



# Merri-bek City Council

## Minutes of the Council Meeting

Held at the Council Chamber, Merri-bek Civic Centre,  
90 Bell Street, Coburg  
on Wednesday 13 September 2023

The Mayor opened the meeting at 7.03 pm and stated the Council meeting is being held on the traditional country of the Wurundjeri Woi Wurrung people and acknowledged them as Traditional Owners. The Mayor paid respects to their Elders, past, present and emerging, and the Elders from other communities who may be here today.

Present	Time In	Time Out
Cr Angelica Panopoulos, Mayor	7.03 pm	10.37 pm
Cr Helen Davidson, Deputy Mayor	7.03 pm	10.37 pm
Cr Adam Pulford	7.03 pm	10.37 pm
Cr Annalivia Carli Hannan	Leave of Absence	
Cr Helen Pavlidis	Leave of Absence	
Cr James Conlan	7.03 pm	10.37 pm
Cr Lambros Tapinos	7.03 pm	10.37 pm
Cr Mark Riley	7.03 pm	10.37 pm
Cr Monica Harte	7.03 pm	10.37 pm
Cr Oscar Yildiz JP	7.03 pm	10.37 pm
Cr Sue Bolton	7.03 pm	10.37 pm

### OFFICERS

Acting Chief Executive Officer – Anita Curnow  
Director Business Transformation – Sue Vujcevic  
Acting Director City Infrastructure – Greg Rodwell  
Director Community – Eamonn Fennessy  
Director Place and Environment – Joseph Tabacco  
Manager Governance and Strategy – Yvonne Callanan  
Unit Manager Governance – Troy Delia

## **APOLOGIES/LEAVE OF ABSENCE**

Cr Pavlidis was on an approved leave of absence from 14 August 2023 to 24 September 2023 inclusive.

Cr Carli Hannan sought a leave of absence from Council for the period 6 September to 28 September 2023 inclusive.

### **Motion**

**Cr Pulford moved, Cr Riley seconded -**

**That Council grant a leave of absence to Cr Carli Hannan for the period 6 September to 28 September 2023 inclusive.**

**Carried**

## **DISCLOSURES OF CONFLICTS OF INTEREST**

Nil.

## **MINUTE CONFIRMATION**

### **Resolution**

**Cr Harte moved, Cr Riley seconded -**

**That the minutes of the Council Meeting held on 9 August 2023 be confirmed.**

**Carried**

## **ACKNOWLEDGEMENTS AND OTHER MATTERS**

### **Cr Bolton**

- Acknowledged a community rally to call for accessible tram stops on Sydney Road. The rally will commence at 1pm on Sunday 17 September 2023 from the Wilson Avenue, Brunswick open space, opposite Barkly Square.

### **Cr Riley**

- Acknowledged the passing of Uncle Brian McKinnon on 20 July 2023.
- Acknowledged the passing of Fraser Brindley on 9 August 2023. Fraser was the first elected Greens Councillor to Merri-bek Council.
- Advised that as part of Merri-bek's commitment to supporting the Uluru Statement from the Heart and saying yes to truth, treaty and a voice, 'Yes' corflute signs are available for free from Council's customer service centres and libraries.

## **PETITIONS**

Mayor Cr Panopoulos acknowledged the submission of an additional 97 signatures to a petition received at the July Council meeting requesting Council remove unsafe bike infrastructure on Kent Road, Pascoe Vale.

## **PUBLIC QUESTION TIME**

*Public Question Time commenced at 7.16 pm.*

### **BERNARD CHONG YOONG WAI - STATEMENT - REPORT 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE**

This is a statement from the Sustainable Transport Advisory Committee (STAC) on item 7.1: the Officer recommendation to rip out protected bike lanes on Kent Road, Pascoe Vale and replace them with an unsafe shimmy. It was adopted unanimously by seven attendees and one proxy at the STAC meeting on September 12, 2023. STAC is absolutely opposed to the removal of the protected bike lanes.

The Committee expresses our profound disappointment at Council officers failing to seek our advice prior to making this decision. Of all stakeholders, we were briefed yesterday - the last to be briefed. This smacks of tokenism at best. What is the point of a Sustainable Transport Advisory Committee if not to provide advice on safe walking and cycling infrastructure decision making?

The Officer recommendations are contrary to Council's policies on active transport and the Council Plan. The Planning Scheme clearly outlines a road user hierarchy that prioritises efficient and safe walking, cycling and the use of public transport over cars. Revisions to the Victorian Planning Provisions explicitly highlight the need to "Design development to promote walking, cycling and the use of public transport, in that order, and minimise car dependency". Protected bike lanes are vital for the safety of people riding, and to keep footpaths safe for people walking.

The report identifies significant congestion and poor driver behaviour on Kent Road between Cumberland Road and Valerie Street, centred around the medical centre and sports field. And yet the recommendation is to remove the protected bike lanes that keep people on bicycles out of the most congested areas on the road. While Council plans to build an unprotected shimmy route on back streets, residents will always need to ride down this stretch of Kent Road to travel to and from the medical centre, the shops, the sports field and other destinations. People don't stop needing to go to the doctor just because the bike lane has been removed.

Council are proposing to paint sharrows on the road surface and that riders should use the road in the door zone of parked vehicles. This is very hazardous. If the Kent Road bike lanes are ripped out, the effect of this decision will be profound. It will severely damage Merri-bek's hitherto proud reputation on sustainability. It will undermine plans to build protected bike lanes across the whole state. Because if Merri-bek can't do it - who else can? And it will empower the people who are trying to stop safe active transport - those who want motor vehicles to continue dominating our road space, and who are opposed to sharing our limited space and resources.

It is not only cycling that will be undermined. The problem of congestion and conflict won't go away from Kent Road. It will be moved onto the footpath with pedestrians. This would create hazards for people attending football matches and for vulnerable patients visiting the medical clinic. Some families will return to driving, adding to the congestion.

We are facing a climate emergency. We cannot delay taking strong action on sustainable transport. We have a rising population, and a cost-of-living crisis. Safe cycling infrastructure is vital to meet these imperatives.

The current Parliamentary Inquiry on Vulnerable Road Users heard a large amount of evidence about the need for protected bike lanes. Road safety authorities were alarmed at the number of distracted drivers. 72% of drivers admit using a handheld mobile phone while driving. The majority of drivers admit to speeding.

Merri-bek urgently needs safe protected bike lanes to ensure that all people have the option to ride. Protected bike lanes are also vital to pedestrian safety. Without protected bike lanes, we will see more cycling and e-scootering on the footpaths. The effect on elderly residents will be devastating. Being forced to share footpaths with these devices is intimidating. Thousands are hospitalised each year due to falls, which can happen just by being startled.

Kent Road is an ideal location for protected bike lanes, to ensure that residents are safe on our footpaths. They have helped with traffic calming to protect residents, but clearly more has to be done. Reducing the street width to one lane of traffic is a vital traffic calming measure.

After seeing this report, the majority of members of the Sustainable Transport Advisory Committee declare that they do NOT have Confidence that Council will help deliver active transport infrastructure in Merri-bek.

Councillors, please vote to retain this vital piece of infrastructure. Please urgently reaffirm Council's commitment to building a safe, separated bike network. STAC also requests that officers report back on how to restart its ten-year capital works plan on cycling infrastructure, which has clearly stalled.

*Bernard Chong Yoong Wai read their statement.*

## **PAULINE CARMICHAEL - STATEMENT - REPORT 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE**

Good evening, my name is Pauline Carmichael from Pascoe Vale. I hope that tonight's report on the Kent Road trial is considered in its own right. All the past consultation was constrained to discussing various options. The last resolution was to consult with residents, businesses and sporting clubs on Kent Road. This targeted consultation was welcomed because the specific concerns around this specific trial were falling on deaf ears. There has been three petitions since the commencement of the trial adding up to thousands and the local community has been left dumbfounded as to why their voice wasn't being heard. The last two petitions were deliberately not shared on-line to highlight the fact those people signing were genuinely impacted.

There is no doubt the greater Merri-bek community wants and needs our roads and streets to allow for safer cycling. This was heard at the submissions hearing on the Budget, the consultation around the 10 year capital works program and there is currently consultation on the new transport strategy and if you look at the pins placed by people highlighting unsafe roads and streets you will notice none on Kent Road. Some might say that Kent Road pre-trial was less safe than it is now for bike riders.

My points to that argument are:

At the very first engagement session on site I spoke to a prominent member of the Merri-bek bike user group and asked was this section of Kent Road unsafe before the trial. The answer was no and she frequently rode down Kent Road to get to Derby Street for lunch. If there was football on the weekend she would avoid Kent Road and when I asked what about now with the bike lane? She said she would still avoid Kent Road on the weekend if there was sport on.

The average speed was incorrectly published in one of the first officer reports. The speed was from the other end of Kent Road. The actual speed at the trial site was under 40 km/h when the actual limit was 50 km/h. This hasn't changed since the trial and the limit officially dropping to 40 km/h. The volume of traffic has not changed either so whoever came up with the idea it was a rat run was wrong.

There was no advocacy from anyone that the trial area of Kent Road was so unsafe it needed further traffic calming measures. In fact a neighbour requested one additional speed hump a year before the trial and was told NO the traffic survey and speed counts showed it was not required.

The argument of cars roaring down the middle of a wide road is perception not reality.

Bike riders who previously rode on the road and continue to ride on the road were safer pre-trial as there was plenty of space to ride in the car lane and a good distance from car doors. It's not as narrow as Kent Road east or other local roads in Brunswick or Coburg.

Children are still riding on the footpath which is the best place for them as merging out before the roundabout is very dangerous and the lane is too narrow for a parent to ride beside them.

A previous Council report said that 42% more female bike riders rode on Kent Road post-trial. If in fact they were female, because cameras blur images, it equated to 9 over 4 days! Pre-trial and post-trial (other than in total lockdown period) the number of male bike riders dropped by 13%. The total number of riders decreased from pre-trial to post trial by 8%. The number of riders per day post-trial is less than 60 per day and very few children and females. In comparison the number of pedestrians is 6 times more than that per day – approximately 375 per day and close to 50/50 females and males.

Since the trial it is a fact validated by expert road safety auditors that sightlines are terrible, and cars cannot see bikes when turning onto Kent Road from the various side roads and streets. Cars cannot see cars coming from the opposite direction and are forced to wait over the bike lane and often reverse back across the bike lane and pedestrian crossing. These examples have been witnessed by officers and Councillors. Again, not perceived safety risks they are real. I could go on all night, but I want to end on this point. Thousands of vulnerable people have been impacted. Most of them impacted after they get dropped off or exit their cars to go to the doctors. Bike riders are vulnerable road users as well and near misses have been reported from reversing cars from driveways and particularly at the Joffre Street intersection.

I believe it's a human rights consideration. 300m of separation is not keeping anyone safe.

*Pauline Carmichael read their statement.*

## **RORY DICKSON – QUESTION - REPORT 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE**

How can we ensure the safety of cyclists and other road users without this dedicated lane? Considering the documented instances of dangerous and aggressive driving, such as aggressive refusals to give way to oncoming cars, heated arguments between drivers and cyclists, and reports of sideswiped mirrors and vehicle damage?

**At the request of the Mayor, Acting Director City Infrastructure, Greg Rodwell responded:**

Council is committed to a 10 Year Active Travel Capital Plan, which includes protected bike lane projects along with a range of other bike and pedestrian infrastructure projects. We also have non-infrastructure based initiatives, like our Ride & Stride program where we work with local schools to encourage safe, healthy travel options for kids. This is part of a multi-dimensional approach to creating safe and sustainable transport options for people of all ages and abilities.

The reports of aggressive driver behaviour and driver frustration on Kent Rd during the trial period have been noted. This has primarily been attributed to the single lane road width which will be reinstated to the original condition if the recommendation is adopted and will not require vehicles to swerve and give way to other oncoming vehicles on the street. Traffic calming devices will remain in the street to help achieve the 40kph speed limit.

Providing a low stress bike route between Glenroy and Coburg continues to be a strategy to facilitate safe, convenient and attractive cycling options for all confidence levels. The recommendation proposes an alternative alignment to the Glenroy to Coburg bike route that is expected to provide safe and comfortable bike riding options for everyone in the area.

### **MARION ATTWATER - STATEMENT – REPORT 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE**

There were 1,083 responses to the survey that was conducted in April. That consisted of 123 on-site intercept surveys, 82 physical mailout surveys, and 878 responses via the online survey.

The survey was not limited to only those in the immediate vicinity of Kent Road, it was open to all, which was something that we were critical of at the time because we believed that it would enable the Bicycle Users Group to unfairly dominate the survey responses. But it seems that in spite of the open nature of the survey, the overwhelming response via the various questions and open-text fields, is that the bike lanes are flawed and should be removed.

To quote from page 12 of the report which says “While there is some positive data from the Kent Road trial, the strength of the negative responses and challenges identified with trial treatments indicate that less confident bike riders may be better served on an alternative route.” and “When a transport project interrupts regular traffic patterns, it is common for travel behaviours to adjust over time to suit the new network arrangements. However, in this case, ongoing traffic volumes and behaviours that were expected to lessen over the two-year trial period, have instead prevailed.

This unexpected side-effect of the trial treatments also suggests that alternative options to the trial infrastructure should be pursued.” Unfortunately though, it seems that a Councillor or some Councillors, who are disappointed with the results of the survey and the trial generally, have instead suggested that there should be a last-minute contest to see which side can write the most emails and make the most phone calls to Councillors. And that Councillors should base their decision on the number of emails and phone calls that they receive in the days leading up to tonight’s meeting. This seems like a grossly unfair tactic.

I hope that the majority of Councillors will see past this unfair tactic, and instead base their decision on the 1083 responses to the survey that was open to all. Other local councils and VicRoads have removed separated bike lanes because the bike lanes created more problems and safety issues than they solved, which is exactly the situation with Kent Road in Pascoe Vale.

*Marion Attwater read their statement.*

### **JEMMA O'DONOHUE - QUESTION - REPORT 7.4 2023-2030 ARTS AND CULTURE STRATEGY**

What is Council doing to provide an accessible, welcoming community performance space similar to the Darebin Arts centre as part of this Draft Arts Merri-bek Strategy?

#### **At the invitation of Mayor, Cr Pulford responded:**

As part of the agenda item tonight we have created a couple of amendments to ask Council officers to look at how we can create something like the Darebin Arts and Performance centre here in Merri-bek. And also to look at what improvements could be made to Coburg Town Hall due to its proximity to Coburg High School and a formal Heads of Agreement.

### **SAMANTHA BOND - QUESTION - REPORT 7.4 2023-2030 ARTS AND CULTURE STRATEGY**

What is meant by an arts centre in this clause (ie is it just a gallery or workshop space) or whether this includes planning for a much needed Community Performing Arts Centre?

#### **At the request of the Mayor, Director Community, Eamonn Fennessy responded:**

The strategy that is before Council tonight talks to a Northern Arts Hub, that is in the area north of Bell Street possibly in Fawkner, Hadfield and Glenroy, we don't have a site listed for that. The intention for that is for an indoor performance space and also the space for creative production.

The size of that facility what it looks like and what the community needs all has to be planned in consultation with artists and the community.

