposed to be discontinued are shown hatched on Attachment 2 to this report.

## Officer Recommendation

That Council:

1. Commences the procedure to discontinue the roads within John Pascoe Fawkner Reserve, together with the road adjacent 71 and 73 Winifred Street, Oak Park, shown hatched on Attached 2 to this report, in accordance with section 206 and clause 3 of Schedule 10 of the *Local Government Act 1989*.
2. Gives public notice of the proposed discontinuance in accordance with sections 223 and 207A of the *Local Government Act 1989* in *The Herald Sun* newspaper and on Council's website and invites written submissions from Monday 20 July 2020 until Wednesday 19 August 2020. The notice will state that if discontinued, Council proposes to retain the land from the former roads for municipal purposes as part of John Pascoe Fawkner Reserve in accordance with Council's Rights of Way Associated Policies 2011 and the Rights of Way Strategy 2011.
3. Appoints Councillor \_\_\_\_\_ as Chair, and Councillors \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_ to a Committee to hear any submitters requesting to be heard in support of their written submission.
4. Sets the Hearing of Submissions Committee to be held on Monday 21 September 2020, at 5.30 pm at the Moreland Civic Centre, 90 Bell Street, Coburg, or by video conference should a meeting in person be inappropriate due to social distancing requirements resulting from the COVID-19 pandemic.
5. Receives a further report outlining any submissions received, including a summary of proceedings of the Hearing of Submissions Committee, and presenting a recommendation whether to proceed with the proposal to discontinue the roads within John Pascoe Fawkner Reserve and adjoining 71 and 73 Winifred Street, Oak Park.

## 1. Policy Context

The Council Plan 2017-2021, recognises Council's services must respond to the City's changing form while maintaining and enhancing our transport and open space networks, community facilities and services, and the wellbeing and connectedness of our people.

Council's Rights of Way Associated Policies 2011 and Rights of Way Strategy 2011 have been used in assessing this proposal.

## 2. Background

On 9 August 2017 Council resolved (GB36/17) to receive a report about the status of the Council owned land adjoining 71 and 73 Winifred Streets, Oak Park with the report detailing if the land is required for vehicular entry/exit from John Pascoe Fawcner Reserve and the feasibility of using the land for a community garden or native plantings.

In June 2018 Council resolved (DCS28/18) to commence the procedures to discontinue the road known as Bernard Street, Oak Park, shown hatched and cross-hatched on **Attachment 1** to this report, in accordance with section 206 and clause 3 of Schedule 10 of the *Local Government Act 1989*.

The section of Bernard Street shown hatched on **Attachment 1** has formed part of the parkland within John Pascoe Fawcner Reserve for many years.

The section of Bernard Street shown cross-hatched and adjacent 71 and 73 Winifred Street has not been constructed and had been identified as an important link for pedestrians to the Reserve. The discontinuance was intended to remove 'road' status from the land and prevent any future development requiring vehicular access onto this important open space linkage.

As part of the statutory process, public notice of the proposal was given and no submissions or objections were received.

At the June 2019 Council meeting Council resolved (EMF20/19) to discontinue all of Bernard Street, Oak Park, as shown hatched and cross-hatched on **Attachment 1** to this report, with the view of retaining the land for municipal purposes.

## 3. Issues

Prior to undertaking the final step of placing a notice in the Victoria Government Gazette, a review of the procedure revealed a deficiency in the public notice published in the local newspapers and on Council's website. Unfortunately, the notice only referred to the proposed discontinuance of the section of Bernard Street adjacent 71 and 73 Winifred Street and failed to mention the proposed discontinuance of the remaining section of Bernard Street within the Reserve itself.

Council has received advice that due to this deficiency, it will be necessary to undertake the discontinuance procedure afresh.

Recommencing this procedure has provided an opportunity to include within the discontinuance proposal all roads within John Pascoe Fawcner Reserve. Accordingly, in addition to proposing to discontinue and retain all of Bernard Street, it is proposed that the section Francis Street within the Reserve itself and the two north/south rights of way within the Reserve also be discontinued and retained by Council.

The roads proposed to be discontinued are shown hatched on **Attachment 2** to this report.

Vehicle access to John Pascoe Fawcner Reserve is provided via Frances Street. Once within the Reserve, the internal road servicing the various ovals, building and car parks, shown in the aerial photograph in **Attachment 3**, follows a different alignment to that of Francis Street set out in the 1926 subdivision. The section of Francis Street, outside of the Reserve provides legal access to the adjoining residential properties and accordingly is not included within the proposed discontinuance.

None of the roads proposed for discontinuance are listed on Council's Register of Public Roads.

### **Infrastructure on the Road**

Two Council buildings are built over the continuation of Francis Street and therefore the discontinuation of this section will formalise the occupation of the roads within the reserve.

### **Infrastructure within the Road**

The Roads contain Councils drainage infrastructure that links into the Moonee Ponds Creek catchment area.

In addition, a Council water meter is located to the rear of 73 Winifred Street, Oak Park and a Melbourne Water trunk sewer traverses the Reserve.

### **Community Garden**

Given the close proximity (within 1.5 kilometres) of the Boeing Reserve Community Garden within the City of Moonee Valley, the absence of supporting facilities (water, power, storage), and any existing community group or governance arrangement, Council officers did not identify the section of road adjoining 71 and 73 Winifred Street as a priority for a Community Garden.

At the June 2019 Council meeting (EMF20/19) Council resolved that when the open space officers undertake the further scoping for landscaping within the road adjoining 71 and 73 Winifred Street, they also consult with the community for an appropriate form of a community garden, noting the lack of facilities.

### **Summary**

The road adjoining 71 and 73 Winifred Street, Oak Park has been identified as an important pedestrian/bike link into the John Pascoe Fawcner Reserve. Further, the roads within the Reserve have formed part of the parkland for a considerable period of time.

Accordingly, the roads within the John Pascoe Fawcner Reserve, together with the road adjoining 71 and 73 Winifred Street, Oak Park, shown hatched on **Attachment 2**, are considered by officers to be no longer reasonably required as roads and should be discontinued and the land retained for municipal purposes as part of the Reserve.

The procedure for the discontinuance of the roads is intended to be commenced in accordance with section 206 and clause 3 of Schedule 10 of the *Local Government Act 1989*.

The land from the discontinued roads is to be retained by Council in accordance with Council's Rights of Way Associated Policies 2011 and Rights of Way Strategy 2011. This will protect Councils property interest in retaining the land for its existing and future use as Open Space.

### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

## **4. Consultation**

The following Council units and officers have been consulted with respect to the link between 71 and 73 Winifred Street, Oak Park:

- Engineering Services;
- Strategic Transport Engineer;
- Development Engineer;
- City Development;
- Open Space Design and Development; and
- Open Space Maintenance.

Council officers support the retention of the link between 71 and 73 Winifred Street, Oak Park and recognise it as a beneficial pedestrian link providing accessibility into the John Pascoe Fawkner Reserve and the broader vicinity.

Statutory procedures require Council to give public notice of its intention to discontinue the roads and invite written submissions from affected parties. Abutting property owners will be advised of the proposal in writing and informed of their right to make a submission. Notice will also be given on Council's website.

The local newspapers, *Moreland Leader* and *Northern (Hume) Leader* are no longer being distributed. This has impacted Council's ability to undertake engagement through these approaches. Consequently, Council officers have adjusted their approach to community consultation by proposing to advertise in *The Herald Sun* newspaper.

## 5. Officer Declaration of Conflict of Interest

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## 6. Financial and Resources Implications

The proposed road discontinuances will be resourced through Property Services.

Proposed works to fund the upgrade to the link between 71 and 73 Winifred Street, Oak Park and the broader vicinity are unbudgeted in the current financial year or Councils Capital Works Program.

## 7. Implementation

The statutory procedures require Council to give public notice of its intention to discontinue and retain the land from the discontinued road and invite written submissions. In addition, all abutting property owners will be advised of the proposal in writing and informed of their right to make a submission. Notice will also be given on Council's website.

Submitters may request to be heard in support of their submission prior to a decision being made on the proposal.

After completion of the statutory process, if there are no impediments to the discontinuance of the roads, it is proposed Council retain the land for open space.