### **NATALIE ABOUD - QUESTION - REPORT 7.4 2023-2030 ARTS AND CULTURE STRATEGY**

Will Council add an extra point to its motion regarding the draft strategy asking that it investigates the quickest way (such as renovating the Coburg Town Hall) to provide such a space for Merri-bek performers and their supporters?

#### **Mayor, Cr Panopoulos responded:**

The Mayor noted this question, as it relates to an item being considered by Council this evening.

### **MARILYN MOORE - STATEMENT - REPORT 7.2 COBURG BLUESTONE COTTAGE COMPLEX REDEVELOPMENT**

I am the president of the Coburg Historical Society. Coburg Historical Society is a 51-year-old community organisation with growing membership and is a user of the Bluestone Cottage complex for over 40 years.

We are not here asking for a fourth building. We are questioning the officers recommendation for the area and the budget of a replacement building for our annexe. Resulting from Council's decision to sell the land to the eastern north of our state heritage listed bluestone cottage complex, including the land on which the annexe sits. We were told we could have a new building to replace our current annexe and took the opportunity to hopefully keep our collection safer in better facilities, become more operatively efficient and attract more volunteers who would work in a newer more fit for purpose building, extending open hours to cater for more visitors.

The officer recommendation is for the cheapest option concept one, which is only larger than our current annex because of the DDA toilet. This building will not accommodate our current collection, provide a kitchenette for our volunteers and give us sufficient space for expansion. An extension will be required immediately the building is finished.

The second option is only 140 m<sup>2</sup> internally and 155 m<sup>2</sup> outside it gives only 30 m<sup>2</sup> extra intern space which will be quick quickly used up with new records and new donations. If we have a kitchenette and toilet for the disabled it will be in that one, however we doubt we will be able to fit in any artefact displays or work areas.

*Marilyn Moore read their statement.*

## **MARILYN MOORE - QUESTION - REPORT 7.2 COBURG BLUESTONE COTTAGE COMPLEX REDEVELOPMENT**

One of our Coburg Historical Society members is an architect. She advises that \$8,000 per square metre is about the current cost per square metre of a high end, bespoke architectural residential project.

Based on the figures for the three concepts mentioned in the Council report she notes there seems to be some considerable discrepancies in the costings. She states If you convert the annex internal sqm and cost of the annex you get the below comparison:

Option 1 - 121 sqm \$435,000 = \$3,595 / sqm

Option 2 - 140 sqm \$597,000 = \$4,264 / sqm (About \$600 more than option 1)

Option 3 (barely mentioned in the Council report) - 192 sqm \$1,497,000 = \$7,796 / sqm (a whopping \$3,532 more than Option 2 and \$4,201 more than option 1)

She makes the observation that the other rates for option 1 and 2 are also high for a commercial project

The question is why are these costs so high and why in particular does option 3 differ so significantly?

**At the request of the Mayor, Director Community, Eamonn Fennessy responded:**

Thank you for your question, like most Council projects, the costings were prepared by external Quantity Surveyors and respond to the concept plans. The budget also includes appropriate contingencies as like all construction activity across Victoria Council have seen significant cost escalations and material cost increases.

The difference in cost between option 1 and 2 as there are some differences between the concepts, notably the addition of a kitchenette in concept 2.

Option 3 has envisaged additional uses and degrees of occupation and use (and a need for additional levels of ventilation and amenity to support this) that require a higher specification under the building code, resulting in a higher cost per square metre.

## **Question Time Extension**

### **Resolution**

**Cr Pulford moved, Cr Riley seconded -**

**That Public Question time be extended by 30 minutes at 7.45 pm.**

**Carried**



## **ERINI PILIPASIDIS - STATEMENT - REPORT 7.9 NAMING OF LANEWAYS**

I am from Brunswick, I am the daughter of Pagoni and Stavros Pilipasidis. Firstly I wish to thank you all and the officers recommendation to request the naming of this laneway in honour of my deceased mother Pagoni for her hard work, dedication and major contribution to the community. The name Pagoni is strongly linked to this laneway as it adjoins the 576 Sydney Road, Brunswick premises where Pagoni lived and spent most of her life for countless hours working around the clock in her field in fashion and textiles.

In 1961 Pagoni and Stavros migrated with their two children from Greece to Melbourne Australia on a ship called 'Patris' with no money, and with no English language. The family has been residing in Brunswick since that time in 1961. Brunswick was to become the centre of the Greek community in the 60s 70s and 80s. The community was thriving, and this was perfect for Pagoni as she was a qualified fashion designer and seamstress from Athens, she had plenty of work and was always in demand.

In the 1970s, Stavros and Pagoni purchased and began living with their two children at the 576 Sydney Road premises, which adjoins as I said before with the laneway on Sydney Road. The entrance door to their home is in this laneway which has become a significant part of the family's history and everyday life. It's through this laneway access that the family enters and leaves their home for over 53 years. Pagoni always maintained and kept this laneway clean, as she would say it's part of the family home. It was a perfect location for the family as Stavros's brother Nick was five doors down running his business Greenhill restaurant and function centre. His other brother George was five doors up running his grocery store and his other brother Jim was 100 metres away running his restaurant named Olympic. It was an exciting time for migrants to be in Brunswick, in those days. There were many Greeks, Italians and people from many other cultures everywhere the culture was changing.

In 1971 tragically Stavros had a sudden heart attack and suddenly died at the age of 44 years old, Pagoni was left a widow at the age of 42 years old to bring up her two young children. Despite the trauma of losing her husband suddenly at an early age and being left to raise her young children, Pagoni continued to work very hard in the field of the fashion and textiles industry.

Pagoni was one of the most well known and respected women in the Greek community since migrating to Brunswick in 1961. She worked very hard in her field and provided enormous support and help through her craft as an expert in the field of fashion and textiles to many people in her local Brunswick community as she had successfully graduated from Athens in fashion design studies.

As a fashion designer and seamstress she had a small school of students where she taught dressmaking and fashion designing and she eventually also passed on her passion to her daughter Erini.

Pagoni had extraordinary talents in her field and exceptional designing skills and she was very passionate and really loved her craft. Her contribution in the fashion and textile industry in the local Brunswick community was huge and significant.

She was very humble and had enormous generosity and kindness and with her very patient nature she was always helping people in need in her community.

Pagoni's passion and deep love for fashion and textiles led her to encourage and inspire her daughter to create a worldwide initiative to support the ideals of the United Nations, which was very well received by many Member States in the United Nations System.

Pagoni was instrumental in supporting to create our nation's first fashion TV series promoting and showcasing our local fashion designers and textile industry.

Pagoni died in 2017 and as a migrant women left behind her a huge legacy and this legacy and hard work for her community should be remembered and honoured for a single mother raising 2 children to have achieved so much and contributed so much to her community.

Pagoni was an eclectic devoted collector of beautiful fabrics. Fabrics were her love and great passion. I am working towards creating a small gallery/exhibition to showcase and tell the story of Pagoni and Stavros's legacy at 576 Sydney Road, Brunswick premises adjoining this laneway were Pagoni lived.

Pagoni and Stavros were heroes as they migrated to Brunswick with no money, no English language with 2 young children and accomplished and contributed enormously to their community and for this reason their legacy should be honoured and they deserve to have this small laneway named after them.

There is further extensive detailed information that can be provided.

*Erini Pilipasidis read their statement*

## **MARION ATTWATER - QUESTION - REPORT 7.9 NAMING OF LANEWAYS**

Report 7.9 on the naming of laneways seems to be proposing that Councillors give passive endorsement to the continuing use of the 2013 policy on naming places in Merri-bek-Moreland (in dot-point 1 of the officer recommendations). This 2013 policy is so out-of-date that it refers to a Directorate of Corporate Services that was abolished in 2018, and to naming guidelines of 2010 !! The Naming Guidelines or Rules have changed significantly since 2010, and the current version is the 2022 Naming Rules for Places in Victoria. The Naming Rules are a mandatory document

When a member of the public tries to read the 2013 Naming Places in Merri-bek Policy, do you think it is likely that they will end up informed on the 2010 Naming Rules and terminology rather than the 2022 Naming Rules for Places in Victoria?

**At the request of the Mayor, Director Planning and Environment, Joseph Tabacco responded:**

Each naming project undertaken is carried out in accordance with the 2022 Naming Rules for Places in Victoria. This information is clearly stipulated, and links provided in each element of our community engagement and consultation process (notification letters, public notice, corporate website, Conversations Merri-bek website etc.)

Council continues to adhere to the current policy and as explained continues to make it evident that we are operating in accordance with the 2022 Naming Rules for Places in Victoria.

I can also confirm that Council's existing policy is scheduled to be updated in early 2024. The officer's report on page 167 of the agenda foreshadows what some of the likely recommended changes to that policy will be.

## **JOHN ENGLART - QUESTION – NOTICE OF MOTION 8.3 COMMUNITY SUPPORT DURING EXTREME HEAT EVENTS**

I speak on behalf of Climate Action Merri-bek to support this motion. I just have a question which I have been unable to get a straight answer to. Are any of Council's facilities used for cooling respite power resilient and can continue to provide air-conditioned cooling in the small possibility of power blackouts? Do any of them have solar and battery power to maintain function during severe or extreme heat events during their hours of opening? Have Council considered ensuring power resilience as part of the Municipal Emergency Management Plan (MEMP) operation of Emergency relief centres and to what result?

**At the request of the Mayor, Director Community, Eamonn Fennessy responded:**

To my knowledge Council doesn't have any backup generators at its facilities.

In relation to Emergency Relief Centres, as we don't have back up power, we would seek a generator via our emergency management arrangements or seek an alternative centre to open if this proved to be an issue in a particular area.

We are looking closely at the forth coming summer and our emergency management planning around that.

We are continuing to explore our needs for alternative power sources and also non fossil fuelled power sources, if that's possible.

**BERIS HAMMOND - STATEMENT - NOTICE OF MOTION 8.5 REINSTATE POSTAL SERVICES TO GLENROY**

As a resident of Glenroy I am very disappointed by the closure of Glenroy Post Office. The impact of decision has disadvantaged our Aged and Disabled Communities. Particularly those of us who do not drive.

- Access by train to Oak Park LPO - steep incline up Snell Grove, step up to enter premises.
- Access by Train to Broadmeadows LPO - I have been told by Aged gentlemen they will not go up as they feel very vulnerable being in wheelchairs at that shopping centre.
- Access by Bus to West Street LPO - step up to enter premises.

The potential hazard for those in wheelchairs, on walkers and those unstable on their feet to these LPO's is extremely high.

Our Aged Community are not all computer literate so they pay their rates, utility and other bills at the Post Office in person. I have been approached in the Supermarket and the Coffee Shop by very concerned older people telling me how it is going to severely impact them. They can withdraw money - will not / cannot use ATMs - they are totally bewildered by them or they just don't trust them. The potential here is for them to be taken financial advantage of by unscrupulous people.

*Beris Hammond read their statement.*

**WENDY RUSHBY - STATEMENT - NOTICE OF MOTION 8.5 REINSTATE POSTAL SERVICES TO GLENROY**

Regarding the post office closure, a lot of the elderly community are computer illiterate and a lot do not drive. How can they manage everything that is usually done at the post office by the staff for them.

Apart from the fact they do not own a computer, most of the community enjoy the social aspect of going to the local post office for who they know and love, and to have a chat with. For some this is the only interaction they have with people outside of their home.

For residents to now have to travel by public transport is so unreasonable, not only the cost but the time it will take them just to do a simple chore is totally unrealistic. I'm speaking from example as my husband needs a walker.

The post office we are being recommended to use is a fair distance away and very unacceptable.

We definitely need a post office in Glenroy, thank you Council for your ongoing support.

*Wendy Rushby read their statement.*

## **SONJA RUTHERFORD - STATEMENT - NOTICE OF MOTION 8.5 REINSTATE POSTAL SERVICES TO GLENROY**

I am a member of the Save Glenroy Post Office campaign committee. As Merri-bek Councillors you are well aware of the problems associated with Australia Post's decision to close Glenroy Post Office. You have in the past few weeks voiced your opposition to the closure and have written letters to the government authorities, seeking a review of Australia Post's decision. We thank you and now we are seeking your ongoing support for residents in their ongoing campaign for the return of the postal service Glenroy shopping centre.

Just a quick summary of the campaign so far, we've had two well attended rallies, one at post office place the other in at Bourke Street at the Australian Post office headquarters, We have collected 3000 petitions, 101,400 of which were paper the others were online. We collected 153 signed letters to Prime Minister Albanese and we collected 230 signed letters to Australia Post and these were collected in a space of 2.5 hours one Saturday morning.

We delivered these 230 letters to Australia Post at their office in Bourke Street. We received replies to these two sets of letters, the first from Australia Post stating they understood it was not what residents wanted, but that they had made the right decision and that was that. At least they have agreed to meet residents at the Glenroy Hub at a date soon to be decided.

The reply from Prime Minister Albanese was totally unacceptable, the letters that were sent to him were requested him to intervene on the community's behalf but instead he simply sent the letters to Australia Post for them to reply on his behalf. The letter they sent was almost identical to the one that we received from Australia Post previously.

We also consider that Australia Post's refusal to grant a license for the Glenroy Newsagency to operate a postal service is also unacceptable and its reversal of this decision will be part of our ongoing campaign.

The campaign for the return of our postal service continues and we take heart from Sebastopol, who after two years of campaigning regained the return of the service last month.

We urge you to support the motion on this matter later in the evening, thank you.

*Sonja Rutherford read their statement.*

## **JULIE HOGAN - STATEMENT – REPORT 7.2 COBURG BLUESTONE COTTAGE COMPLEX REDEVELOPMENT**

Coburg Historical Society welcomes the possibility of the new facility.

Full transparency seemed to be lacking in the costing of options in the public report to Council which only showed a breakdown of cost for concept one not for concept two and not for recently costed additional option.

A new report with full costing made public would be more transparent, yesterday we saw the costings and the new concept plans. We are struggling to understand how the costs for a relatively simple project can be so high.

The option presented to Council recently with two buildings is impractical and does not have an understanding of the management of visitors, volunteers and the collection. It could have benefited with direct discussion between our members and the architect.

We understand the concerns the Councillors have around the limited open public hours, volunteers do work many additional hours at the cottage but many more ours of administration tasks such as digitising, cataloguing and researching are often taken home as the cottage environment is unsuitable. Larger facilities would allow this to be done as volunteers could work on site more often. This would eventually flow on to additional opening hours. The concepts show a lot of money to spend and it would be disappointing at the very least to spend the amount shown in concept one and two, and not have a facility that would provide minimal options for anything other than storage.

The phrase "Build and they will come" I think is particularly relevant. A good useful attractive facility will attract more visitors and volunteers, and will be of a long lasting benefit to the promotion and understanding of history, especially our local stories.

*Julie Hogan read their statement.*

### **ANNELY AEUCKENS - QUESTION – REPORT 7.2 COBURG BLUESTONE COTTAGE COMPLEX REDEVELOPMENT**

Does the Council understand that concept two, without temperature controls and proper ventilation, is inadequate even if the new structure is simply used for storage purposes (which it will not be)?

Not only as a member of the historical society but as a historian and a resident of almost a quarter of a century, I'm really concerned that the history of the area is looked after appropriately and that goes beyond printed records in libraries. It really is about preserving the voice of the community and so I just ask you to regard that beyond the cost of the dollar cost which we all have to take into account, but I think needs to be set aside as I think this is an area that has been relatively neglected by the Council.