Open Space officers will need to undertake further scoping works for landscaping/vegetation plan and paths.

## Attachment/s

<a href="#">1</a>	Roads previously approved for discontinuation	D20/240660
<a href="#">2</a>	Roads proposed for discontinuation	D20/240656
<a href="#">3</a>	Aerial Photo JPF Reserve layout	D20/241818

# **EMF29/20 TRANSACTIONAL BANKING SERVICES CONTRACT REVIEW (D20/253611)**

## **Executive Manager Finance**

### **Finance Management**

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#### **Executive Summary**

Council's current banking and financial services contract 620T, awarded under the State Purchasing Contract (SPC) expires on 30 September 2020. Council received a report at the 8 August 2018 Council meeting, DCS40/18 Progress report on Council's Fossil Fuel Divestment Strategy and next steps, and resolved that Council receive a report on the transactional banking contract before the expiry of the current contract and before the tender process for a new contract is commenced.

Recently, the Department of Treasury and Finance exercised the contract extension option on the SPC to 30 September 2021.

Council officers have consulted with fossil-fuel free banking institutions and have identified that only Bendigo Bank has started to provide services to larger corporations (in late 2019), however still does not have the ability to service the complexity of Council's transaction needs.

This means that there are currently no fossil-fuel free banking institutions that can meet Council's transactional banking needs.

This report recommends that Council approves the extension of the current SPC agreement for banking and financial services to 30 September 2021.

Department of Treasury and Finance has announced an intent to approach the market through a public tender to achieve a non-exclusive SPC through a panel of suppliers (as opposed to the current method of through a sole supplier). Work is progressing with an aim to release the tender in August 2020.

An extension of the current SPC contract would allow Council to, during the 2020-21 financial year, review the upcoming SPC for banking and financial services and to seek input into ensuring that the next contract refines its requirements in the areas of social, economic and environmental sustainability and aligns with Council's values.

#### **Officer Recommendation**

That Council:

1. Extends the current banking and financial services contract 620T, signed awarded under the State Purchasing Contract to 30 September 2021.
2. Officers seek input into the next State Purchasing Contract for banking and financial services, in order to ensure that the next contract refines requirements in the areas of social, economic and environmental sustainability.
3. Authorises the Executive Manager Finance to do all things necessary to execute the extension of contract and any required documentation.

## **1. Policy Context**

This report complies with the Moreland City Council Procurement Policy June 2020 and Sections 186 and 186A of the *Local Government Act 1989*.

## **2. Background**

In October 2017, Council went tendered for transactional banking services. The tender process sought to ensure that not only the major banks were aware of the tender, but also various other smaller banking institutions were notified, either by email or phone.

The tender included the following key services:

- Council's bank accounts and cash at call management;
- Payments to creditors and payrolls; and
- Revenue receipts from ratepayers and other stakeholders including cheque, eftpos and credit card processing.

Council received complying tenders from three banking institutions.

Westpac Banking Corporation submitted two pricing schedules (one for Council's open tender and alternative offer to roll under the State Purchase Contract (SPC)).

Council, via the Chief Executive Officer acting under delegated authority, awarded the tender to Westpac Banking Corporation under the SPC to provide transactional banking services for a period of three years.

At the 8 August 2018 meeting, Council received a report, DCS40/18 Progress report on Council's Fossil Fuel Divestment Strategy and next steps – response to General Business Item GB10/18, and resolved to receive a report on the transactional banking contract before the expiry of the current contract and before the tender process for a new contract commenced.

Recently, The Department of Treasury and Finance exercised the contract extension term of the SPC to 30 September 2021. Council officers recommend Council also extends the current contract for banking and financial services for an additional 12 months.

By extending the current contract, Council would have the opportunity to explore future procurement options, such as State Government's upcoming SPC banking and financial services contract led by the Department of Treasury and Finance, or a Council public tender procurement process.

## **3. Issues**

Council is committed to ensuring it does not support the fossil fuel industry directly or indirectly and influences financial institutions away from the fossil fuel industry. Due to the complex nature of Council's transactional banking requirements, Council has had to appoint a banking institution that does not fully align with Council's Investment Strategy and Fossil Fuel Divestment Strategy Action Plan.

To test the transactional banking service capabilities of fossil fuel-free banks before considering an extension of the current contract, Council officers wrote to several fossil fuel-free institutions outlining Council's transactional banking needs and to gain an understanding of each institution's transactional capabilities for an entity of Council's size and complexity. An outline of the responses can be found below.

<b>Banking Institution</b>	<b>Response</b>
Bank Australia	Responded via email and advised at this stage they could not meet Council's transactional banking needs
BDCU	No response received
Bendigo Bank	Responded via email and advised that they recently began offering transactional banking services to large corporations. These services began in late 2019, and at this stage, Bendigo Bank cannot deliver transactional banking services at the complex level that Council currently requires
ME Bank	No response received
Police Credit Union	No response received
Qudos Bank	No response received
Regional Bank Australia	No response received
Suncorp	Responded via telephone and advised at this stage they could not meet Council's transactional banking needs
Sydney Mutual Bank	Responded via email and advised at this stage they could not meet Council's transactional banking needs.
Teachers Mutual Bank	No response received.
Transport Mutual Credit Union	No response received.

### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

#### **4. Consultation**

This report has been prepared based on information provided by managers and reviewed by the Executive Manager Finance (CFO).

#### **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

#### **6. Financial and Resources Implications**

Financially extending the current contract will have minor implication for Council. The fees currently charged will continue with the existing contract and provider. The monthly cost of banking services to Council is approximately \$15,000 inc GST.

The funds required to action this resolution are budgeted for in the proposed 2020-21 base budget as part of normal banking services.

#### **7. Implementation**

Subject to Council's decision the Executive Manager of Finance approval, Council will notify the Department of Treasury and Finance of its intention to extend the current contract for an additional 12 months under the existing SPC for banking and financial services.

A number of Council officers have been nominated to be notified by the Department of Treasury and Finance of the 2021 banking and financial services procurement SPC process. At this time, a team of Council officers will assess the procurement options available and report to Council.

### **Attachment/s**

There are no attachments for this report.

## **Executive Summary**

The 2020-21 insurance renewal process has seen extraordinary circumstances with insurance providers and with their appetite for risk in providing coverage for the Australian local government sector. Factors such as building cladding issues, summer bushfires and the COVID-19 pandemic have resulted in contracted options within the market for insurance coverage.

Council has an insurance brokerage service in place, appointed through a collaborative tender process for insurance brokering services in 2019.

Despite continuing efforts, Council officers were unable to obtain an estimate of cost for public liability and professional indemnity insurance until 29 June 2020. In addition, Council was advised by the insurance broker on 29 and 30 June that they were unable to provide sufficient coverage with sufficient liability limits.

In order to meet legal obligations and avoid under-insurance, the only possibility on 30 June was to re-join the Municipal Association of Victoria (MAV) Insurance Liability Mutual Insurance (LMI) scheme. There was insufficient time to call a Special Council meeting.

The Chief Executive Officer made the decision to re-join the MAV LMI scheme. This decision ensured that Council had appropriate insurance in place. It also ensured that Council complied with the requirements of sections 43 and 52 of the *Local Government Act 2020*, which require Council to indemnify Councillors and staff.

The decision to re-join the MAV LMI scheme should have been formally considered at a Council meeting. Unfortunately, the timing of advice received made this impossible.

MAV Insurance is not for profit and operates solely for the benefit of members. It delivers a public liability and professional indemnity product to the local government sector, with a focus on working with member councils to reduce their risks.

With Moreland re-joining the scheme, all 79 Victorian Councils are members of the MAV LMI scheme for 2020-21.

## **Officer Recommendation**

That Council:

1. Notes the circumstances surrounding the renewal of insurances for 2020-21;
2. Endorses the decision to appoint Municipal Association of Victoria (MAV) to provide public liability and professional indemnity insurance for 2020-21 for \$1,363,636.36 (ex-GST).

## **1. Policy Context**

In accordance with the Procurement Policy adopted by Council on 12 June 2019 and 10 June 2020, Council is required to undergo a competitive process for the procurement of services exceeding \$150,000.

On 30 June 2020 the Hon. Shaun Leane, Minister for Local Government granted an exemption to enable all Victorian Councils to continue the previous practice of obtaining public liability and professional indemnity insurance services provided by the Municipal Association of Victoria (MAV) Insurance for a further year, without tendering.

Section 43 of the *Local Government Act 2020* requires that “Council must indemnify and keep indemnified each Councillor... against all actions or claims whether arising during or after their term in office in respect of anything necessarily done, reasonably done or omitted to be done in good faith...”.

Section 52 of the *Local Government Act 2020* requires that “Council must indemnify the Chief Executive Officer and all staff... against all actions or claims whether arising during or after their term in office in respect of anything necessarily done, reasonably done or omitted to be done in good faith...”.

## **2. Background**

Council participated in a collaborative Tender with the Northern Councils Procurement Group for the brokering of insurance and risk management services in 2019. Procurement Australia was engaged to assist with the implementation and management of a Request for Proposal process for the provision of insurance brokering and risk management services.

Tenders were invited by Procurement Australia on 13 March 2019 with the closure date of 17 April 2019. The contract term was two years with an option of a one year extension. Two proposals were received.

The Manager Corporate Governance had the delegated authority to execute this contract and Aon Risk Services Australia Limited (Aon) was awarded the Insurance Brokering and Risk Management Services Contract 0618/0626 for a fixed lump sum of \$102,000 (excluding GST).

In February 2020, Aon advised that Council was over insured at \$400 million for public liability and \$300 million for professional indemnity.

At its meeting on 24 March 2020, the Audit and Risk Committee endorsed a recommendation to reduce coverage from \$400 million to \$300 million for public liability and \$300 million to \$200 million for professional indemnity insurance in 2020-21. This was based on the advice from Council’s insurance provider and the 2017 gap analysis.

## **3. Issues**

The 2020-21 insurance renewal process has seen extraordinary circumstances with insurance providers and their appetite for risk in providing coverage for the Australian local government sector. Factors such as building cladding issues, summer bushfires and the COVID-19 pandemic have resulted in fewer options within the market for coverage, the insertion of exclusions and difficulty in gaining appropriate cover to ensure Council is adequately protected.

As recently as April 2020, there was no indication from Aon that any challenges were anticipated in the upcoming renewal process. On 3 June 2020 Council officers were advised that the market had hardened and a four to five times increase in insurance premiums should be expected. No justification for this potential increase was provided other than the hardening market.

Aon advised of were experiencing difficulties obtaining a quote from MAV Insurance and suggested Council officers should contact MAV Insurance directly for a quote. This advice was unusual, however Council officers initiated contact with MAV Insurance. At this point in time, the June Council meeting agenda had been published and certainty of indicative quotations was not available, so an urgent report could not be prepared for Council decision.

Despite continuing efforts and frequent contact with both Aon and MAV Insurance, Council officers were unable to ascertain an actual estimate of cost for insurance to inform decision making. Due to the contractual arrangement in place with Aon, Council officers were unable to approach other insurers to secure insurance. The only exception to this was the MAV as this was at the direction of Aon.

The quote for the ancillary 14 insurance policies (that is, other insurance policies excluding public liability and professional indemnity) was received from Aon on 20 June, totalling \$865,179.00 (ex GST) for 14 separate policies. As this was arranged through Aon insurance brokers, who were appointed by Council after a tender process, these 14 insurance policies were approved as usual by officers.

In relation to public liability and professional indemnity insurance arrangements, both Aon and MAV Insurance indicated that pricing would be available in the week commencing 22 June. This was not received.

On 29 June 2020 Aon advised it could not secure insurance for the agreed indemnity limit of \$300 million for public liability and \$200 million for professional indemnity. The only coverage that could be secured for Council was for \$150 million public liability and \$100 million professional indemnity coverage. This coverage had exclusions relating to COVID-19 and building cladding and included an increase in Council's excess from \$40,000 to \$100,000 for each and every claim.

On 30 June 2020 Aon further advised it could only secure \$50 million public liability insurance (though there was a possibility this might be increased to \$100 million during the day) and only \$50 million in professional indemnity coverage.

This did not provide Council with sufficient coverage and would have resulted in Council being under-insured.

On 29 June at 6.30 pm, MAV Insurance had provided a quote of \$1,363,636.36 (ex-GST) for Council to return to its insurance scheme, providing \$600 million public liability and \$600 million professional indemnity coverage with a \$50,000 excess. This coverage had only one exclusion for cyber loss and a smaller increase in Council's excess from \$40,000 to \$50,000.

The 2019-20 Public liability and Professional Indemnity insurance coverage ended at 4.00 pm on 30 June 2020 and coverage was required urgently to be in place prior to this time to limit Council's exposure.

The insurance coverage was also critical to Council's Building Surveyors, as without insurance coverage they would be unable to fulfil their duties.

The Chief Executive Officer was therefore presented with an extraordinary and urgent need for decision that exceeded financial delegation on the matter of Public Liability and Professional Indemnity insurance for 2020-21 on 30 June 2020. This decision ensured that Council fulfilled its obligations in accordance with sections 43 and 52 of the *Local Government Act 2020*.

MAV Insurance is not for profit and operates solely for the benefit of members, with any excess revenue kept in the fund. It has been operating for more than 20 years with high local government membership. It has extensive experience in managing local government claims. MAV Insurance delivers a public liability and professional indemnity product to the local government sector, with a focus on working with member councils to reduce their risks.

With Moreland re-joining, all 79 Victorian Councils are members of the MAV LMI scheme for 2020-21.

#### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

#### **4. Consultation**

Councillors were kept informed through Councillor Briefings in June 2020 about cost estimates of the 2020-21 insurance renewals process, and potential budget impacts.

#### **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

#### **6. Financial and Resources Implications**

Adequate funds for insurance brokering and risk management services have been included in the proposed 2020-21 Budget.

The proposed budget was adjusted to provide a contingency allocation to accommodate a pricing increase. Council will consider adoption of the proposed budget on 8 July 2020.

#### **7. Implementation**

No further action will be taken with regard to 2020-21 insurances, however a review will be undertaken with Aon to identify the causes of the delays and any process improvements.

#### **Attachment/s**

There are no attachments for this report.

# **DCI14/20 CONTRACT 904T - ROAD RECONSTRUCTION OF PRINCES TERRACE AND SPRINGHALL PARADE, PASCOE VALE SOUTH (D20/222049)**

## **Director City Infrastructure**

### **Capital Works Planning and Delivery**

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#### **Executive Summary**

Road reconstruction works at Princes Terrace between Melville Road and Waverley Parade and Springhall Parade between Bell Street and Princes Terrace, Pascoe Vale South are identified in the Draft 2020-2021 Capital Works Program. The works are required to address the poor condition of the kerb and channel and asphalt road pavement and rectify drainage issues along the roadway.

An advertisement was placed in *The Age* newspaper on Saturday, 18 April 2020 inviting tenders from contractors to undertake the works. The tenders closed on Monday 11 May 2020, with 16 tenders received.

ADP Constructions Pty Ltd achieved the highest score through the evaluation process. ADP Constructions Pty Ltd has previously undertaken road reconstruction works for Council and successfully delivered the works to a very good standard.

The project will be utilising recycled crushed concrete as bedding material in the road sub-base, under all new concrete paving and as backfill to the new drainage pipes in the streets. The use of recycled crushed concrete will reduce the need for raw materials by approximately 1,720 cubic metres.

This contract will also promote the use of increased recycled content in road reconstruction activities by utilising recycled truck tyres which are converted into crumb rubber and mixed with the bitumen to form the asphalt base and wearing course of the road pavement. The total amount of asphalt used for this project is approximately 428 cubic metres, which equates to 1,070 truck tyres utilised in the rubberised asphalt product for this project.

The tender sum was revised to include the environmentally sustainable construction materials. The inclusion of the alternate crumb rubber asphalt product equates to a 10 per cent cost increase over the typical Stone Mastic Asphalt product used by Council. The performance of the product will be monitored for consideration of its ongoing use in future road reconstruction projects.