*Annelly Aeuckens read their statement.*

### **JANE HOLROYD - STATEMENT – REPORT 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE**

I'm a parent from Coburg High School's walking and riding sub-committee. Each day 250 teenagers ride to Coburg High School. All up we have 76% using sustainable transport. Just 23% of our students are driven, contrasting to Melbourne's secondary school average where 64% of students travel to school by car. A large factor in Coburg High's record is its location on Merri-bek's safest bike route. The Upfield Path, O'Hea Street and Pentridge Boulevard all offer bike journeys largely separated from vehicles. Not all of our students enjoy this sanctuary.

Our committee recently spoke at the Victorian Parliamentary Inquiry into Road Safety of Vulnerable Road Users. We urged the Government and Merri-bek to fund and build more separated bike infrastructure on their roads. Before the hearing Principal Brent surveyed students. Here's a snippet of their experiences on Merri-bek's roads as relayed by Josh at the hearing. Miro, a year 7, Theo and Josh recounted cars driving dangerously close through roundabouts on multiple occasions. Sage, Year 11 student, reported they were hit by a car that wrecked their bike and also hit them onto the road, saying nobody got out of their car to check on them and drivers even beeped while they were crying and trying to get back on their bike.

People aged between 5 and 18 are nearly 17% of the Australian population, their voices are fairly absent in this evaluation in the Kent Road trial. Of 1083 survey responses only 5 people aged 15 years or under participated, that's less than half of one percent of the survey responses. Many young people walk and ride or want to, it's the way they can get around Merri-bek independently. They are highly vulnerable road users and they need your protection on Merri-bek's streets.

A student who rides to school in Merri-bek is six times more likely to be seriously injured than a kid who lives close enough to the school to walk. Half of people seriously injured riding a Merri-bek are hit on council control streets. These statistics come from Merri-bek's own submission to the Parliamentary Inquiry. The submission shows car-dooring, drivers illegally turning across cyclists or veering into them are common crash scenarios.

Our committee is bewildered that Council would redirect the Glenroy to Coburg bike route via back-street shimmies. Shimmies don't address the biggest risks to the people riding on your roads.

The Kent Road bike lanes should be improved, not removed. Stop compromising on safety, stop asking people who aren't engineers how to design infrastructure for our most vulnerable users, this isn't what consultation is for.

To finish positively your Open Streets program is helping many people reimagine streets so that they can serve more types of people especially our young people and we urge to persist in this vein.

*Jane Holroyd read their statement.*

## **Questions and Statements taken on notice**

*Questions and statements taken on notice may be summarised for the purpose of recording them in the minutes. Full and complete copies are made available to Council officers for responses or information. Responses to questions taken on notice are reported to the next practicable Council meeting.*

### **RORY DICKSON - STATEMENT - REPORT 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE**

The Kent Road Separated Bike Lane is not just a painted path on the ground; it represents a commitment to a safer, healthier, and more sustainable future for our community. Instead of tearing it up, Councillors should wholeheartedly embrace it and extend its reach through to Derby Street, and onto O'Hea.

Yes, some people have expressed concerns about feeling unsafe in the bike lane, but the solution is not to dismantle it. The key to making it safer lies in enhancing its design and ensuring that it serves its purpose as a dedicated space for cyclists.

The primary reason some cyclists feel unsafe is the presence of cars infringing upon their space - and the lack of a connected, separated cycling network. The answer, then, is not to eliminate the lane but to enforce its separation from cars and make necessary improvements.

Imagine a world where our streets prioritise human lives and the environment over the convenience of cars. A world where children can bike to school or the oval without fear, where families can enjoy recreational rides without risking their safety, and where commuters can choose sustainable transportation options with confidence.

The Kent Road Separated Bike Lane is a vital step towards realising this vision. By extending and improving this bike lane, you are investing in your community's health and wellbeing.

You are reducing traffic congestion by giving people additional transportation options, you are lowering carbon emissions, and you are encouraging physical activity.

You are supporting local businesses by making the streets more inviting for pedestrians and cyclists, increasing foot traffic, and improving air quality.

Please do not be swayed by the voices calling for its removal; rather, you should listen to the growing chorus of advocates demanding safer and more accessible cycling infrastructure.

Please show commitment to the Kent Road Separated Bike Lane, making it a model for how Merri-bek can embrace sustainability, prioritise safety, and build a future that is both eco-conscious and people-centric.

Do not tear down progress, instead refine it so that it works for everyone. Tearing up the bike lanes does not work for everyone. It is time the car-centric folk sacrificed a car park, so that others can move about without having to use a car.

*The Mayor took this statement on notice.*

### **ANNE RICHARDSON - STATEMENT - REPORT 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE**

My name is Anne Richardson. I am a Hadfield resident and I regularly use the Kent Road protected bike lanes to visit my partner who lives in Pascoe Vale. I am a regular commuter and recreational cyclist who has lived in the Merri-bek area for all but 3 of my 64 years.

During that time, the increase in the uptake of cycling and the development of infrastructure to support it has been wonderful to see. Although coverage of the current local cycling network is patchy in places (especially for east-west routes, and in the neglected north) it's now possible for me and my adult children to cycle more safely and more often than in the past. But we must continue to build on what we already have. I want my grandchildren to be able to cycle safely too.

There have never been more reasons to encourage people to consider other forms of transport—record levels of congestion and climate-related imperatives to name just two.

Removing the trial infrastructure in Kent Road is a vote for the car in a world where alternatives have already arrived and need to be catered for (such as bikes, e-bikes and scooters), and it flies in the face of what Merri-bek Council says it wants to do in both its Community Vision and its Transport Strategy.

Cycling is great for the environment, a boon for mental and physical health and a cheap way of getting around. People are more inclined to ride where safe infrastructure exists. We must retain the infrastructure we have, and continue to build on it.

Objections by residents to the design of the Kent Road Bike lanes were addressed in a long-running and expensive community consultation process. It would be a travesty to remove them now, not to mention a shocking waste of time and money.

A 2018 study of 'bikelash' (the term used by researchers to define the organised opposition to the installation of bicycle infrastructure), concluded that improvements in the road network for ALL users requires 'carefully planned and tailored engagement, robust design, judicious use of data to answer speculation, attention to wider street network benefits, and active leadership'.

I urge councillors to show some leadership and vote to retain the Kent Road bike lanes.

*The Mayor took this statement on notice.*

## **ROD CALLENDAR - STATEMENT - REPORT 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE**

I am a Pascoe Vale resident and I regularly use the Kent Road protected bike lanes to visit the Kent Road shops and the PVH Medical centre. These bike lanes are an important, albeit small, extension to the off-road cycling network. They enable cyclists to ride from the corner of Cumberland Road and Kent Road to the Glenroy train station and shopping precinct, and to the Pascoe Vale train station and shops without going on a road.

Protected bike lanes make cycling much safer for cyclists of all ages and also encourage less experienced cyclists, in particular women and children, to ride. The dangers are real. These bike lanes have been in use as a trial for two years. On average, 22 cyclists are killed in Victoria every two years and MANY more end up with permanent disabilities. About 50% of those killed are on roads with a 60 km speed limit. The bike lanes also make it safer for pedestrians. The new design of the Kent Road lanes has marginally reduced the road width which has had the effect of slowing the traffic, and that, without exception, always makes it safer for all pedestrians, whether they are going to the sports ground or the medical centre on the other side of the road. They make it safer for all, and arguments to remove them are mistaken and misplaced.

There are many benefits to cycling:

- it's a cheaper option than the car,
- it's a way of socialising with friends and family,
- it's a great way to exercise,
- it allows teenagers, adults without licences and people with disabilities greater mobility, and
- It has obvious environmental benefits.

I think the protected bike lanes should not only be retained but should be extended down Kent Road to the Pascoe Vale Primary School which would encourage children to ride to school and the sports grounds. The current trial infrastructure has been achieved at great cost and after much community consultation. Adjustments to the design were made to address concerns, and the end result is an improvement.

Pulling it out is a dangerous and retrograde step. It would disadvantage the entire community (not to mention the Merri-bek of the future) to serve the interests of a those who are unwilling to learn to share the road.

*The Mayor took this statement on notice.*

## **NICHOLAS ZULL - STATEMENT – REPORT 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE**

My name is Nicholas Zull, I live in Coburg North and I am representing the Merri-bek Bicycle User Group. We are a grassroots volunteer community organization operating in Merri-bek for the past thirty-three years, advocating to improve opportunities for residents who want to get around by bike and share the joy that using bicycles brings.

As you can imagine, BUG are profoundly disappointed with the officer recommendation to end the Kent Road trial and remove the protected bike lanes installed there. While we agree that it is high time this trial ended, the recommendation of Council officers is inconsistent with Council's climate targets, and mystifying in the context of both the resoundingly pro-bike-infrastructure feedback council received on the budget, and the issues reported by officers in this report itself.



The officer report identifies significant issues around poor driver behaviour on Kent Road, observed by Officers, Pascoe Vale Health Medical Centre, and those attending football games. It then proposes to place riders in the most dangerous part of the road, the door zone, as they travel through the most congested section of Kent Rd with the busiest parking turn-over.

As I'm sure you know, driver behaviour has deteriorated since Covid, so much so that we are having a Parliamentary Inquiry into it and its impact on vulnerable road users. It's not an issue specific to Kent Road but observed all over Merri-bek and across Victoria. Many of the parents who made submissions and attended the Merri-bek hearing were from the Glenroy and Pascoe Vale area, and spoke of the difficulty in switching some trips to active transport while there was so little protection provided for those on bikes. Officer's expectation that traffic issues might 'settle' within two years needs to be re-assessed within this context. Of course, having safe, protected bike lanes to these local services would be one way of reducing the traffic volumes discussed in the officer's report. The Officer's report found that most riders felt safe in the current version of the bike lanes, with women split roughly 50/50 between it and the earlier version. With marginally more women preferring the style of lane with more extensive barriers, it seems extraordinary that officers would then suggest having no barrier at all!

Issues around maintenance and cleaning of the lanes are of course issues Council could address. We are yet to hear of pedestrian complaints about footpath maintenance resulting in the footpath being removed! As the traffic in this area confirms, this section of Kent Road is an important destination for residents, with the Kent Road shops, Pascoe Vale Scouts, the Medical Centre, and Sporting Clubs and Playgrounds. People won't stop needing to travel here just because the bike lanes have been removed. Those with kids, often on heavier, faster electric bikes will move onto the footpath, which they legally can do, as will disabled riders. Others will move into their cars. None of Council's aspirations to convert local trips to active travel will be realised here.

The proposed Pascoe Vale Shimmy (most of which already exists) may make a useful route for more confident riders to other destinations like the pool etc but it does not help anyone who needs to travel through this contested stretch of Kent Rd to get to the shops, the medical centre or the sports facilities. It is disappointing that Pascoe Vale Health have not expressed any concern for the residents who currently access their services by bike, or might want to do so in the future. The Australian Medical Association Road Safety Policy states that their position is that: 'Motor vehicles should be separated from cyclists through dedicated bicycle lanes for cyclists.' This is available on the AMA's website - [ama.com.au \(https://www.ama.com.au/position-statement/road-safety-2018#\)](https://www.ama.com.au/position-statement/road-safety-2018#) We also know from Monash University research, and Council's own social research more recently, that significant numbers of residents are interested in using a bicycle for some of their local trips.

Protected bike lanes like these on Kent Road that provide a safe route through a busy area to important local destinations are critical to Council ever realising it's aspirations to reduce transport emissions and keep people safe. Merri-bek ripping up protected bike lanes in an area with the issues listed in this officer report makes a mockery of those aspirations, and savages the credibility of Merri-bek's claims to be a bike friendly city. We urge you to vote to permanently retain these bike lanes for those reasons.

*The Mayor took this statement on notice.*

**DENISE WHIMPEY - STATEMENT - REPORT 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE**

Please don't remove the Kent Road bike lanes. We need more cycling infrastructure, not less, to make cycling safer in Merri-bek. Council is supposed to be proactive in supporting active transport- this would be a regressive move that will discourage families and women in particular from cycling.

*The Mayor took this statement on notice.*

**ASANKA EPA - STATEMENT - REPORT 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE**

I'm a Merri-bek resident who uses cycling as a means of transport, and I'd like to do it more often, if I could do it safely. I want to let you know that there is support for protected bike lanes, and that it's not just opposition. Promoting safety for cyclists is essential, particularly for more vulnerable groups and inexperienced riders who might want to take up active transport but are deterred by the lack of safe means to get around Merri-bek.

Having cycled along Kent Rd myself, I can say that the lanes aren't perfect, but they are far, far better and safer than nothing. There's been some suggestion in the report that they're not great for bikes; that's solely because they're not as protected as they could be, I guarantee 0% of cyclists would prefer no protection.

The main issue seems to be that they impact traffic flow, but a bigger impediment is that we insist on having 2 lanes of parking taking up nearly half the road. This situation where you have two lanes of parking and one lane where you must give way to oncoming drivers is quite common in Merri-bek, we don't see calls to get rid of double-laned parking to improve flow elsewhere, so I'm not sure why it's only bike lanes, which take up substantially less space, that are being targeted. Other municipalities will often restrict parking to one side of the road to make room for other uses, but it seems we've tried to have it all on Kent Road, if we can tolerate this kind of traffic flow situation elsewhere, we can tolerate it here.

Ultimately, I believe cyclists should be able to get around without risking their lives, even if that slightly inconveniences other users. If not Kent Road, then when and where? You might think that the officer recommendation will be the end of this saga, but another proposal for a Glenroy-Coburg route will be before here soon enough, and the exact same objections will arise, time and time again. If you get rid of one parking lane, which I hope Council does in future projects, because that would resolve flow issues, you'll have opposition to that as well. Ultimately there will be pushback on giving road space to cyclists anywhere and the alternative routes suggested by officers will take years and years to come to fruition- if they ever do, as I fear this sets a precedent to strike down cycling infrastructure anywhere if trade-offs must be made.

I think Council must choose at some point whether it wants to support active transport and safety for all road users, even if that means dealing with some opposition, and I hope you'll keep that in mind not just tonight, and vote against tearing up protection, but also for future projects.

*The Mayor took this statement on notice.*

## **DAN COLLESS - STATEMENT - REPORT 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE**

I live in Northcote but travel to many different parts of Melbourne for work as a freelancer. I try and ride to every area I am working at and recently Pascoe Vale for work. I ride daily and have done so for many years. I have been visiting Kent Road for work and have to say that the protected bike lanes are not safe by any means. There is a lot of confusion with cars not sure of when to yield or not and I feel actually safer riding on the road than in the bike lane as I am not sure what is going to happen when crossing the side streets as cars have to inch out as they can't see what's coming on Kent Road. I haven't seen this type of infrastructure on such a small stretch of local road, I think it could be useful for longer stretches such as Albert St but is not fit for purpose on smaller roads.

*The Mayor took this statement on notice.*

## **JOHN ENGLART - STATEMENT – REPORT 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE**

The report highlights this is due to poor driver behaviour and maintenance issues.