#### **Officer Recommendation**

That Council:

1. Awards Contract 904T - Road Reconstruction Works at Princes Terrace between Melville Road and Waverley Parade and Springhall Parade between Bell Street and Princes Terrace, Pascoe Vale South to ADP Constructions Pty Ltd for the revised tendered lump sum of \$1,340,708.00 (excluding GST) plus provisional sum of \$354,465.20 (excluding GST), total \$1,695,173.20.
2. Allocates a contingency amount of \$169,517.80 (10 per cent) to the project bringing the total expenditure for Contract 904T - Road Reconstruction Works at Princes Terrace between Melville Road and Waverley Parade and Springhall Parade between Bell Street and Princes Terrace, Pascoe Vale South to \$1,864,691.00.
3. Authorises the Director City Infrastructure to do all things necessary to execute Contract 904T and any other required documentation, including authorising any cost overruns, provided that the overall Road and Car Parks budget allocation is not exceeded.

## **1. Policy Context**

This project supports the Council Plan Key Priority to 'Maintain and match our infrastructure to community needs and population growth.'

## **2. Background**

Road reconstruction works at Princes Terrace between Melville Road and Waverley Parade and Springhall Parade between Bell Street and Princes Terrace, Pascoe Vale South are identified in the draft 2020-2021 Capital Works Program, within the Road and Car Parks Program.

The works are required to address the poor condition of the kerb and channel and asphalt road pavement and rectify drainage issues along the roadway.

## **3. Issues**

On Saturday 18 April 2020 an advertisement was placed in *The Age* newspaper inviting tenders via supplier portal.moreland.vic. gov.au from suitably experienced contractors for the road reconstruction works at Princes Terrace between Melville Road and Waverley Parade and Springhall Parade between Bell Street and Princes Terrace, Pascoe Vale South.

Tenders closed on Monday 11 May 2020 at 3pm and tenders were received from the following contractors:

- ADP Constructions Pty Ltd;
- Appia Pty Ltd;
- CDN Constructors Unit Trust;
- G & S Fortunato Group Pty Ltd;
- GP Bluestone Pty Ltd;
- Metro Asphalt Pty Ltd;
- MJ Construction Group Pty Ltd;
- Negri Contractors (Vic) Pty Ltd;
- Parkinson Group (Vic) Pty Ltd;
- Patten Pavement Services Pty Ltd;
- Presta & Sons Pty Ltd;
- Presta Construction Group Pty Ltd;
- Rangedale Drainage Services Pty Ltd;
- Rokon Pty Ltd;
- VCreate Contractors Pty Ltd;
- Winslow Constructors Pty Ltd.

The tender is a lump sum contract. For this type of contract, the tenderers are required to submit fixed rates for individual items, based on quantities for the project prepared by Council's Engineering Services Unit. Rates for provisional items where quantities are difficult to determine, such as rock excavation, rectification of pavement soft spots and property service relocations, are also submitted.

## **Tender evaluation**

A tender evaluation panel was established with four Council officers from across the Engineering Services, Transport and Procurement teams.

A Procurement and Probity Plan has been developed for the project.

The tenders were evaluated in accordance with Council's Procurement Policy, at the time of tendering.

In assessing the tenders, consideration was given to the following predefined evaluation criteria:

- Price;
- OHS requirements;
- Traffic management requirements and works program;
- Capability, experience and past performance on similar projects;
- Integrated Management System (OHS, quality assurance and environmental);
- Social sustainability;
- Environmentally sustainable practices;
- Economic sustainability;
- Environmentally sustainable construction options.

The evaluation process identified ADP Constructions Pty Ltd as the preferred tenderer based on the results of the evaluation matrix, included as **Confidential Attachment 1**.

A telephone interview was conducted with ADP Constructions Pty Ltd to determine its current and future work commitments, workforce and understanding of the works required under this contract. During the interview process, ADP Constructions Pty Ltd indicated it has adequate resources to successfully complete the project within the specified timeframe and revised tendered lump sum amount.

ADP Constructions Pty Ltd has previously undertaken road reconstruction works for Moreland City Council and successfully delivered these to a very good standard.

## **Environmental implications**

The specification for the road reconstruction works requires the contractor to submit a Site/Environmental Management Plan prior to the commencement of the works outlining procedures for erosion control, sediment transport control, sediment retention measures, transportation of excavated materials to recycling facilities, tree protection and general site management.

The project will be utilising recycled crushed concrete as bedding material in the road sub-base, under all new concrete paving and as backfill to the new drainage pipes in the streets. The use of recycled crushed concrete will reduce the need for raw materials by approximately 1,720 cubic metres.

This contract will also promote the use of increased recycled content in road reconstruction activities by utilising recycled truck tyres which are converted into crumb rubber and mixed with the bitumen to form the asphalt base and wearing course of the road pavement. The total amount of asphalt used for this project is approximately 428 cubic metres, which equates to 1,070 truck tyres utilised in the rubberised asphalt product for this project.

The tendered sum was revised to include the environmentally sustainable construction materials as detailed above. It is noted that the inclusion of the alternate crumb rubber asphalt product equates to a 10 per cent cost increase over the typical Stone Mastic Asphalt product used by Council. The performance of the product will be monitored for consideration of its ongoing use in future road reconstruction projects.

## **Social implications**

ADP Constructions Pty Ltd has a Social Procurement Policy in place and hires from disadvantaged communities and fosters gender equality on all its projects.

## **Economic implications**

ADP Constructions Pty Ltd is based within Moreland and most of its material suppliers for this project are located within Moreland and surrounding municipalities.

## **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

## **4. Consultation**

Consultation with owners/residents along Princes Terrace between Melville Road and Waverley Parade and Springhall Parade between Bell Street and Princes Terrace, Pascoe Vale South was undertaken via a letter drop in February 2020. Site meetings were held with several residents to ensure their concerns were addressed in the final design plans. Several residents also responded, advising that they are in agreement with and support the proposed works.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

An amount of \$2,115,500.00 has been included in the draft 2020-2021 Capital Works Program for road reconstruction works at Princes Terrace between Melville Road and Waverley Parade and Springhall Parade between Bell Street and Princes Terrace, Pascoe Vale South.

The table below shows the overall expenditure for the project.

<b>Item</b>	<b>Amount (excluding GST)</b>
ADP Constructions Pty Ltd – revised tendered lump sum amount which includes the use of recycled crushed concrete and asphalt product containing recycled truck tyres converted into crumb rubber.	\$1,340,708.00
ADP Constructions Pty Ltd – tendered provisional sum amount	\$354,465.20
Project contingency amount	\$169,517.80
Alterations to underground services	\$71,400.00
<b>TOTAL</b>	<b>\$1,936,091.00</b>
Draft Budget amount 2020-2021	\$2,115,500.00

The number of tender submissions received and the range of contractors (big and small) that submitted tenders supports the view that the current market is uncertain and highly competitive, resulting in budget savings to this project.

## **7. Implementation**

It is proposed that the Director City Infrastructure be authorised to do all things necessary to execute contracts and any required documentation, including authorising any cost overruns, provided that the overall Road and Car Parks budget is not exceeded.

Works are planned to commence in late July 2020 and be completed in February 2021.

## Attachment/s

- 1 D20 236239 Contract 904T - Reconstruction of Princes Tce and Springhall Pde, PVS - Tender Assessment Matrix D20/236239

*Pursuant to sections 77(2)(c) of the Local Government Act 1989 and 3(1) of the Local Government Act 2020 (d) this attachment has been designated as confidential by the Chief Executive Officer because it relates to law enforcement information, being information which if released would be reasonably likely to prejudice the investigation into an alleged breach of the law or the fair trial or hearing of any person.*

# **DCD15/20 CONTRACT 900T - COBURG LEISURE CENTRE MINOR REFURBISHMENT WORKS (D20/256422)**

## **Director Community Development**

### **Community Wellbeing**

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#### **Executive Summary**

This report recommends the appointment of the preferred contractor, Hutchinson Builders Pty Ltd, to complete minor refurbishment works at Coburg Leisure Centre (the works). These works entail the refurbishment of the changerooms and accessible changerooms, building of a new family change village, relocation of the spa and installation of a new sauna and steam room and refurbishment of the old spa area along with other minor rectification, maintenance and improvement works.

The Coburg Leisure Centre works were included in the 2019/20 and 2020/21 Capital Works Budgets and Council Action Plans and were identified in the 20-year Aquatic and Leisure Strategy - Coburg Leisure Centre requires some enhancement / refurbishment works in the short term in order to meet the needs of the community and maintain the facility through to the long-term redevelopment.

The works will also improve the accessibility and use of the centre in particular the aquatic area which has had minimal works since being built in 1993, ensuring that Coburg Leisure Centre can continue to meet community needs until a redevelopment occurs as per the 20-year Aquatic and Leisure Strategy 2018-2038.

An advertisement was placed in *The Age* newspaper on Saturday, 25 March 2020 inviting tenders from contractors to undertake the works. The tenders closed on Friday 24 April 2020, with 13 tenders received.

The tenders were evaluated by the Tender Evaluation Panel and all scoring and weighting reviewed by Councils Procurement Unit. The pricing was also evaluated by an external Quantity Surveyor. Following a shortlist of three tenders, Hutchinson Builders were identified as the preferred tenderer, achieving the highest score through the evaluation process.

Hutchinson Builders have previously undertaken a range of capital works, including the Oak Park Sports and Aquatic Centre redevelopment, and City Oval Pavilion works, delivering the works to a very good operational standard.

Expected project completion is in December 2020. Council officers had allowed for a shutdown period of six weeks in July and August, but due to the service changes and closures in response to COVID-19 this schedule has been altered. Council officers will work with contractors and the YMCA in relation to staged access and openings of the centre.

#### **Officer Recommendation**

That Council:

1. Awards Contract 900T – Coburg Leisure Centre Minor Refurbishment Works to Hutchinson Builders Pty Ltd for the lump sum tender amount of \$2,928,167.00 (excluding GST) This includes:
  - a) a provisional sum of \$70,000 for new signage design, manufacture and installation throughout the center (excluding GST);
  - b) identified optional maintenance works of \$30,337 (excluding GST) including painting internally and externally; and
  - c) 10 per cent contingency amount of \$260,000.00 due to the age of the infrastructure and corrosive environment, noting any surpluses will be reallocated back into the overall allocation for Coburg Leisure Centre Refurbishment works.

## 1. Policy Context

The Coburg Leisure Centre Refurbishment Works is an action from 20-year Aquatic and Leisure Strategy adopted by Council (DSD13/18) in June 2018.

The tender process for the works was undertaken in accordance with the *Local Government Act 1989* and Council's Procurement Policy.

## 2. Background

This report recommends the appointment of the preferred contractor, Hutchinson Builders Pty Ltd, to refurbish the changerooms and accessible changerooms, building of a new family change village, relocate of the spa and installation of a new sauna and steam room and refurbishment of the old spa area along with other minor rectification and improvement works.

Coburg Leisure Centre was opened in 1993 and, although it has had some minor improvement works over the past 30 years, minimal works have occurred in the aquatics area and changerooms.

In order to maintain the Leisure Centres operation and meet the needs and demand of use, refurbishment works are necessary including the installation of a new family change village for it to operate over the next 15 to 20 years prior to a full redevelopment.

## 3. Issues

In November 2019, Council engaged Croxon Ramsey Architects and their sub-consulting team through a Request for Tender to undertake the role of Principal consultant and ancillary services for the design and documentation of the refurbishment works planned for Coburg Leisure Centre.

### Tender Process

The tender for the refurbishment works was advertised in *The Age* newspaper on Saturday 25 March 2020, inviting tenders from contractors to undertake the works. The tenders closed on Friday 24 April 2020, with 13 tenders received.

The works are a lump sum contract. For this type of contract, the tenderer is required to submit fixed rates for individual items, based on quantities for the project prepared by Council's Aquatic and Leisure Unit, with input from Council's Capital Delivery and Unit and external Project Manager and Quantity Surveyor, which was reviewed by Council Procurement Unit prior to being released for tender.

### Tender Evaluation

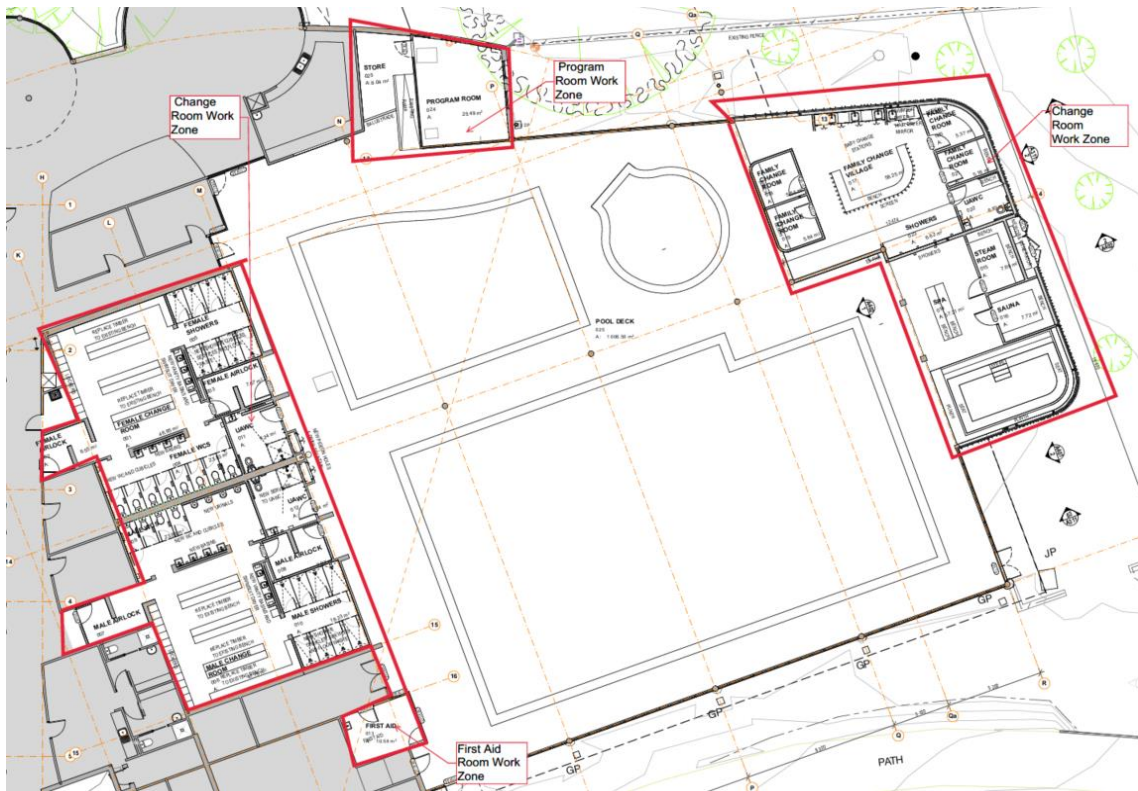
The tenders have been evaluated in accordance with Council's Procurement Policy. The Tender Evaluation Panel comprised of the Unit Manager Aquatic, Leisure and Council Venues, Project Officer Aquatic and Leisure and Assistant Project Manager Capital Delivery, as well as project managers from Root Partnerships. The pricing was evaluated by Zinc an external quantity surveyor.

The Unit Manager Procurement assessed the evaluation and scoring awarded to each tenderer and agreed with the three top tenders shortlisted for tender clarification phase.

Detailed evaluation criteria and weighting are provided in **Confidential Attachment 1**.

## Project details

The project scope includes the full refurbishment of both the male and female changerooms and accessible changerooms, building of a new family change village, relocation of the spa and installation of a new sauna and steam room away from the children's zone, and refurbishment of the old spa area into a program room along with other minor rectification and improvement works at Coburg Leisure Centre.



Optional items were also priced for possible inclusion, include additional painting both internally and externally

A provisional sum has been allocated for the design, manufacture and installation of regulatory and wayfinding signage.

## Environmental implications

Hutchinson Builders demonstrated compliance with the environmental sustainability criteria, which has been confirmed by the Climate Change Technical Officer.

Hutchinson Builders has its own Environmental Policy and Sustainability Statement, which is maintained in accordance with ISO 14001, ISO 9001 and Australian Standard 4801.

## Social procurement

Hutchinson Builders has an indigenous employment plan that sits within their Social Procurement Policy. This includes some Key Performance Indicators and targets for the company to meet by the end of 2020.