1. Ripping up the bike lane due to poor driver behaviour would seem to reward that poor behaviour.
2. The alternate preferred shimmy route proposed is indirect, involving more elevation change. It will inhibit cycling between Glenroy to Coburg.
3. Ripping up the separated bike lane will incur substantial reputational loss for Merri-bek's climate, and sustainable transport credentials. This will impact staff moral and make attracting good staff for employment in future much more difficult.
4. More families are using e-bikes locally in the northern suburbs, often used by women and children. These are longer and heavier bikes. Removing the bike lanes may well move these people to using the footpaths (with children they are legally able to ride on footpaths) posing a conflict and increased safety risk to people walking. So you are moving a slight inconvenience to car users to increasing a safety risk to people walking in an area with people visiting a medical clinic.
5. Re-prioritising car use, when we need to do exactly the opposite at this crucial point in time with the climate emergency. We are at a crucial time with climate change accelerating. We need to change transport behaviours, to reduce transport emissions and do so rapidly to meet Council's and state government climate targets. Protected bike lanes do this. Council has declared a climate emergency and needs to take difficult decisions to address this for the general public good.

*The Mayor took this statement on notice.*

## **JULIE WEBB - QUESTION – REPORT 7.6 SUMMER 2023-24 SPORTS GROUND TENANCY ALLOCATIONS**

I have read the papers below and I would like to clarify that as Campbell Reserve is not on the list of allocated sports groups for summer, does that mean the space is available for community use during summer?

Please explain the basis for the answer.

*The Mayor took this question on notice.*

**HAILEY SOMERVILLE - QUESTION - RAINBOW TICK ACCREDITATION PROCESS UPDATE FOR AQUATIC AND LEISURE FACILITIES**

At the 8 February 2017 meeting, Council advised that "officers have been involved in a number of actions in creating welcoming and accessible environments at Council's Aquatic and Leisure facilities, which include initial discussions and review in relation to becoming accredited with the Rainbow Tick."

Could Council please provide an update on the Rainbow Tick accreditation process for its aquatic and leisure facilities, in addition to that for its libraries?

*The Mayor took this question on notice.*

**HAILEY SOMERVILLE - QUESTION - PRIDE IN THE NORTH LGBTIQA+ WELLBEING AND INCLUSION SUMMIT**

Is Council participating in the Pride in the North LGBTIQA+ Wellbeing and Inclusion Summit in November?

*The Mayor took this question on notice.*

**LIAM BARWICK - QUESTION - ROAD SAFETY - FAWKNER**

Currently the suburb of Fawkner has no fixed speed or red light cameras on any of its streets or roads.

Given Fawkner has Sydney Road as its main feed road into the suburb, why is Council not doing anything about the risk, and high accident rate of Fawkner. Will Council commit to ensuring Fawkner has a safe and proactive road and lights system?

*The Mayor took this question on notice.*

**IRENE GEORGAKAKIS - QUESTION - ELECTRIC COOK TOPS/HEATING EMISSIONS**

Can Council explain the Carnot cycle in the thermodynamics and why that indicates that using electric cook tops /heating emits more CO2 than gas tops/heating? And therefore why Council is promoting electric cook tops/heating if they are wanting to reduce CO2 emissions ?

Is increasing CO2 causing climate change and therefore if we reduce our CO2 here will it make any difference by the actions being undertaken/proposed effective?

*The Mayor took this question on notice.*

**CHLOE HOLMES - QUESTION - COMING OUT DAY**

Will Council hold an event on Coming Out Day on 11 October 2023 in support of the local LGBTIQA+ community?

*The Mayor took this question on notice.*

**CHLOE HOLMES - QUESTION - AUTHORISATION UNDER SECTION 17 OF SUMMARY OFFENCES ACT**

Are Council's Local Law Officers authorised under 56(1) of the Summary Offences Act to initiate action or file a charge-sheet charging an offence against section 17 of the Act?

*The Mayor took this question on notice.*

*Public Question Time concluded at 8.17 pm.*

## Order of Business Altered

With the agreement of Council, the order of business was altered to consider the reports as follows:

- Council Report 7.1 Conclusion of Kent Road Separated Bike Lane Trial and next steps for Coburg to Glenroy Bike Route
- Council Report 7.2 Coburg Bluestone Cottage Complex Redevelopment
- Notice of Motion 8.5 Reinstate Postal Services to Glenroy
- Council Report 7.4 2023-2023 Arts and Culture Strategy
- Council Report 7.9 Naming of Laneways

## COUNCIL REPORTS

### 7.1 CONCLUSION OF KENT ROAD SEPARATED BIKE LANE TRIAL AND NEXT STEPS FOR COBURG TO GLENROY BIKE ROUTE

#### Executive Summary

The western section of Kent Road, between Cornwall Road and Cumberland Road in Pascoe Vale, was part of a trial of separated bike lanes in 2021 and 2022. At the August 2022 Council meeting, Council resolved to make changes to the trial infrastructure to address concerns raised by residents and key stakeholders using the street, including patrons of Pascoe Vale Health and Cole Reserve sporting clubs, and extend the trial period to assess the impact of those changes. The resulting design changes were installed in December 2022 and feedback was sought from these parties via multi-channel surveys spanning February to May 2023.

Challenges identified through feedback and evaluation of the trial include conflicts between parking and through traffic, access to the medical centre, resident access, bin collection and bike rider dissatisfaction with some aspects of the lanes. The length of this trial would ordinarily be adequate for traffic volumes and behaviours to settle, however the issues identified early in the trial have instead prevailed. These issues, as well as present and future connectivity to physically separated bike infrastructure, have caused officers to recommend that the Kent Road trial be declared complete, that the separated bike lanes be removed and an alternative route for less confident bike riders be identified for the Glenroy to Coburg bike route.

At its August 2022 Council meeting, Council also resolved that officers would look at alternative alignments for the Glenroy to Coburg bike route. Officers have analysed route options accounting for the needs of less confident bike riders such as low traffic volumes, low speeds, acceptable grades, protection for busier road crossings and protection along sections of higher volume, higher speed road. This has led to officers recommending that Council endorses consultation with the community on an alternative route nicknamed the **Pascoe Vale Shimmy**, which would utilise a small part at the western end of the subject section of Kent Road, with a bidirectional bike lane on the southern kerb and then feed into Valerie Street, through backstreets to the south with appropriate treatments on these low volume roads to reinforce low traffic speeds, help for bike riders crossing busier roads and infrastructure to protect bike riders along O'Hea Street until the route ultimately joins the currently defined Glenroy to Coburg bike route at O'Hea and Derby Streets.

More confident riders may choose to continue to use the Kent Road route, including the section east of Cumberland Road that has been treated with Sharrows (shared lane bicycle symbols) by the Department of Transport and Planning (DTP), and directly south on the DTP's painted bike lane treatment in Derby Street, ultimately joining the currently defined Glenroy to Coburg bike route at O'Hea and Derby Streets. Officers are therefore, recommending that the subject section of Kent Road features similar Sharrows at the time of the removal of the current trial infrastructure. Officers also recommend measures to calm traffic at the Cornwall Road / Kent Road intersection in addition to proceeding with plans for a zebra crossing with flashing lights outside the Pascoe Vale Health medical centre at the eastern side of Joffre Street.

If approval is provided at this meeting, the existing infrastructure would be removed by end December 2023. As soon as approval is provided for the other Kent Road works, the detailed design will begin straight away and construction scheduled to be underway within 2023/24. Implementation details will be more specifically developed in the report back to Council.

There is \$300,000 allocated in the 2024/25 financial year for new infrastructure and wayfinding to be implemented along with the Kent Road Pedestrian Crossing at Pascoe Vale Health. The cost of removing the trial infrastructure and installing alternative infrastructure works is to be supported by bringing forward part of that \$300,000 into the current 2023/24 financial year.

### **Officer Recommendation**

That Council, in light of survey results not favouring making permanent the Kent Road separated bike lanes:

1. Declares the trial of the Kent Road separated bike lanes complete.
2. Approves the removal of the Kent Road separated bike lane infrastructure along the north (eastbound) side of Kent Road between Cornwall Road and Cumberland Road, and along the south (westbound) side of Kent Road between Cumberland Road and Cornwall Road.
3. Approves consultation with the community on the following proposals:
  - a) To establish and provide wayfinding aids for a Glenroy to Coburg bike route for less confident bike riders by using a **Pascoe Vale Shimmy** route as shown at Attachment 1.
  - b) To implement a range of measures along the Pascoe Vale Shimmy route south of Kent Road to support its use by less confident bike riders.
  - c) To protect less confident bike riders on the short Kent Road section of the Pascoe Vale Shimmy route by installing a separated bidirectional bike lane involving the removal of parking along the south side of Kent Road between Valerie Street and Cornwall Road.
  - d) To modify the Cornwall Road and Kent Road intersection including redesign of the splitter island and kerb outstand on the south side of Cornwall Road so that the bike and pedestrian crossing points are clarified.
  - e) To recognise that more confident bike riders are likely to continue to use the Kent Road route from Cornwall Road to Derby Street, and then Derby Street from Kent Road to O'Hea Street as an alternative way to cycle between Glenroy and Coburg, and therefore provide bike "sharrow" markings on the section of Kent Road west of Cumberland Road in keeping with the Department of Transport and Planning treatment to the east of Cumberland Road.
  - f) To install a zebra crossing outside the Pascoe Vale Health Medical Centre.

4. Receives a report before the end of 2023 documenting the community feedback on the proposed Pascoe Vale Shimmy route and treatments along Kent Road outlined in point 3 above, with recommendations on next steps.
5. Acknowledges and thanks the community for their time and effort over the extended two-year trial in both identifying issues and working on solutions, which has provided valuable insight into the application of on-road physically separated bike lanes in the local context.

## Motion

Cr Pulford moved, Cr Conlan seconded –

That Council,

1. Declares the trial of the Kent Road separated bike lanes complete.
2. Approves making permanent the Kent Road separated bike lane infrastructure along the north (eastbound) side of Kent Road between Cornwall Road and Cumberland Road, and along the south (westbound) side of Kent Road between Cumberland Road and Cornwall Road.
3. Investigates and implements modifications to the Cornwall Road and Kent Road intersection so that the bike and pedestrian crossing points are clarified.
4. To install a zebra crossing outside the Pascoe Vale Health Medical Centre, noting this involves the removal of 5 parking bays.
5. Acknowledges and thanks the community for their time and effort over the extended two-year trial in both identifying issues and working on solutions, which has provided valuable insight into the application of on-road physically separated bike lanes in the local context.

8.42 pm Cr Yildiz left the meeting.

8.42 pm Cr Yildiz returned to the meeting.

**Lost**

Mayor Cr Panopoulos called for a division.

<b>For</b>	<b>Against</b>
Cr Pulford	Cr Bolton
Cr Panopoulos	Cr Davidson
Cr Conlan	Cr Yildiz
Cr Riley	Cr Tapinos
	Cr Harte
<b>Total For (4)</b>	<b>Total Against (5)</b>

## Motion

Cr Davidson moved, Cr Yildiz seconded –

That Council, in light of survey results not favouring making permanent the Kent Road separated bike lanes:

1. Declares the trial of the Kent Road separated bike lanes complete.
2. Approves the removal of the Kent Road separated bike lane infrastructure along the north (eastbound) side of Kent Road between Cornwall Road and Cumberland Road, and along the south (westbound) side of Kent Road between Cumberland Road and Cornwall Road.
3. Approves consultation with the community on the following proposals:
  - a) To establish and provide wayfinding aids for a Glenroy to Coburg bike route for less confident bike riders by using a **Pascoe Vale Shimmy** route as shown at Attachment 1.

- b) To implement a range of measures along the Pascoe Vale Shimmy route south of Kent Road to support its use by less confident bike riders.
  - c) To protect less confident bike riders on the short Kent Road section of the Pascoe Vale Shimmy route by installing a separated bidirectional bike lane involving the removal of parking along the south side of Kent Road between Valerie Street and Cornwall Road.
  - d) To modify the Cornwall Road and Kent Road intersection including redesign of the splitter island and kerb outstand on the south side of Cornwall Road so that the bike and pedestrian crossing points are clarified.
  - e) To recognize that more confident bike riders are likely to continue to use the Kent Road route from Cornwall Road to Derby Street, and then Derby Street from Kent Road to O’Hea Street as an alternative way to cycle between Glenroy and Coburg, and therefore provide bike “sharrow” markings on the section of Kent Road west of Cumberland Road in keeping with the Department of Transport and Planning treatment to the east of Cumberland Road.
  - f) To install a zebra crossing outside the Pascoe Vale Health Medical Centre.
4. Receives a report before the end of 2023 documenting the community feedback on the proposed Pascoe Vale Shimmy route and treatments along Kent Road outlined in point 3 above, with recommendations on next steps.
  5. Acknowledges and thanks the community for their time and effort over the extended two-year trial in both identifying issues and working on solutions, which has provided valuable insight into the application of on-road physically separated bike lanes in the local context.

## **Amendment**

**Cr Conlan moved, Cr Bolton seconded –**

**That point 6 be added to the motion as follows:**

- 6. Receives a report before the end of 2023 for options to install on-road protected bike lanes within the vicinity of Kent Road.**

**Carried**

## **Motion**

Cr Yildiz moved –

That the Motion now be put.

**Lost**

## **Resolution**

**Cr Davidson moved, Cr Yildiz seconded –**

**That Council, in light of survey results not favouring making permanent the Kent Road separated bike lanes:**

- 1. Declares the trial of the Kent Road separated bike lanes complete.**
- 2. Approves the removal of the Kent Road separated bike lane infrastructure along the north (eastbound) side of Kent Road between Cornwall Road and Cumberland Road, and along the south (westbound) side of Kent Road between Cumberland Road and Cornwall Road.**
- 3. Approves consultation with the community on the following proposals:**
  - a) To establish and provide wayfinding aids for a Glenroy to Coburg bike route for less confident bike riders by using a Pascoe Vale Shimmy route as shown at Attachment 1.**



- b) To implement a range of measures along the Pascoe Vale Shimmy route south of Kent Road to support its use by less confident bike riders.
  - c) To protect less confident bike riders on the short Kent Road section of the Pascoe Vale Shimmy route by installing a separated bidirectional bike lane involving the removal of parking along the south side of Kent Road between Valerie Street and Cornwall Road.
  - d) To modify the Cornwall Road and Kent Road intersection including redesign of the splitter island and kerb outstand on the south side of Cornwall Road so that the bike and pedestrian crossing points are clarified.
  - e) To recognize that more confident bike riders are likely to continue to use the Kent Road route from Cornwall Road to Derby Street, and then Derby Street from Kent Road to O’Hea Street as an alternative way to cycle between Glenroy and Coburg, and therefore provide bike “sharrow” markings on the section of Kent Road west of Cumberland Road in keeping with the Department of Transport and Planning treatment to the east of Cumberland Road.
  - f) To install a zebra crossing outside the Pascoe Vale Health Medical Centre.
4. Receives a report before the end of 2023 documenting the community feedback on the proposed Pascoe Vale Shimmy route and treatments along Kent Road outlined in point 3 above, with recommendations on next steps.
  5. Acknowledges and thanks the community for their time and effort over the extended two-year trial in both identifying issues and working on solutions, which has provided valuable insight into the application of on-road physically separated bike lanes in the local context.
  6. Receives a report before the end of 2023 for options to install on-road protected bike lanes within the vicinity of Kent Road.

**Carried**

Mayor Cr Panopoulos called for a division.