## Human Rights Consideration

The implications of this report have been considered in accordance with the requirements of the Charter of Human Rights and Responsibilities and considered not to have any impact on this tender process.

#### 4. Consultation

During the design phase, consultation was undertaken with the YMCA to understand operational requirements and impact. Once the design was almost finalised, Council officers provided this to members and customers of the centre for a two-week period to provide any feedback on the proposed design.

In order to obtain a planning permit, proposed works have been advertised on the fence lines at the centre. No objections were received.

##### Communications

Once the tender is awarded Council officers will work closely with the YMCA to communicate any impacts to access with all members and patrons.

#### 5. Officer Declaration of Conflict of Interest

Council officers involved in the preparation of this report have no conflict of interest in this matter and all members of the panel signed a declaration that there is no conflict of interest in assessing the submissions.

#### 6. Financial and Resources Implications

Tender 900T - Coburg Leisure Centre refurbishment works, forms part of the \$3,400,000 (ex GST) Capital Works project budget allocated to Coburg Leisure Centre for pool plant filtration, pool shell repairs, building works, FF&E works and consultant services.

- The total contract sum tendered by Hutchinson Builders is \$2,928,167 (exclusive of (excl.) GST) which is inclusive of:
- \$2,592,830 (excl. GST) - Main refurbishment works;
- \$70,000 (excl. GST) – Provisional sum for signage design, manufacturing and installation;
- \$30,337.00 (excl. GST) – Optional works, painting both internal and external;
- -\$25,000 (excl. GST) – Adjustment for cost saving for shared staff amenities and office with the City Oval project.
- \$260,000 (excl. GST) – Contingency sum (approx. 10% of contract cost) for potential unforeseen costs.

#### 7. Implementation

Subject to Council's decision, construction is anticipated to commence in late July 2020, following the awarding and signing of contract documentation.

Expected project completion is in December 2020. Council officers had allowed for a shutdown period of six weeks in July and August, but due to the service changes and closures in response to COVID-19 this schedule has been altered. Officers will work with contractors and the YMCA in relation to staged access and openings of the centre.

#### Attachment/s

- 1 Contract 900T Tender evaluation Matrix

D20/236807

*Pursuant to sections 77(2)(c) of the Local Government Act 1989 and 3(1) of the Local Government Act 2020 (g(i)), and (h), this attachment has been designated as confidential by the Chief Executive Officer because it relates to private commercial information, being information provided by a business, commercial or financial undertaking that relates to trade secrets, and confidential meeting information, being the records of meetings closed to the public under section 66(2)(a).*

# NOM30/20 TOWARDS PLACE-BASED COMMUNITY CO-MANAGEMENT OF PARKS AND OPEN SPACES (D20/260717)

Cr Mark Riley

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## 1. Background

Cr Riley's background:

The current approach to the management of our parks and open spaces is largely Council's responsibility, that is, it's managed and operated by officers. The professionalism and standards that officers bring to their roles in this respect is acknowledged and welcomed.

The management of and strategic planning for our parks could be enhanced by including stakeholders using a community co-management approach. Stakeholders could include local residents, sporting and other clubs, community organisations and casual and regular visitors to the space whether local or from further afield.

Current technologies could also be better deployed to assist the community to access and view how the park came to be, how it is currently maintained and what plans exist for its future maintenance or improvement. The current approach to informing the community about a particular park and any planned improvements, while useful, are patchy and not easily accessible. For instance, with respect to Fleming Park there is one page where it has the Master Plans listed. This notes there are 4 plans in progress for Fleming Park, with links. However, one of these is 'the' Fleming Park page with details including matters such as: park improvements, park features, walking your dog, accessibility, recreation, and other parks to enjoy.

There is also information on how to get there, park maintenance (including reducing tree hazards), organising an event in a park (including training and fitness activities) and drinking alcohol in public places. There is however, no accessible link for reporting issues in a local park on these pages (although this is available in the general customer requests and enquires section). There is a link for tree hazard reduction on the 'Tree hazard reduction in parks program' page.

It would assist residents and others to have a summary of recent works/outcomes for a particular park, which describes and illustrates this, and what is planned next. I have used the term 'diary' to help encapsulate this approach.

Other factors impacting on planning, management and tracking of parks include:

- A lack of a transparent and easily accessible mechanism to track progress against Council decisions;
- Wasted time and resources by Councillors, officers and residents spent in raising, responding to and following up on issues;
- Increasing levels of dissatisfaction and disengagement generated by repeated experiences of poor interactions between the Council and the community, which can in turn lead to further levels of dissatisfaction for community members and for staff;
- Not harnessing the experience and expertise of local users to better utilise limited resources (eg, avoid inappropriate, unnecessary or low priority asset investment);
- Poor response to changing circumstances (eg, responding to demographic change and utilisation patterns);
- Silo-ed communication and responses within MCC leading to slow response or no response (ie issues falling through the cracks);

- Poor monitoring of contractors and poor responsiveness to substandard maintenance, including safety risks);
- Difficulty for the community to contact a responsible officer.

The above factors, contributing to a combined effect of low, and trending lower levels of community trust and satisfaction with Council generally. A report which proposes a pilot to trial a place-based community co-management approach to a park could include:

- Community input and co-design in 'planning' for a particular site (ie, strategic and concept planning not municipal zoning);
- Clarifying responsibilities and accountabilities to comprehensively address all aspects of the site, for example:
  - strategic and operational decision making;
  - various functions (eg maintenance, capital investment, capital upgrade, sport and recreation, open space etc);
  - community engagement and so on;
- Maintaining easily accessible, up-to-date, comprehensive and transparent information about a site including:
  - 'planning' documents (eg reports, strategic planning information, concepts, master plans etc);
  - A timeline of previous activities (eg community consultation, Council decisions, capital works conducted etc);
  - Timeline of planned / approved future activities and approved budgets;
  - Maintenance schedules;
  - Key stakeholder and responsible officer contact information and so on;
- Establishing a single point of contact for the community to communicate with Council on issues in relation to a particular site;
- Establishing a mechanism to support accountability by the community and to inform / adjust future activities;
- Establishing a mechanism to support active collaboration between MCC and key stakeholder groups to support better maintenance and improvements of a particular site.

## 2. Policy Context

Officer comments:

Council has a webpage relating specifically to Masterplans and their status. This provides the community an overview of all adopted Master Plans, what the status is and any live projects that relate specifically to them. Council's website also contains information on the maintenance frequencies at each park.

### **Community Engagement and Public Participation in Moreland Policy**

Council is committed to establishing and maintaining high quality processes in community engagement and public participation to ensure people who live and work in Moreland have the right to influence and have a stake in the future of the City. Council has prioritised improvements in our engagement practices and the transparency and governance of our operations. Further engagement with the community will enhance the community's knowledge/understanding and also enhance future management of open space.

### **3. Financial Implications**

Officer comments:

Completing the proposed report will have no financial implications.

### **4. Resources Implications**

Officer comments:

The proposed report can be prepared within existing resources.

### **Motion**

That Council:

1. Receives a report in time for it to be considered as part of the next Council Plan and/or budget process proposing a design and a pilot of a place-based community co-management of a park or parks which would include:
  - a) Expanding and clarifying the key concepts of place-based community co-management of parks for their specific application in Moreland (that is, move from concept to operations);
  - b) Identifying appropriate sites;
  - c) Identifying a trial methodology, including an evaluation framework. The proposed pilot should include such matters as:
    - i. Who could potentially be involved in managing or steering the park's planning and how people can get involved in the planning and when this is likely to occur and how people can expect to be invited to participate at key points in time;
    - ii. Consideration of a variety of management approaches utilising committees or steering groups that could be used to advise and/or collaborate with Council to plan ahead and manage the park(s) and any criteria for broadening the rollout across the city (noting which parks are not likely to be significant enough to garner enough interest in a community management approach);
    - iii. Describing what each trial park's maintenance and care schedule involves and the frequency entailed;
    - iv. A summary description of the plans for upgrades to the park and the time frames expected for these (short/medium/long term) with links to more detailed plans;
    - v. The cost of establishing online diaries/web pages for parks and such management/steering groups along with the potential benefits for Council and the community.

### 1. Background

Cr Irfanli's background:

The Federal Government has an Indigenous Procurement Policy (IPP) which seeks to drive federal procurement contracts through Indigenous Businesses. It has a purpose to leverage the Commonwealth's annual multi-billion procurement spend to drive demand for Indigenous goods and services, stimulate Indigenous economic development and grow the Indigenous business sector through direct contracts and indirectly through major suppliers via subcontracts and employment opportunities. A percentage number of Commonwealth procurement contracts are awarded to Indigenous businesses - The targets for 2019-20 are three per cent for the number of contracts and one per cent for the value of contracts (increasing by 0.25 per cent each year to three per cent in 2027-28). Moreland City Council is very committed to supporting our Indigenous community, especially across education and arts and could be doing more to support the economic development of the indigenous community.

### 2. Policy Context

Officer comments:

Social procurement, including Indigenous procurement and making an impact through the procurement policy is a focus for Council. In alignment with the Federal Government Indigenous Procurement Policy, the Department of Environment, Land, Water and Planning (DELWP) introduced an Aboriginal Procurement Strategy in 2018 that aims for a procurement target of 1 per cent of all procurement to be from Aboriginal businesses per annum. The aim to achieve this through:

- Building relationships with Aboriginal businesses;
- Streamlining procurement processes for the engagement of Victorian Aboriginal businesses;
- Developing economic and commercial capacity of Aboriginal businesses; and
- Promoting goods and services and all construction-related procurement provided by Aboriginal businesses to our diverse department.

Council is already purchasing through Indigenous organisations, for example, the recent purchase of a number of office desks through an Indigenous organisation.

The Procurement team is due to implement a new three-year Procurement Strategy in the first half of 2020-21. The Procurement Strategy will aim to increase Council's social, environmental and indigenous procurement outcomes. The financial impacts of specific social, environmental and indigenous procurement targets will be included in the report to Council to present the three-year Procurement Strategy.

### 3. Financial Implications

Officer comments:

The Procurement Strategy will be completed as part of the procurement work plan and will not require additional financial resources.

### 4. Resources Implications

Officer comments:

The Procurement Strategy will be completed as part of the procurement work plan and will not require additional resources.

## **Motion**

That Council receives a report on the feasibility of adopting a similar policy to its procurement policy where it commits to award at least three per cent of contracts through indigenous businesses.

**Cr Lambros Tapinos**

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**1. Background**

Cr Tapinos's background:

Greek Independence Day celebrates the anniversary of the declaration of the start of the Greek War of Independence from the Ottoman Empire on 25 March 1821. This is a major public holiday in Greece and an event that is marked in communities across the world to celebrate Greece's sovereignty, pride and culture. 2021 marks the bicentennial year of this historic event. Moreland is home to a large and longstanding Greek community that has contributed in many ways to our diverse culture and local economy. Many local Greek community organisations are organising various events and activities to recognise the day and are keen to see Council also play a role in these activities and celebrations to recognise this historic event.

The Mayor has been approached by the Greek National Day Council about events and activities in Moreland. At the request of the Greek National Day Council, the Mayor organised a Zoom meeting with the following local cultural associations in Moreland who have shown support for the initiative; Pallaconian Brotherhood, Pontian Association, Cretan Brotherhood, Cyprus Community, Kastorian Association and the Greek Community of Moreland.

The Greek National Day Council will coordinate and produce an itinerary of events and activities in Melbourne throughout the year, there is an opportunity for Moreland events to be part of this itinerary, which will include exhibitions, cultural and artistic events from Greece.

The local cultural organisations provided the following ideas to commemorate the bicentenary and showcasing the Greek cultural with dancing, music, food and the contribution of the Greek community to Moreland.

- Showcase Greek artists, commission mural or artwork.
- Showcase migration and settlement stories of elderly residents.
- Showcase cultural food and wine festival.
- Showcase musical and folk-dance performances.
- Host flag raising ceremony at Town Hall with Greek Presidential Guard.
- Host library events like story time, author profiles and community events.
- Host art or photo exhibition and traditional puppet show.

**2. Policy Context**

Officer comments:

This proposal is aligned with policy.

Council Plan Key Priority - Achieve higher levels of social cohesion for our multicultural, established and newly arrived community, by fostering opportunities for shared learning and celebration.

A key aspect of the Vision for the Arts and Culture Strategy is to increase access to, and engagement of, community in Council's Arts and Culture program as both participants and audiences.

A priority direction outlined in the Library Services Strategy; Community connection: showcasing community strengths.

### **3. Financial Implications**

Officer comments:

There may be some need for additional funds. This will be explored and outlined in the report presented, to enable consideration in the mid-year budget review process.

### **4. Resources Implications**

Officer comments:

The Cultural Development Teams in Arts and Culture and Libraries are well placed to support activities to commemorate the Greek National Day Bicentenary in conjunction with the local Greek community.

### **Motion**

That Council receives a report on the feasibility of supporting activities and events in partnership with local community organisations to commemorate the Greek National Day Bicentenary in 2021.

## **1. Background**

Cr Bolton's background:

The Coburg Lake Reserve is one of the most popular reserves in Moreland. The reserve is important for the playground, picnicking, community festivals, walking, cycling and exploring the natural ecology along the banks of the Merri Creek. It is a precious ecosystem. It is also a site which includes heritage features.

The reserve was previously a bluestone quarry to supply bluestone for the construction of the Pentridge Prison from the 1850s. It was purchased for a reserve in 1912 when a weir was constructed and a lake created.

With the large number of mature trees with extensive canopy, the reserve is also important for people's mental health and also to combat the urban heat island effect. With increasing numbers of medium-rise and high-rise apartment buildings being constructed nearby, the main areas of the reserve can be overcrowded in the summer months and are a big pressure on the reserve.

A number of issues have occurred in recent times such as: build-up of rubbish on the lake, build-up of graffiti on heritage bridge, infestation of blackberry bushes, preparations to concrete heritage bluestone bridge, a fallen log creating a bridge for foxes to access birds on the island in the lake.

Given the significance of the Coburg Lakes Reserve, there is a case for a person to have responsibility for overseeing the maintenance of the various aspects of the reserve in an integrated and holistic way– ecology, heritage, maintenance, gardening, amenity.

## **2. Policy Context**

Officer comments:

### **Lake Reserve, Coburg – Renewal Project 2009**

This Masterplan document was developed in 2009 and mapped out a three-year project plan of upgrading and improving the Coburg Lake Reserve. Funding for the implementation of this plan was assisted through Melbourne Waters Northern Sewer Project.

All actions within the Masterplan were completed, including:

- Playground upgrade;
- Picnic area upgrades;
- Retaining wall works;
- Path works;
- New suite of park signage;
- Revegetation works.

### **Ongoing Maintenance and Management**

Coburg Lake Reserve is maintained at a higher level than any other reserve throughout the municipality. Council works very closely with Melbourne Water to manage the waterway and contractors have recently cleaned rubbish and litter from the lake itself. Works are currently underway to clear logs and debris from the lake also.

Blackberry bush infestation is only present on Melbourne Water land and Melbourne Water is managing this issue. The log that fell across the lake was cleared as soon as officers could gain access to the site with required machinery. This was hampered due to wet weather at the time.

Graffiti is a widespread issue throughout the municipality which Council manages and removes from Council owned assets when it is identified.

### **3. Financial Implications**

Officer comments:

The actions proposed by the motion can be undertaken within existing operating budgets.

### **4. Resources Implications**

Officer comments:

The actions proposed by the motion can be undertaken within existing resources.

### **Motion**

That Council:

1. Seeks advice from Heritage Victoria on appropriate methods to maintain the heritage-listed 1865 Bluestone Merri Creek Bridge between the Lake weir and Newlands Road (Heritage listing H1446).
2. Receives a report on the Coburg Lake Reserve, which should include:
  - a) A review of the 2009 Coburg Lake Reserve renewal project and proposals to improve the management of the reserve.
  - b) The need for any additional information signage (particularly heritage signage) throughout the reserve.
  - c) Consultation with the Coburg Historical Society on heritage preservation in the reserve, and
  - d) Consideration of a place management focus for overseeing the Coburg Lake Reserve.