<b>For</b>	<b>Against</b>
Cr Bolton	Cr Pulford
Cr Davidson	Cr Panopoulos
Cr Yildiz	Cr Conlan
Cr Tapinos	Cr Riley
Cr Harte	
<b>Total For (5)</b>	<b>Total Against (4)</b>

## **RESCINDED**

**This resolution was rescinded by Council at its meeting of 18 October 2023.**

9.11 pm Cr Yildiz left the meeting.

9.19 pm Cr Yildiz returned to the meeting.

## **7.2 COBURG BLUESTONE COTTAGE COMPLEX REDEVELOPMENT**

### **Executive Summary**

This project stems from the Council decision to sell the land to create the Coburg Health and Community Services Precinct in December 2021. Officers were directed to commence a subdivision process to excise the Bluestone Cottage complex and the land to its west

from the sale, retaining it in Council ownership, and begin the process of renewing the Coburg Historical Society's lease for the complex.

Subsequent Council resolutions requested that options be explored to refurbish the Bluestone Cottage, build a replacement annex and establish a new garden on the site, and ensure civic centre car parking of up to 18 spaces be established on the retained land.

A Bluestone Cottage Working Group was established in October 2022 consisting of Cr Mark Riley (Chair), senior officers and representatives of the leaseholders, Coburg Historical Society. The working group has met several times to consult on the abovementioned proposed scope of works.

This report sets forth two proposed concepts for the redevelopment of the Coburg Bluestone Cottage complex including heritage restoration of the Cottage and its detached kitchen; establishment of a new annex and establishment of a heritage garden. The establishment of up to 12 civic centre car parking spaces have also been planned for.

The officer recommendation is for Council to endorse Concept 1 as outlined in this report, which includes:

- a) Refurbishment of the existing internal and external heritage fabric of the Bluestone Cottage and its detached kitchen.
- b) Building a multi-purpose annex of 121sqm that is purpose-built to facilitate the storage and display of historical material, is fully dust and damp proof, and includes a DDA-compliant toilet.
- c) Establishing a new historic-themed garden on the site.
- d) Building 12 car parking spaces on the retained land.

The financial impact of the officer recommendation is \$3,230,000.

The existing annex will be removed as part of the site clearance of the Coburg Health Precinct in July – August 2024. This gives Council one year to design and build the replacement annex.

The benefit of this project is that the State listed heritage fabric of the Coburg Bluestone Cottage is restored and conserved as a Council asset.

The Coburg Historical Society will remain as leaseholders of the site, undertaking activities that have a community benefit including continuing to open the Coburg Bluestone Cottage Museum for 10 hours a month, and maintaining its historic collection.

## **Officer Recommendation**

That Council:

1. Endorses Concept 1 as the preferred plan for the redevelopment of the Coburg Bluestone Cottage Complex project, including:
  - a) Refurbishment of the existing internal and external heritage fabric of the Bluestone Cottage and its detached kitchen.
  - b) Building a multi-purpose annex of 121sqm that is purpose-built to facilitate the storage and display of historical material, is fully dust and damp proof, and includes a DDA-compliant toilet.
  - c) Establishing a new historic-themed garden on the site.
  - d) Building 12 car parking spaces on the retained land.
2. Refers \$400,000 for the cost of design for the bluestone cottage redevelopment to the quarterly budget review process, if surplus funds are available.

3. Refers the packing, storage and moving the collection costs of \$50,000 to the 2024/25 budget development process for consideration.
4. Refers the \$2,830,000 construction costs to the 2024/25 capital works program budget development process for consideration, noting the following breakdown:
  - a) \$300,000 for car parking
  - b) \$1,140,000 for heritage works
  - c) \$1,590,000 for annex & garden works
5. Notes the \$200,000 cash contribution from Coburg Health Hub Pty, the developer of the adjacent health and community services precinct, for construction costs and the additional in-kind support of a Project Manager.
6. Continues to consult with the Coburg Historical Society as the project progresses through design and construction, noting it will be delivered concurrently with the Coburg Health and Community Services Precinct, as set out in the contractual documents for this project.

## **Resolution**

**Cr Tapinos moved, Cr Harte seconded -**

**That Council:**

1. **Allocates a budget of \$4,200,000 for the project including the required consultancy fees and contingency and noting the \$250,000 required for carparking has been removed from this total.**
2. **Endorses a revised Concept 2 as the preferred plan for the redevelopment of the Coburg Bluestone Cottage Complex project, including:**
  - a) **Refurbishment of the existing internal and external heritage fabric of the Bluestone Cottage and its detached kitchen.**
  - b) **Building a larger multi-purpose annex of at least at least 175sqm to 195sqm if this can be achieved within the allocated budget envelope, that is purpose-built to facilitate a multipurpose meeting and work space, the storage and display of historical material, is fully dust and damp proof, and includes a DDA-compliant toilet and kitchenette.**
  - c) **Establishing a new historic-themed garden on the site.**
  - d) **Building 10 car parking spaces on the retained land.**
3. **Refers \$400,000 for the cost of design for the bluestone cottage redevelopment to the quarterly budget review process, if surplus funds are available.**
4. **Refers the packing, storage and moving the collection costs of \$50,000 to the 2024/25 budget development process for consideration.**
5. **Refers \$3,550,000 construction costs to the 2024/2025 capital works program budget development process for consideration, noting the following breakdown:**
  - a) **\$1,140,000 for heritage works,**
  - b) **\$2,410,000 for annex, site and garden words**
6. **Notes the \$200,000 cash contribution from Coburg Health Hub Pty, the developer of the adjacent health and community services precinct, for construction costs and the additional in-kind support of a Project Manager.**
7. **Continues to consult with the Coburg Historical Society as the project progresses through design and construction, noting it will be delivered**

concurrently with the Coburg Health and Community Services Precinct, as set out in the contractual documents for this project.

8. **Receives a future report on the detailed design and options to reduce construction costs including but not limited to bulk tendering, modular construction and revisions to landscape to stay within the allocated project budget.**

**Carried unanimously**

## **8.5 REINSTATE POSTAL SERVICES TO GLENROY**

### **Motion**

That Council:

1. **Writes to Australia Post Chief Executive Officer and Managing Director, Paul Graham and the Federal Minister for Communications, Michelle Rowland:**
  - a) Informing Mr Graham and Ms Rowland of the deep disappointment and opposition of Council to the closure of Glenroy Post Office on Friday 25 August 2023, expressing significant concern that this decision appears to have occurred without consideration of Australia Post's responsibility as a provider of essential services and assessment of the Glenroy community and the needs of its vulnerable residents.
  - b) Requests both Minister Rowland and CEO Australia Post to meet jointly with Council, community representatives, Federal Member for Wills, Peter Khalil, and State Member for Broadmeadows Kathleen Matthews-Ward, to discuss a review of the situation and the reinstatement of postal services to Glenroy.
  - c) Requests Australia Post:
    - i. advise what provisions are being made for people from Glenroy with mobility challenges to access local Post Offices as the closest post offices Oak Park and Hadfield are not accessible; and
    - ii. provide data on locations and number of accessible Post Offices in the City of Merri-bek.
2. Provides support and assistance to the community campaign to reinstate postal services in Glenroy (up to the amount of \$5,000) to include provision of free meeting space and promotion activities through council's communication channels.

### **Resolution**

**Cr Harte moved, Cr Bolton seconded -**

**That Council:**

1. **Writes to Australia Post Chief Executive Officer and Managing Director, Paul Graham and the Federal Minister for Communications, Michelle Rowland:**
  - a) **Informing Mr Graham and Ms Rowland of the deep disappointment and opposition of Council to the closure of Glenroy Post Office on Friday 25 August 2023, expressing significant concern that this decision appears to have occurred without consideration of Australia Post's responsibility as a provider of essential services and assessment of the Glenroy community and the needs of its vulnerable residents.**
  - b) **Requests both Minister Rowland and CEO Australia Post to meet jointly with Council, community representatives, Federal Member for Wills, Peter Khalil, and State Member for Broadmeadows Kathleen Matthews-**

**Ward, to discuss a review of the situation and the reinstatement of postal services to Glenroy.**

- c) Requests Australia Post:**
- i. advise what provisions are being made for people from Glenroy with mobility challenges to access local Post Offices as the closest post offices Oak Park and Hadfield are not accessible; and**
  - ii. provide data on locations and number of accessible and the locations and number of inaccessible Post Offices in the City of Merri-bek.**
- 2. Provides support and assistance to the community campaign to reinstate postal services in Glenroy (up to the amount of \$5,000) to include provision of free meeting space and promotion activities through council's communication channels.**

**Carried unanimously**

## **7.4 2023-2030 ARTS AND CULTURE STRATEGY**

### **Executive Summary**

The Arts and Culture Strategy 2023-2030 was developed, following extensive community engagement, and is an aspirational, yet deliverable, reflection of the needs of the Merri-bek community. Community consultation on the draft strategy has now concluded with feedback incorporated into the final version provided at Attachment 1.

The new Strategy focuses on making Merri-bek a place where creativity and culture thrive, through three key priority areas of creation, connection and investment. Over the life of the Strategy, five key commitments will be delivered upon, focusing on: increased opportunities for First Nations artists; increased programming in the north of the municipality, a refreshed and flexible festival program; increased access to affordable spaces for artists; and increased public art commissions.

The 2023/24 action plan will be delivered within current budget resources, with some new recommendations referred to the 2024/25 Council budget process for future consideration.

### **Officer Recommendation**

That Council:

- 1. Adopts the Arts and Culture Strategy 2023-2030, provided as Attachment 1.**
- 2. Notes that the 2023/24 Action Plan is funded within existing operational budgets.**
- 3. Refers funding recommendations contained in the final strategy for consideration as part of the 2024/25 budgeting process.**

### **Resolution**

**Cr Bolton moved, Cr Pulford seconded -**

**That Council:**

- 1. Adopts the Arts and Culture Strategy 2023-2030, provided as Attachment 1.**
- 2. Notes that the arts centre in the North (Fawkner or Glenroy) of the municipality referenced in the Strategy is informed by needs identified in Council's Community Infrastructure Plan 2022, and envisages an indoor performance space and creative production space, subject to future community engagement and planning.**

3. **In addition acknowledges community requests a larger performing arts venue in Coburg and receives a future report on how such a facility might be achieved, including options for improvements to Coburg Town Hall or a shared facility with Coburg High School.**
4. **Notes that officers are working with Coburg High School to explore an agreement on shared use of community facilities including school access to the Coburg Town Hall.**
5. **Notes that the 2023/24 Action Plan is funded within existing operational budgets.**
6. **Refers funding recommendations contained in the final strategy for consideration as part of the 2024/25 budgeting process.**

**Carried unanimously**

## **7.9 NAMING OF LANEWAYS**

### **Executive Summary**

In August 2022 Council resolved to receive a report on policy changes required to permit laneways to be named and a process be established for nomination of names from the community.

Naming of roads, features and localities is governed by Geographic Names Victoria (GNV) Naming Rules for places in Victoria - Statutory requirements for naming roads, features and localities – 2022 (the Naming Rules) which provides the process and requirements that names must meet.

Council also is directed by the Naming Merri-bek Places Policy (2013) and the Rights of Way Strategy (2011-2021).

The policy follows the Naming Rules within the local context and outlines how names are assessed, placing emphasis on our diverse culture and the contributions of local persons. The policy does not encourage the naming of laneways or walkways due to resource implications and risks associated with this practice, although it does not prohibit the naming of laneways.

The strategy sets the framework for managing and protecting the right of way (ROW) network and stipulates that ROW (laneways) are not named unless properties or development front them. In order to name a laneway in this scenario, as with all formal naming of roads or features, the name must comply with the Naming Rules.

Laneways are a public thoroughfare between or behind buildings, designed, constructed and intended to provide secondary access to and service at the rear of places of residence or business.

Naming laneways through a universal method exposes Council to risks and resource and financial consequences. Individual naming projects are time consuming (over 80 hours on average per renaming) and involve costs of advertising and consultation of approximately \$5,000 per renaming. Council has hundreds of unnamed laneways across the municipality.

There are also risks involved in renaming laneways. Once a formal address is created, a number of other issues must be considered including access for emergency services, waste collection, surface treatments, signage, lighting, etc.

Due to the risks and resource implications, and the fact it is relatively rare that a compelling reason is put forward for naming a laneway, (such as issues around wayfinding where an address is unclear due to a building's main point of access being on an unnamed laneway), it is recommended to attend to naming enquiries on a case-by-case basis, in situations where a clear community benefit can be demonstrated, rather than apply a blanket approach or invite ideas for naming unnamed laneways from the community.

This report considers three such cases, and makes the following recommendations:

- Kastoria Lane – continue discussions with the State Government naming authority to pursue the naming, subject to caveats about constructing the laneway
- Pagonis Lane – seek more evidence from the submitter to see if a case can be made to rename this walkway
- Sunshine Lane – not pursue naming due to the proposed name being inconsistent with the naming rules.

## Officer Recommendation

That Council:

1. Notes the potential risks and resource challenges associated with a universal approach to naming laneways, and that individual requests for naming laneways can be accommodated within the existing Naming Merri-bek Places Policy (2013), in cases where there is a clear reason to consider them as exceptions to standard practice.
2. Continues discussions with Geographic Names Victoria to assess the name 'Kastoria Lane' against Geographic Naming Victoria's naming rules for places in Victoria - Statutory requirements for naming roads, features and localities – 2022.
3. Writes to the submitter of the request to name a walkway on Sydney Road 'Pagonis Place' requesting supporting evidence in relation to the naming rules, specifically Principle C – linking the name to the place and Principle I – using commemorative names.
4. Does not pursue the attempt to formally name 'Sunshine Lane' as it does not comply with Principle J of the naming rules – using commercial and business names.
5. Continues to assess individual naming requests as the naming authority, noting that the Registrar of Geographic Names holds the power to either approve or reject any proposal for naming.

## Resolution

**Cr Riley moved, Cr Davidson seconded -**

**That Council:**

1. **Notes the potential risks and resource challenges associated with a universal approach to naming laneways, and that individual requests for naming laneways can be accommodated within the existing Naming Merri-bek Places Policy (2013), in cases where there is a clear reason to consider them as exceptions to standard practice.**
2. **Continues discussions with Geographic Names Victoria to assess the name 'Kastoria Lane' against Geographic Naming Victoria's naming rules for places in Victoria - Statutory requirements for naming roads, features and localities – 2022.**

3. **Writes to the submitter of the request to name a walkway on Sydney Road 'Pagonis Place' requesting supporting evidence in relation to the naming rules, specifically Principle C – linking the name to the place and Principle I – using commemorative names.**
4. **Commence a formal process to name the laneway between Trafford Street and Ann Street, Brunswick.**
5. **Continues to assess individual naming requests as the naming authority, noting that the Registrar of Geographic Names holds the power to either approve or reject any proposal for naming.**
6. **Refers to the 2024/25 budget process consideration of allocating funds for the installation of informative text beneath new road names and interpretive signage at newly named parks to offer insights into the history and significance of place names and enhances understanding and appreciation of the locale's heritage and cultural importance.**
7. **If budget savings are declared in the 2023/24 budget, that consideration be given to allocating savings identified to ensure that projects nominated in this recommendation are delivered with interpretive signage elements.**

**Carried unanimously**

### **7.3 HARD WASTE TRIAL OUTCOMES AND SERVICE RECOMMENDATIONS**

#### **Executive Summary**

The community was consulted on hard waste collections as part of the Kerbside Waste Reform consultation process from July 2020 to September 2021. This consultation found that 65 per cent of survey respondents indicated support for booked hard waste collections.