## **NOM34/20 ANTI-RACISM BANNER FOR TOWN HALL (D20/270351)**

**Cr Sue Bolton**

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### **1. Background**

Cr Bolton's Background

Moreland Council and its predecessor councils have historically taken strong stances against racism and in support of an inclusive community. 2020 has seen an increase in racist attacks on members of the Asian community at the beginning of the Covid-19 pandemic. Some of these attacks have been physical. 2020 has also seen the development of a worldwide anti-racism movement which was sparked by the Black Lives Matter movement against racist violence by the US police. This movement struck a chord in Australia with the high number of indigenous deaths in custody in Australia. There have been many spontaneous acts of solidarity with this movement in Moreland.

### **2. Policy Context**

Officer comments:

Moreland has a long history of advocacy and support for diversity and inclusion and anti-racism banners have been previously displayed on Council buildings.

In 2016 Council incorporated the statement of commitment to Aboriginal and Torres Strait Islander Communities into the Moreland Human Rights Policy 2016-26. It states that:

"Moreland City Council's vision for reconciliation is where Aboriginal and Torres Strait Islander people are recognised as the traditional custodians of the land, whose dispossession is addressed through respectful partnerships between Indigenous and non-Indigenous people. Council is committed to reconciliation with Indigenous Australians, particularly the Wurundjeri people as traditional owners of the land we now call Moreland."

### **3. Financial Implications**

Officer comments:

The production and installation of the banner has been quoted as \$5,000 which can be sourced from operating budgets.

### **4. Resources Implications**

Officer comments:

The resources required to facilitate the production and display of a banner on the Coburg Town Hall are available in the Communications team.

### **Motion**

That Council:

1. Produces and displays banners that contain an anti-racism message on the Coburg and Brunswick Town Halls in solidarity with the world-wide anti-racism movement sparked by Black Lives Matter.
2. Notes the display of such banners would be consistent with Council paying its respects to the traditional owners of this land, its Reconciliation Action Plan and an indication of its recognition that similar acts of racist violence have occurred against Aboriginal and Torres Strait Islander people.

# **NOM35/20 PROTECTED CYCLING LANES FOR CUMBERLAND ROAD (D20/260581)**

**Cr Dale Martin**

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## **1. Background**

Cr Martin's background:

For a number of years and throughout this entire term, this Council has been advocating to make active transport (both cycling and pedestrian transport options) safer, easier and more accessible for all age groups. With the additional impacts of COVID-19 on our public transport network and what this mean for our residents to maintain safe social distancing in the short-term, all three levels of government must do more to provide safer, easier and more accessible active transport options for residents. Failure to do so may risk flooding our streets with thousands of additional motor vehicles leading to exponential increases in congestion and time spent in traffic. In addition to this some members of our community are not able to drive a motor vehicle due to either ability or age.

We must ensure that public transport options are maintained for these members of our community as a priority. A recent announcement by the state member of Pascoe Vale to abandon protected cycling lanes along Cumberland road, Pascoe Vale and provide an alternative route on Derby and Kent streets with minimal upgrades does not go far enough to improve safe cycling outcomes for residents in our city.

## **2. Policy Context**

Officer comments:

The Moreland Integrated Transport Strategy (MITS) 2019 aims to facilitate a shift in transport mode to more sustainable forms including prioritising access by walking, cycling and public transport over car-based travel and reallocating road space to these modes. While Council can directly facilitate mode shift through cycling and pedestrian investment, substantial investments are needed across a number of transport projects that all tiers of government can provide.

Council has considered multiple reports regarding options for separated bicycle paths on Cumberland Road in the last nine years. At its September 2018 meeting Council resolved (DCI36/18) to support the removal of on-street parking on one side of Cumberland Road, Pascoe Vale, between Olive Grove and Boundary Road, to facilitate the installation of protected bicycle lanes by VicRoads. At its May 2020 meeting Council resolved (NOM23/20) to write to the then Minister Roads and Road Safety Hon. Jaala Pulford and request a meeting to discuss, among other things, bringing forward protected cycling lanes on Cumberland Road, Pascoe Vale. The Mayor and a senior Council officer met the minister on 18 June 2020 to continue to request (amongst other matters) that the Cumberland Road protected bike lanes be pursued.

At its November 2019 meeting Council resolved (DCF82/19) to write to the then Hon. Melissa Horne, Minister for Public Transport advising of Council's concerns with the uncertainty that now surrounds Council's continued investment in the Upfield and Craigieburn Shared Path and seeking an urgent meeting to discuss the matter. Council officers have continued to seek progress on this issue but have been unsuccessful to date.

At its August 2018 meeting Council resolved (DCI30/18) to advocate to Public Transport Victoria and the State Government that the number 58 tram line be extended to Boundary Road to provide another north-south public transport route between the two train lines. Council, despite repeated follow up, is yet to receive a response to this issue.

### **3. Financial Implications**

Officer comments:

The correspondence to action this motion can be accommodated within the existing budget.

### **4. Resources Implications**

Officer comments:

The correspondence can be generated using existing resources.

### **Motion**

That Council:

1. Reiterates its support for the Cumberland Road protected lane to help locals get to the shops, community centres, sports fields, childcare centres and schools, safely - supplementing existing bike lanes on Gaffney and Derby Streets and shimmy routes, not replacing them.
2. Notes its desire for multiple safe active travel options from the North to the South of the city as long planned for and advocated by the City.
3. Notes its desire to make cycling accessible, safe and easy for residents. That this is best achieved through a clear hierarchy of cycling infrastructure, including key protected bicycle lanes and to avoid increasing danger for adults and children by merging cyclists and cars together at intersections and roundabouts.
4. Reiterates its support for the extension of the West Coburg tramway via Turner and Derby Streets and retaining the availability of this alignment to safely accommodate the extension.
5. Writes to the Department of Transport requesting a design solution for protected bike lanes on Cumberland Rd that retains as much car parking that is safe to do so and connects to an extended O'Hea Street Shared Path.
6. Writes to the new Minister for Roads and Road Safety, the Hon. Ben Carroll, and State member for Pascoe Vale. asking them to reiterate their support for protected bike lanes on Cumberland Road and to expedite speed limit reductions on local roads in the north of the City.
7. Writes to the Department of Transport, the Member for Pascoe Vale and the Minister for Roads and Road Safety, the Hon. Ben Carroll, seeking State Government approval for the Craigieburn express shared path from Devon Road to Gaffney Street.
8. Encourages community engagement and consultation in making the final decision to connect safe active transport options from Coburg to Glenroy.

## **NOM36/20 COUNCIL SUPPORT OF MORELAND POLICE (D20/260647)**

**Cr John Kavanagh**

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### **1. Background**

Cr Kavanagh's background:

In light of recent events, it is an appropriate time for Moreland City Council to clearly express our gratitude for the tireless efforts of Victoria Police in Moreland. Moreland Council has a very close relationship with Moreland Police Service Area. A number of years ago police service areas were adjusted to mirror municipal boundaries and this has greatly assisted in the relationship between local government and its police force. We work collaboratively on many initiatives to keep residents safe. As part of the annual Moreland Awards ceremony Council also presents the Mayor's Police Leadership Award.

### **2. Policy Context**

Officer comments:

The motion is consistent with existing council policies and practices.

### **3. Financial Implications**

Officer comments:

The actions proposed can be implemented within existing resources.

### **4. Resources Implications**

Officer comments:

The actions proposed can be completed within current roles and will require officers to reprioritise existing work.

### **Motion**

That Council:

1. Writes to the Moreland Police Commander expressing gratitude for the work Victoria Police do in keeping the Moreland community safe.
2. Writes to the Victorian Premier, the Hon. Daniel Andrews, and Minister for Police, the Hon. Lisa Neville and:
  - a) Reiterates its gratitude for the work of Victoria Police in Moreland.
  - b) Expresses Moreland's view that there should be no reduction in funding to Victoria Police.
3. In the lead up to National Police Remembrance Day on 29 September, sells 'Blue Ribbon Foundation' Merchandise from Council's Customer Service Centres.
4. Uses its social media platforms to:
  - a) Inform residents of its support for Victoria Police
  - b) In September, inform residents of the range Blue Ribbon Foundation products that are for sale in Customer Service Centres.