On 8 December 2021, Council resolved to trial a booked hard waste collection in 2022 and subsequently in May 2022, approved a contract variation to allow a 12-month period of booked collections in 2022/23 to be compared with the 2021/22 year of municipal-wide (or blanket) collections.

During the trial, properties paying the waste charge were permitted up to two collections of 1 cubic metre or one collection of 2 cubic metres per year. For comparison, the two scheduled collections in 2021/22 each permitted up to 1 cubic metre of hard waste.

The measures of success of the trial were tonnes of waste to landfill, tonnes of waste diverted to recycling or reuse streams, total cost of service (including collection costs and disposal costs) and community satisfaction. Through the trial it was also identified that reports of dumped rubbish were mistakenly made when booked waste was put out, and so the tonnes of dumped rubbish have also been included in the trial analysis.

The trial produced the following outcomes:

- Waste to landfill was reduced from 4,858 tonnes to 1,218 tonnes, or by 75 per cent.
- Diverted waste was reduced from 529.34 tonnes to 478.22 tonnes, representing a small increase in diversion rate from 6.3 per cent to 8.9 per cent.
- Waste to landfill from dumped rubbish increased from 984 tonnes to 1,172 tonnes.
- When taken together, waste to landfill from hard waste and dumped rubbish reduced from 5,842 tonnes to 2,390 tonnes, or by 60 per cent.
- The cost to collect hard waste and dispose of both hard waste and dumped rubbish was reduced from \$1,744,623.00 to \$1,270,986, a \$476,636 saving.



- Service users were surveyed and their satisfaction levels exceeded expectations at 88 per cent over 21,701 bookings, with 40 per cent satisfied and 48 per cent very satisfied.
- A more general community survey suggested 78 per cent of residents were aware of the booked service and 43 per cent have used the service. This compares to a participation rate of 30 per cent of properties paying the waste charge.

In light of the significant reduction in waste to landfill and associated lower cost of hard waste service, slightly improved diversion rates and high levels of satisfaction from service users, officers recommend moving permanently to a booked hard waste service. A report will be brought to the October 2023 meeting of Council recommending the award of a contract for the ongoing hard waste collection service model.

The reduced costs of the booked hard waste service will mean savings in the waste charge. Any credits from 2023/24 will be used to offset future year waste charges, and the budget will be set to accommodate the lower costs of the booked service compared to the municipal-wide service in future years.

Council officers recommend a booked service model that ensures clear and consistent messaging for the collection method especially for hard-to-reach audiences. Once the ongoing solution is determined, a community education campaign will be developed to grow awareness of why Council has moved to this service and how to use it. A booked collection service will allow a tailored behaviour change approach to better enable the community to reduce waste to landfill.

There remains a minority of residents (and people from outside Merri-bek) keen on the 'scavenger' benefits of the previous municipal-wide collection model. However, online and community-led initiatives for the promotion of reusable goods are considered more appropriate approaches to glean the benefits of reuse opportunities rather than doing so through a municipal-wide collection that produces considerably higher waste to landfill and imposes unnecessary costs on those paying the waste charge.

## **Officer Recommendation**

That Council:

1. In light of the success of the booked hard waste trial, adopts ongoing, a booked hard waste collection service for properties paying a kerbside waste charge of up to 2 cubic metres per financial year, either through one collection of up to 2 cubic metres or two collections of up to 1 cubic metre each.
2. Adopts a service model that includes a 'fee for service' hard waste collection option on a cost recovery basis for properties whose kerbside waste services are not provided by Council and for those with the service seeking additional collections after using their 2 cubic metre allowance in a financial year, with the fee included in Council's annual 'fees and charges' and a maximum for any property of 4 cubic metres per financial year.
3. Endorses the enhancement of community awareness and education programs about the hard waste service with a focus on Culturally and Linguistically Diverse community members, older people and people with disability and people without ready access to digital communications, funded as part of the education programs within the waste charge.
4. Continues to actively promote ways to reduce waste as well as opportunities to rehome / repair goods to keep them circulating at their highest value (e.g. Rotary Inner Melbourne Emergency Relief Network (RIMERN), charitable organisations, garage sales and repair cafes).

## Resolution

Cr Davidson moved, Cr Riley seconded -

That Council:

1. In light of the success of the booked hard waste trial, adopts ongoing, a booked hard waste collection service for properties paying a kerbside waste charge of up to 2 cubic metres per financial year, either through one collection of up to 2 cubic metres or two collections of up to 1 cubic metre each.
2. Adopts a service model that includes a 'fee for service' hard waste collection option on a cost recovery basis for properties whose kerbside waste services are not provided by Council and for those with the service seeking additional collections after using their 2 cubic metre allowance in a financial year, with the fee included in Council's annual 'fees and charges' and a maximum for any property of 4 cubic metres per financial year.
3. Endorses the enhancement of community awareness and education programs about the hard waste service with a focus on Culturally and Linguistically Diverse community members, older people and people with disability and people without ready access to digital communications, funded as part of the education programs within the waste charge.
4. Continues to actively promote ways to reduce waste as well as opportunities to rehome / repair goods to keep them circulating at their highest value (e.g. Rotary Inner Melbourne Emergency Relief Network (RIMERN), charitable organisations, garage sales and repair cafes).

Carried unanimously

*The order of business was altered and Report 7.4 2023-2030 Arts and Culture Strategy was considered fourth after Notice of Motion 8.5.*

## Time Extension

### Resolution

Cr Riley moved, Cr Harte seconded -

That the Council meeting be extended by 30 minutes at 9.55 pm.

Carried

## 7.5 DRAFT ALLOCATION AND USE OF SPORTING FACILITIES, GROUNDS AND PAVILIONS POLICY

### Executive Summary

Council's Allocation and Use of Sporting Facilities, Grounds and Pavilions Policy 2016 provides a framework for the annual and seasonal allocation of sporting grounds and pavilions to clubs through a tenancy agreement.

Annual and seasonal (Winter) allocations open in January, close in February, and are reported to the March Council Meeting for consideration annually. At the 9 March 2022 Council meeting, Council endorsed the proposed allocations and requested that a review of the existing policy be undertaken in 2022.

In August 2022, the Victorian State Government released the 'Fair Access Policy Roadmap' which includes requirements all Councils must adhere to in order to be eligible to receive grant funding. At its 14 September 2022 Council also resolved to review its policies regarding trans and gender diverse inclusion, anti-discrimination, and diversity and inclusion. These recent decisions and other factors have been considered in a review of the Allocations and Use of Sporting Facilities, Grounds and Pavilions Policy (the Policy).

At the 12 October 2022 Council Meeting, Council approved the release of a discussion paper on the allocation policy for stakeholder engagement. The discussion paper provided key points of consideration to ensure Council continues to meet obligations across various policy drivers and provides suggested policy conditions to be incorporated into a new policy.

Throughout November 2022 Council Officers engaged with sports club executives, members, State Sporting Associations, residents and Council committees and reference groups. Consultation highlighted the diversity in the community between club members and residents. Residents are sending a clear message that clubs need to value and work with the community and viewed many of the proposed policy conditions as non-negotiables for clubs to have the right to use facilities, whilst club members are not wanting Council to burden already overworked volunteers.

A further round of targeted engagement with Sporting Clubs occurred during June – early August 2023. Conversations Merri-bek remained open during this period for feedback.

In acknowledging the time, effort and resources required of volunteers and recognising that the Merri-bek sporting community is recovering from the many challenges faced throughout the pandemic, the Policy has been simplified and revised to focus on four policy objectives:

- Promoting healthy and safe local environments.
- Encouraging inclusivity of all people.
- Championing gender equity and development pathways.
- Demonstrating good governance.

Council officers will continue to work closely with clubs and associations with a core focus on providing training, support and resources for successful Policy implementation.

## **Officer Recommendation**

That Council:

1. Notes the outcomes of Phase 1 and 2 consultation that has informed the Draft Allocation and Use of Sporting Facilities, Grounds and Pavilions Policy and thanks sports clubs, state sporting associations, residents and others involved for their participation.
2. Endorses the Draft Allocation and Use of Sporting Facilities, Grounds and Pavilions Policy for public exhibition for 15 business days.
3. Receives a further report and final Policy in December 2023.

## **Resolution**

**Cr Tapinos moved, Cr Pulford seconded -**

**That Council:**

1. **Notes the outcomes of Phase 1 and 2 consultation that has informed the Draft Allocation and Use of Sporting Facilities, Grounds and Pavilions Policy and thanks sports clubs, state sporting associations, residents and others involved for their participation.**

2. **Endorses the Draft Allocation and Use of Sporting Facilities, Grounds and Pavilions Policy for public exhibition for 15 business days.**
3. **Receives a further report and final Policy in December 2023.**

**Carried unanimously**

## **7.6 SUMMER 2023-24 SPORTS GROUND TENANCY ALLOCATIONS**

### **Executive Summary**

Council has a long-standing commitment in providing its community with sporting and recreational facilities and opportunities, encouraging them to stay active to improve their health and wellbeing outcomes.

Council's Allocation and Use of Sporting Facilities, Grounds and Pavilions Policy 2016 (the Policy) provides a framework for the annual and seasonal allocation of sporting grounds and pavilions to clubs through a tenancy agreement.

In line with the Policy, facilities are allocated to clubs with sound governance structures, open membership for men, women and juniors, and a demonstrated commitment to social responsibility, including participation in club development programs.

13 summer seasonal tenancy applications were received from clubs and all requests can be accommodated. This report also provides an update on progress of each club's junior and female participation levels. Several clubs are still in the process of submitting their compliance documentation which is required prior to receiving their summer 2023-24 sports ground seasonal allocation.

An updated Draft Allocation and Use of Sporting Facilities, Grounds and Pavilions Policy is separately recommended for public exhibition at the September 2023 Council meeting.

### **Officer Recommendation**

That Council:

1. Allocates sports grounds and pavilions for the 2023-24 summer season to the clubs nominated in Attachment 1 to this report.
2. Notes that any club owing ground or pavilion fees from previous seasons, or with outstanding utility fees, will not be offered summer 2023-24 ground allocation until payment is made, or an agreed payment plan is in place.
3. Notes that clubs will be required to provide all compliance documentation prior to receiving their summer 2023-24 sports ground seasonal allocation, including compliance documents.
4. Authorises the Director Community to make any necessary changes to the allocation of facilities for the 2023-24 summer season and to inform Council of any changes.
5. Notes current proposed junior and female participation levels in Attachment 1 at sports clubs contained within this Summer 2023-24 Sports Ground Allocations report.

## Resolution

Cr Tapinos moved, Cr Davidson seconded -

That Council:

1. **Allocates sports grounds and pavilions for the 2023-24 summer season to the clubs nominated in Attachment 1 to this report.**
2. **Notes that any club owing ground or pavilion fees from previous seasons, or with outstanding utility fees, will not be offered summer 2023-24 ground allocation until payment is made, or an agreed payment plan is in place.**
3. **Notes that clubs will be required to provide all compliance documentation prior to receiving their summer 2023-24 sports ground seasonal allocation, including compliance documents.**
4. **Authorises the Director Community to make any necessary changes to the allocation of facilities for the 2023-24 summer season and to inform Council of any changes.**
5. **Notes current proposed junior and female participation levels in Attachment 1 at sports clubs contained within this Summer 2023-24 Sports Ground Allocations report.**

Carried unanimously

## 7.7 SHORT-STAY ACCOMMODATION - ESTIMATES AND OPTIONS

### Executive Summary

Short-stay accommodation is commonplace across Australia, and internationally. In Victoria it is more prevalent in coastal communities and other areas that have a strong tourism economy. This is part of a worldwide technology-driven phenomenon that has taken place in the last 15 years which has led to concerns both about amenity and safety in communities as well as the impact on long-term rental markets. It is estimated that short-stay accommodation in Merri-bek represents about 0.2% of dwelling stock, with numbers in the hundreds. In coastal and other tourism-focused localities, numbers of dwellings used for short-stay accommodation are in the thousands.

This report outlines Victorian and Australian examples of regulation introduced for the short stay accommodation sector. Options for a regulatory response in Merri-bek are explored pointing to the limited scope of local government to impact the prevalence of short stay accommodation in their municipalities. Examples of Victorian Councils that have introduced a local law demonstrate that it has been implemented as a way of managing amenity issues. Differential rates and changes to the planning scheme are not considered to be an option that could be lawfully pursued.

Council's focus on advocating for the delivery of more affordable housing, the implementation of its Affordable Housing Action Plan, continuing to support Merri-bek Affordable Housing Ltd and proposing mandatory affordable housing requirements for the Brunswick Activity Centre are all considered to be more effective levers for improving the supply of affordable housing in Merri-bek.

Indications that the state government may soon introduce statewide legislation regarding short stay accommodation mean that a further update report is proposed by February 2024, at which time further advice can be provided about the ability to pursue a local law.

## Officer Recommendation

That Council:

1. Notes this report as an overview of the complex set of issues around short stay accommodation; its prevalence; its impact on the long-term rental market and regulatory responses in other Victorian municipalities and some interstate areas.
2. Notes the advocacy that the Municipal Association of Victoria has undertaken in relation to regulation of short-stay accommodation and the advocacy and action that Council has undertaken in relation to affordable housing delivery.
3. Receives a further report by February 2024 which updates Council on planning and regulatory policy reform related to housing and based on this reform, outlines any options and legal barriers in relation to a local law for short stay accommodation.

## Resolution

**Cr Pulford moved, Cr Conlan seconded -**

**That Council:**

1. **Notes this report as an overview of the complex set of issues around short stay accommodation; its prevalence; its impact on the long-term rental market and regulatory responses in other Victorian municipalities and some interstate areas.**
2. **Notes the advocacy that the Municipal Association of Victoria has undertaken in relation to regulation of short-stay accommodation and the advocacy and action that Council has undertaken in relation to affordable housing delivery.**
3. **Supports in principle levying a fee and applying a cap on the total number of days per year a property can be used for short stay accommodation and receives a further report by February 2024 which updates Council on planning and regulatory policy reform related to housing and based on this reform, outlines any options and legal barriers in relation to a local law for short stay accommodation.**

**Carried**

## 7.8 PARKLET PROGRAM REVIEW

### Executive Summary

Over the last few years, Council's Parklet Program has evolved from a small-scale initiative which trialled turning car parks into temporary public seating areas, into a far-reaching program with multiple types of parklets, focussed on supporting local hospitality businesses to expand their outdoor dining capacity.

Adopted in 2017, the initial Parklet Program offered businesses two options: a short-term option which allowed them to lease a parklet kit from Council for a six-month trial period, and a long-term option to supply their own parklet and pay an annual fee to lease the car parking space.

Parklet permit applications increased significantly during the COVID-19 pandemic, when density limits were imposed by the State Government. During this period, Council provided economic support to these businesses through fee reductions and waivers. The demand for both short and long-term parklets has declined significantly since density limits were lifted.

Short term parklets were initially implemented as a low-commitment way to test the idea. They allowed hospitality businesses to trial whether a parklet could work for them before deciding whether to invest in a long term parklet. Now that parklets are well understood and have had significant take-up, the need for the short-term parklets has dissipated. The kits that made up the short-term parklets are now at the end of their useful life and they have been dismantled. Any elements that could be salvaged, such as planter boxes, have been returned to Council's Operations Centre and will be reused on other Council projects. No new applications to lease short-term parklets have been received in the last 18 months. Officers therefore recommend that we now discontinue the short-term stream of the Parklet Program.

Despite some reduction in demand, the long-term stream of the Parklet Program is still valued by individual hospitality businesses, and we recommend that this program continues. It is a low cost to Council as the assets are owned and maintained by businesses.

In addition to the initial Parklet Program, Council's Outdoor Dining and Activation Program made use of State Government funding to provide Council-owned timber structures or planter boxes for temporary outdoor dining areas during the pandemic. These parklets were only ever intended for short term use, and most have now been removed as they deteriorated, became damaged, were no longer required, or were unsafe.

Four large timber temporary structures remain in the car parking spaces at the southern end of Lygon Street, which are still in use for outdoor dining. These are also now coming to the end of their useful life. We recommend that they remain in place until June 2024 to give business owners time to transfer over to the Parklet Program (long-term stream), if this is something they wish to do.

## **Officer Recommendation**

That Council:

1. Endorses the proposed revisions to the Parklet Program set out in this report, namely discontinuing the short term parklets, and continuing the long term parklets whilst there is ongoing demand.
2. Endorses the extension of the Council-owned outdoor dining temporary structures in Lygon Street and waives parklet permit fees for the relevant businesses using this structure, to 30 June 2024.
3. Following this extension, endorses the removal of the Council-owned outdoor dining temporary structures in Lygon Street, and provides support to individual businesses who wish to transfer to the long term parklet program in this part of Lygon Street, to do so.

## **Resolution**

**Cr Davidson moved, Cr Yildiz seconded -**

**That Council:**

1. **Endorses the proposed revisions to the Parklet Program set out in this report, namely discontinuing the short term parklets, and continuing the long term parklets whilst there is ongoing demand.**
2. **Endorses the extension of the Council-owned outdoor dining temporary structures in Lygon Street and waives parklet permit fees for the relevant businesses using this structure, to 30 June 2024.**
3. **Following this extension, endorses the removal of the Council-owned outdoor dining temporary structures in Lygon Street, and provides support to individual businesses who wish to transfer to the long term parklet program in this part of Lygon Street, to do so.**

**Carried unanimously**

*The order of business was altered and Report 7.9 Naming of Laneways was considered fifth after Report 7.4.*

## **7.10 REVISED STREET NUMBERING POLICY**

### **Executive Summary**

The purpose of this policy is to seek Council endorsement of a revised street numbering policy, shown at Attachment 1.

The current street numbering policy was endorsed by Council in June 2022. The next review is not due until April 2024. However, due to the need to reflect the revised Geographical Naming Victoria (GNV) Naming rules for places in Victoria – Statutory requirements for naming roads, features and localities – 2022 (the Rules), the policy has been reviewed and revised.

The proposed changes that are incorporated in the updated Street Numbering Policy include:

- Clearly specifying that street numbering will be undertaken in accordance with the Rules which specify that all street numbering should be in accordance with the Australian/New Zealand Standard AS/NZS 4819:2011 Rural and urban addressing (the Standard);
- Removal of procedural detail from the policy, which is detailed in the Rules and the Standard, with this detail part of Council's Street Numbering Procedure; and
- Added details of a one-off payment to be made to property owners when Council compulsorily renumbers a property.

### **Officer Recommendation**

That Council adopts the revised Street Numbering Policy, at Attachment 1 to this report.

### **Resolution**

**Cr Pulford moved, Cr Bolton seconded -**

**That Council adopts the revised Street Numbering Policy, at Attachment 1 to this report.**

**Carried unanimously**

## **7.11 PROPOSED SALE OF LAND - 2 SPRY STREET, COBURG NORTH**

### **Executive Summary**

In 2018, Council purchased the land at 2 Spry Street, Coburg North to provide new open space, improve access and increase the vegetation buffer along the Merri Creek.

The site measured 4,364 square metres, zoned General Residential Zone 1 and is covered by a Development Contributions Plan Overlay (DCPO), Environmental Significance Overlay (ESO1) and an Erosion Management Overlay (EMO). The site also had a dated, single storey dwelling.

Since its purchase, in accordance with Council's resolution of August 2018, the house has been subdivided from the rest of the site creating an 857m<sup>2</sup> lot which includes the dated house, an easement was created on the reserve providing carriageway easement rights for the owner of the dwelling to access and maintain the large retaining wall and part of the site was added to the road reserve to improve vehicular movement as showing in **Attachment 1**.



On the remaining 3,507 m<sup>2</sup>, a DDA compliant elevated platform path has been constructed connecting Spry St to the creek. The path was opened to the public in December 2022.

Council's Building Maintenance Unit have recently been onsite and have identified upgrades worth over \$350,000 needed to the dwelling. Structural repairs may also be necessary: a structural engineer's report would be required to identify the costs of any structural repairs. The land on which the dwelling sits was not required to achieve the open space, access, environmental and biodiversity benefits of the site, which have now been realised.

The purpose of this report is therefore to seek endorsement from Council to commence the statutory process in accordance with Section 114 of the *Local Government Act 2020* seeking formal feedback from the community on the proposed sale of the dwelling at 2 Spry Street, Coburg North. A further report will outline submissions received during the proposed consultation period, including a summary of proceedings of the Hearing of Submissions Committee and presenting a recommendation regarding whether or not to proceed with the proposed sale of the site.

## Officer Recommendation

That Council:

1. Notes that the acquisition of land at 2 Spry Street Coburg has provided significant community benefit in the form of new open space, better access to the Merri Creek and improved vegetation of the creek corridor.
2. Confirms its previous resolution to declare the remaining 857m<sup>2</sup> of the site, being the subdivided house at 2 Spry Street, Coburg North, surplus to its requirements.
3. Notes that the dwelling needs costly repairs, has no identified Council use, and is unlikely to be of interest to social or affordable housing providers due to its relatively poor location, and the significant level of investment needed.
4. Notes that if Council were to consider retaining the site for a non-open space use, this would require identifying a separate budget in order to return funds to the Public Resort and Recreation Land Fund (Open Space Reserve) with which this site was purchased.
5. Resolves, in accordance with section 114 of the *Local Government Act 2020*, to authorise that public notice be given of its intention to sell the site in *The Age* newspaper, on Council's official website as well as Council's Conversations Merri-bek website and a sign erected on the site inviting written submissions.
6. Appoints Councillor \_\_\_\_\_ as Chair, and Councillors \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_ to a Committee to hear any submitters requesting to be heard in support of their written submission in relation to the proposed sale of land.
7. Authorises the Chief Executive Officer to set the time, date and place of the meeting of the committee to hear submissions in relation to Council's intention to sell the subdivided house of the land at 2 Spry Street, Coburg North.
8. Receives a further report outlining any submissions received, including a summary of proceedings of the Hearing of Submissions Committee (if any) and presenting a recommendation regarding whether or not to proceed with the proposed sale.

## Resolution

**Cr Tapinos moved, Cr Harte seconded -**

That Council:

1. **Notes that the acquisition of land at 2 Spry Street Coburg has provided significant community benefit in the form of new open space, better access to the Merri Creek and improved vegetation of the creek corridor.**

2. **Confirms its previous resolution to declare the remaining 857m<sup>2</sup> of the site, being the subdivided house at 2 Spry Street, Coburg North, surplus to its requirements.**
3. **Notes that the dwelling needs costly repairs, has no identified Council use, and is unlikely to be of interest to social or affordable housing providers due to its relatively poor location, and the significant level of investment needed.**
4. **Notes that if Council were to consider retaining the site for a non-open space use, this would require identifying a separate budget in order to return funds to the Public Resort and Recreation Land Fund (Open Space Reserve) with which this site was purchased.**
5. **Resolves, in accordance with section 114 of the Local Government Act 2020, to authorise that public notice be given of its intention to sell the site in The Age newspaper, on Council's official website as well as Council's Conversations Merri-bek website and a sign erected on the site inviting written submissions.**
6. **Appoints the Ward Councillors and Cr Pulford as Chair to a Committee to hear any submitters requesting to be heard in support of their written submission in relation to the proposed sale of land.**
7. **Authorises the Chief Executive Officer to set the time, date and place of the meeting of the committee to hear submissions in relation to Council's intention to sell the subdivided house of the land at 2 Spry Street, Coburg North.**
8. **Receives a further report outlining any submissions received, including a summary of proceedings of the Hearing of Submissions Committee (if any) and presenting a recommendation regarding whether or not to proceed with the proposed sale.**

**Carried unanimously**

10.09 pm      *Cr Tapinos left the meeting.*

## **7.12      PROPOSED ROW DISCONTINUANCE AND SALE ADJOINING 47 & 45 CLARENCE STREET BRUNSWICK EAST**

### **Executive Summary**

Council received a request from the incoming owners of 47 Clarence Street, Brunswick East to acquire a section of Right of Way (ROW) road adjoining and enclosed within the property, shown in blue in Attachment 1. This section of right of way has been enclosed within the property of 47 Clarence Street for more than 30 years, providing the property owner with long user rights.

Initial investigations and consultation uncovered another section of right of way is enclosed at the rear of 45 Clarence Street, Brunswick East also. Part of this section of ROW has been occupied for more than 30 years also, shown in orange in Attachment 1. Another small section has been occupied by a shed for only the last 1-2 years, shown in yellow in Attachment 1. The owner of 45 Clarence Street also expressed an interest in purchasing the sections currently occupied at the rear of their property.

The initial consultation with the other adjoining property owners found one neighbour is not supportive of discontinuing the section that has been recently occupied by the shed. This section slightly abuts approximately 50 cm their property fence. They stated that the section containing the new shed, reduces access to their asbestos containing fence. This party will be notified of the statutory consultation as an adjoining property owner, and will have the opportunity to make a submission and to further outline their concerns should the wish.

Internal consultation has been undertaken and the subject section of road is considered to be no longer reasonably required for municipal use and is surplus to Council's needs.

The purpose of this report is to commence the Statutory Process under the *Local Government Act 1989* and *the Local Government Act 2020* to discontinue the enclosed sections of road and sell the resultant land.

## Officer Recommendation

That Council:

1. Commences the statutory procedures to discontinue and sell the resultant land adjoining 47 Clarence Street, Brunswick East and 45 Clarence Street, Brunswick East, in accordance with Section 206 and clause 3 of Schedule 10 of the *Local Government Act 1989* and Section 114 of the *Local Government Act 2020*.
2. Gives public notice of the proposed discontinuance in accordance with section 223 and 207A of the *Local Government Act 1989* and Section 114, clause 2 of the *Local Government Act 2020* in The Age newspaper and on Council's website and invite written submissions from Monday 25 September 2023 until Wednesday 25 October 2023. The notice will state that Council proposes to sell the land to the adjoining owners of 47 Clarence Street, Brunswick East and 45 Clarence Street, Brunswick East 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. Authorises the Chief Executive Officer to set the time, date and place of the meeting of the committee to hear submissions in relation to Council's intention to discontinue and sell the resultant land adjoining 47 Clarence Street Brunswick East and 45 Clarence Street Brunswick East.
5. Receives a further report outlining any submissions received, including a summary of proceedings of the Hearing of Submissions Committee and presenting a recommendation regarding whether to proceed with the proposal to discontinue the road, or part of the road adjoining 47 Clarence Street Brunswick East and 45 Clarence Street Brunswick East.

## Resolution

Cr Riley moved, Cr Conlan seconded -

That Council:

1. **Commences the statutory procedures to discontinue and sell the resultant land adjoining 47 Clarence Street, Brunswick East and 45 Clarence Street, Brunswick East, in accordance with Section 206 and clause 3 of Schedule 10 of the Local Government Act 1989 and Section 114 of the Local Government Act 2020.**
2. **Gives public notice of the proposed discontinuance in accordance with section 223 and 207A of the Local Government Act 1989 and Section 114, clause 2 of the Local Government Act 2020 in The Age newspaper and on Council's website and invite written submissions from Monday 25 September 2023 until Wednesday 25 October 2023. The notice will state that Council proposes to sell the land to the adjoining owners of 47 Clarence Street, Brunswick East and 45 Clarence Street, Brunswick East in accordance with Council's Rights of Way Associated Policies 2011 and the Rights of Way Strategy 2011.**

3. **Appoints Cr Riley as Chair, and South Ward Councillors to a Committee to hear any submitters requesting to be heard in support of their written submission.**
4. **Authorises the Chief Executive Officer to set the time, date and place of the meeting of the committee to hear submissions in relation to Council's intention to discontinue and sell the resultant land adjoining 47 Clarence Street Brunswick East and 45 Clarence Street Brunswick East.**
5. **Receives a further report outlining any submissions received, including a summary of proceedings of the Hearing of Submissions Committee and presenting a recommendation regarding whether to proceed with the proposal to discontinue the road, or part of the road adjoining 47 Clarence Street Brunswick East and 45 Clarence Street Brunswick East.**

**Carried**

Cr Bolton called for a division.

<b>For</b>	<b>Against</b>
Cr Davidson	Cr Bolton
Cr Yildiz	
Cr Pulford	
Cr Panopoulos	
Cr Conlan	
Cr Riley	
Cr Harte	
<b>Total For (7)</b>	<b>Total Against (1)</b>

10.12 pm Cr Tapinos returned to the meeting.

## **7.13 2022/23 FINANCIAL STATEMENTS AND PERFORMANCE STATEMENTS**

### **Executive Summary**

Council's Financial and Performance Statements (the Statements) for the 2022/23 financial year have been prepared and reviewed by the Victorian Auditor General Offices appointed auditor, RSD Audit and Council's Audit and Risk Management Committee.

This report seeks Council's 'in principle' approval of the Statements and the appointment of two Councillors and the Chief Executive Officer to sign the 2022/23 Statements in their final form.

Council is reporting an accounting surplus of \$40.936 million for the financial year 2022/23. This accounting surplus includes items such as non-cash contributions, capital grants, loan redemptions and committed capital or operational expenditure for future years.

After excluding non-cash items included in the accounting surplus, capital expenditure and committed funding requirements, Council had an unrestricted surplus of \$1.761 million.

It is recommended that Council commits the unrestricted surplus of \$1.761 million to:

- a) \$1.0 million to Significant Projects Reserve; and
- b) The remaining \$0.761 million to the capital works program, as a contingency allowance due to continuous cost escalations. The use of the contingency allowance would be subject to normal financial delegations.

## Officer Recommendation

That Council, in accordance with the recommendations of the Audit and Risk Management Committee, and having considered Council's Financial and Performance Statements for 2022/23 Statements at Attachments 1 and 2 to this report:

1. Approves 'in principle' the Financial and Performance Statements 2022/23;
2. Authorises the Mayor, Cr Angelica Panopoulos, Deputy Mayor, Cr Helen Davidson, and the Acting Chief Executive Officer, Anita Curnow, to certify the Financial and Performance Statements for 2022/23 in their final form;
3. Notes the unrestricted surplus of \$1.761 million transfers:
  - a) \$1.0 million to the Significant Projects Reserve; and
  - b) \$0.761 to the capital works program as a contingency allowance.
4. Carries forward the \$723,565 of tied grant funding or contributions that were not spent as at 30 June 2023;
5. Carries forward the \$54,846 of operating projects into the 2023/24 Operating Projects Expenditure Program;
6. Carries forward the \$28.686 million of capital project funds into the 2023/24 Capital Works Program;
7. Carries forward the \$0.535 million of capital project funds into the 2024/25 Capital Works Program; and
8. Authorises the Principal Accounting Officer to implement any minor administrative changes to the Financial and Performance Statements for 2022/23 if recommended by the Auditor-General upon final review, for approval by the Chief Executive Officer.

## Resolution

**Cr Riley moved, Cr Davidson seconded -**

**That Council, in accordance with the recommendations of the Audit and Risk Management Committee, and having considered Council's Financial and Performance Statements for 2022/23 Statements at Attachments 1 and 2 to this report:**

1. **Approves 'in principle' the Financial and Performance Statements 2022/23;**
2. **Authorises the Mayor, Cr Angelica Panopoulos, Deputy Mayor, Cr Helen Davidson, and the Acting Chief Executive Officer, Anita Curnow, to certify the Financial and Performance Statements for 2022/23 in their final form;**
3. **Notes the unrestricted surplus of \$1.761 million transfers:**
  - a) **\$1.0 million to the Significant Projects Reserve; and**
  - b) **\$0.761 to the capital works program as a contingency allowance.**
4. **Carries forward the \$723,565 of tied grant funding or contributions that were not spent as at 30 June 2023;**
5. **Carries forward the \$54,846 of operating projects into the 2023/24 Operating Projects Expenditure Program;**
6. **Carries forward the \$28.686 million of capital project funds into the 2023/24 Capital Works Program;**
7. **Carries forward the \$0.535 million of capital project funds into the 2024/25 Capital Works Program; and**

8. **Authorises the Principal Accounting Officer to implement any minor administrative changes to the Financial and Performance Statements for 2022/23 if recommended by the Auditor-General upon final review, for approval by the Chief Executive Officer.**

Carried unanimously

## **7.14 PROCUREMENT EXEMPTION: EXE-2023-471 ADDRESSED MAIL SERVICES**

### **Executive Summary**

Council generates large volumes of addressed postal mail, some of which is processed using a digital mail solution and some of which is processed by Australia Post. The primary use of Australia Post relates to the issuing the annual and quarterly rates notices utilise Australia Post and are not able to go through the digital mail solution due to other contract arrangements.

As Australia Post does not contract for addressed mail services alone, procurement exemption EXE-2023-471 is proposed for a period of three (3) years from 1 October 2023 for the purpose of formalising expenditure paid to Australia Post for this service. Section 6.1.4.2(a) – Appendix 3 of Council’s Procurement Policy allows for an exemption from tendering where there is sole supplier of the service. As the value of this exemption exceeds the Chief Executive Officer’s financial delegation, Council approval is required.

Australia Post does not comply with elements of the Merri-bek 2021-2025 Procurement Policy and objectives outlined in the Fossil Fuel Divestment Strategy 2015-2025.

### **Officer Recommendation**

That Council:

1. Authorises the estimated expenditure of \$1,548,277 (excluding GST) with Australia Post under procurement exemption EXE-2023-471 without a contract for three (3) years from 1 October 2023, ending 30 September 2026 for addressed mail services.
2. Authorises the Chief Executive Officer to do all things necessary to complete any required documentation.
3. Notes that the recommendation to engage Australia Post does not comply with Council’s commitment to “excluding from future contracts, tenders or business dealings any companies involved in the Adani mine and associated rail infrastructure projects; and will be excluding from future contracts, tenders or business dealings from any companies involved in developing new coal mines” as set out in Council’s approved Procurement Policy 2021-2025.

### **Resolution**

**Cr Pulford moved, Cr Riley seconded -**

That Council:

1. **Authorises the estimated expenditure of \$1,548,277 (excluding GST) with Australia Post under procurement exemption EXE-2023-471 without a contract for three (3) years from 1 October 2023, ending 30 September 2026 for addressed mail services.**
2. **Authorises the Chief Executive Officer to do all things necessary to complete any required documentation.**

3. **Notes that the recommendation to engage Australia Post does not comply with Council’s commitment to “excluding from future contracts, tenders or business dealings any companies involved in the Adani mine and associated rail infrastructure projects; and will be excluding from future contracts, tenders or business dealings from any companies involved in developing new coal mines” as set out in Council’s approved Procurement Policy 2021-2025.**

**Carried unanimously**

## **7.15 MERRI CREEK MANAGEMENT COMMITTEE - FUTURE FUNDING AGREEMENT OPTIONS AND COUNCIL ALIGNMENT**

### **Executive Summary**

The Merri Creek is a highly valued environmental and community asset and Merri-bek City Council and the Merri Creek Management Committee have a long-standing relationship and mutual affinity for the Merri Creek dating back to the inception of the Merri Creek Management Committee in 1989.

Merri-bek City Council provides funding, along with other member partners, to support the operations of the Merri Creek Management Committee, in addition to engaging its services for targeted maintenance work along the Merri Creek. The Merri Creek Management Committee has a strong track record of delivering value to the community through both its advocacy, education programs and specialist maintenance works. The Merri Creek Management Committee also plays a key role in community education and public awareness for matters impacting the creek like contamination, litter, biodiversity and flora and fauna protection.

Council’s current funding agreement with the Merri Creek Management Committee is due to end in June 2024. Officers propose to seek a new three-year funding agreement in line with Council’s procurement requirements and processes at the appropriate time in early 2024. This will contribute to the continued viability of the Merri Creek Management Committee as part of Council’s long-standing commitment to the proactive natural resource management of the Merri Creek.

### **Officer Recommendation**

That Council:

1. Endorses in principle the continuation of the current Merri Creek Management Committee Funding and Service Agreement model in establishing a new three-year funding agreement with Merri Creek Management Committee from 1 July 2024 through Council’s normal procurement processes and requirements, on the basis of strong policy alignment, mutual benefits to both Council and the Merri Creek Management Committee (MCMC) of the Funding Agreement, and the fact that the Agreement allows MCMC to leverage additional third party funding for conservation initiatives in the Merri Creek corridor.
2. Receives a further report before May 2024 on the proposed Funding and Service Agreement, and incorporating the anticipated budget into the 2024/2025 Budget Process.

## Resolution

Cr Conlan moved, Cr Bolton seconded -

That Council:

1. Endorses in principle the continuation of the current Merri Creek Management Committee Funding and Service Agreement model in establishing a new three-year funding agreement with Merri Creek Management Committee from 1 July 2024 through Council's normal procurement processes and requirements, on the basis of strong policy alignment, mutual benefits to both Council and the Merri Creek Management Committee (MCMC) of the Funding Agreement, and the fact that the Agreement allows MCMC to leverage additional third party funding for conservation initiatives in the Merri Creek corridor.
2. Receives a further report before May 2024 on the proposed Funding and Service Agreement, and incorporating the anticipated budget into the 2024/2025 Budget Process.

Carried unanimously

## 7.16 GOVERNANCE REPORT - SEPTEMBER 2023 - CYCLICAL REPORT

### Executive Summary

The Governance report is prepared as a monthly standing report to Council which provides a single reporting platform for a range of statutory compliance, transparency, and governance related matters.

This Governance report includes:

- A summary of the minutes of the Sustainable Transport Advisory Committee Meeting held 18 July 2023, Environmental Sustainability Advisory Committee Meeting held 3 August 2023 and the Arts Advisory Committee Meeting held 17 August 2023.
- The Arts Advisory Committee's recommendation to purchase the art work as listed in the officer recommendation.
- The Arts Advisory Committee's recommendation to accept the donation of the art work as listed in the officer recommendation.
- Records of Meetings, with a recommendation that Council notes the records.
- Responses to Public Question Time items taken on notice at 20 June, 12 July and 9 August 2023 Council meetings, with a recommendation that Council notes the responses.
- A recommendation that Council appoints and authorises the Council officers referred to in the Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*).

### Officer Recommendation

That Council:

1. Notes the summary of minutes from Advisory Committees to Council, at Attachment 1 to this report:
  - a) Sustainable Transport Advisory Committee Meeting held on 18 July 2023
  - b) Environmental Sustainability Advisory Committee Meeting held 3 August 2023



- c) Arts Advisory Committee meeting of 17 August 2023.
2. Accepts the recommendation of the Arts Advisory Committee meeting held 17 August 2023 and in accordance with the Art Acquisition and Collection Development Policy, approves the purchase of the following artwork for the Merri-bek Art Collection:
- Brook Andrew, *I'm anti violence and pro dignity (blue)*, 2021, Screen-print, \$800
  - Atong Atem, *Nyanluak*, 2022, Photograph, \$5,000
  - Jenna Lee, *Bill Can Pair*, 2022, Sculpture (paper), \$2,300
  - Jenna Lee, *Without Us*, 2022, Work on paper (framed), \$1,400
  - Luke King, *Portrait*, 2023, Work on paper, \$800
  - Kim Kruger, *Within ten miles of Melbourne 1*, 2022, Photograph, \$300
  - Kim Kruger, *Within ten miles of Melbourne 2*, 2022, Photograph, \$300
  - Kim Kruger, *Splitting logs for a "feed"*, 2022, Photograph, \$300
  - Uncle Brian McKinnon, *Bush Fire I "Redgum Sleeper"*, 2019, Mixed media (framed), \$6,500
  - Bundit Puangthong and Vipoo Srivilasa, *Flesh*, 2022, Sculpture (ceramic) \$5,000.
3. Accepts the recommendation of the Arts Advisory Committee meeting held 17 August 2023 and in accordance with the Art Acquisition and Collection Development Policy, accepts the donation of the following artwork for the Merri-bek Art Collection:
- Bundit Puangthong and Vipoo Srivilasa, *Food*, 2022, Sculpture (ceramic) Donation
  - Commoners Press, *10Press Portfolio*, 2022, Print folio, Donation.
4. Notes the Records of Meetings, at Attachment 2 to this report.
5. Notes responses to questions taken on notice during Public Question Time at the June, July and August 2023 Council meetings, at Attachment 3 to this report.
6. In the exercise of the powers conferred by section 147(4) of the *Planning and Environment Act 1987* and section 313 of the *Local Government Act 2020*:
- a) Appoints and authorises Council staff referred to in the Instrument at Attachment 4 of this report, as set out in the instrument.
  - b) Determines the instrument comes into force immediately, the common seal of Council is affixed to the instruments and remains in force until Council determines to vary or revoke it.
  - c) Authorises the affixing of Council's common seal.

## Resolution

**Cr Riley moved, Cr Yildiz seconded -**

**That Council:**

1. **Notes the summary of minutes from Advisory Committees to Council, at Attachment 1 to this report:**
  - a) **Sustainable Transport Advisory Committee Meeting held on 18 July 2023**
  - b) **Environmental Sustainability Advisory Committee Meeting held 3 August 2023**
  - c) **Arts Advisory Committee meeting of 17 August 2023.**

2. **Accepts the recommendation of the Arts Advisory Committee meeting held 17 August 2023 and in accordance with the Art Acquisition and Collection Development Policy, approves the purchase of the following artwork for the Merri-bek Art Collection:**
  - **Brook Andrew, I'm anti violence and pro dignity (blue), 2021, Screen-print, \$800**
  - **Atong Atem, Nyanluak, 2022, Photograph, \$5,000**
  - **Jenna Lee, Bill Can Pair, 2022, Sculpture (paper), \$2,300**
  - **Jenna Lee, Without Us, 2022, Work on paper (framed), \$1,400**
  - **Luke King, Portrait, 2023, Work on paper, \$800**
  - **Kim Kruger, Within ten miles of Melbourne 1, 2022, Photograph, \$300**
  - **Kim Kruger, Within ten miles of Melbourne 2, 2022, Photograph, \$300**
  - **Kim Kruger, Splitting logs for a "feed", 2022, Photograph, \$300**
  - **Uncle Brian McKinnon, Bush Fire I "Redgum Sleeper", 2019, Mixed media (framed), \$6,500**
  - **Bundit Puangthong and Vipoo Srivilasa, Flesh, 2022, Sculpture (ceramic) \$5,000.**
3. **Accepts the recommendation of the Arts Advisory Committee meeting held 17 August 2023 and in accordance with the Art Acquisition and Collection Development Policy, accepts the donation of the following artwork for the Merri-bek Art Collection:**
  - **Bundit Puangthong and Vipoo Srivilasa, Food, 2022, Sculpture (ceramic) Donation**
  - **Commoners Press, 10Press Portfolio, 2022, Print folio, Donation.**
4. **Notes the Records of Meetings, at Attachment 2 to this report.**
5. **Notes responses to questions taken on notice during Public Question Time at the June, July and August 2023 Council meetings, at Attachment 3 to this report.**
6. **In the exercise of the powers conferred by section 147(4) of the Planning and Environment Act 1987 and section 313 of the Local Government Act 2020:**
  - a) **Appoints and authorises Council staff referred to in the Instrument at Attachment 4 of this report, as set out in the instrument.**
  - b) **Determines the instrument comes into force immediately, the common seal of Council is affixed to the instruments and remains in force until Council determines to vary or revoke it.**
  - c) **Authorises the affixing of Council's common seal.**

**Carried unanimously**

## **7.17 CONTRACT AWARD: PA-2023-476 MANAGED SERVICES PROGRAM PROVIDER FOR CONTINGENT LABOUR**

### **Executive Summary**

In September 2019 Council entered a contract for the Provision of Temporary Labour Hire – Neutral Vendor Managed Services in collaboration with the Northern Region group of Councils. This contract expires 30 November 2023, and a new contract is required for the provision of temporary labour services.

A request for quote was obtained from Comensura Pty Ltd (Comensura) who are a member of Procurement Australia panel for Managed Services Program (MSP) providers for Contingent Labour. Comensura's tender response was assessed by Procurement Australia and rated highest when compared to the other two (2) service providers who were included in the tender assessment.

Contingent labour/temporary hire services are engaged to ensure service delivery is not impacted where staffing gaps occur, such as during recruitment, leave backfill or in the event of needing to respond to unplanned events. In addition, temporary staff are at times required to provide specific skill sets or expertise that is short-term in nature and the skillset is not already available within Council.

Council's Procurement Policy allows opting into existing collaborative engagements with other government entities, local governments, Municipal Association of Victoria (MAV) or Procurement Australia (PA). The Procurement Australia Managed Services Program (MSP) provider for Contingent Labour selection was established through a tender process.

It is recommended that Council engages Comensura as the provider for the Provision of Managed Services Program for contingent labour services. Comensura's service offering provides a single solution for staff to source, engage, track, manage and pay temporary employees. In addition, this contract will enable Council to continue to source temporary labour-hire services, using a single online sourcing portal which reduces repetitive administration and tracks approval processes at competitive rates.

The recommended contract using Procurement Australia to engage the services of Comensura has 1 months remaining on the fixed term period which commenced 1 January 2021 with a further two (2) options of one (1) year each. The contract period including options ends 31 December 2025. The extension options are solely at Merri-bek City Council's discretion. There is a provision in the contract for the performance of the contractor to be reviewed annually.

### **Officer Recommendation**

That Council:

1. Authorises the Chief Executive Officer to engage Comensura Pty Ltd ACN 120 725 902 (Contractor), under the Procurement Australia Contract PA-2023-476 (2312/0618) for the Provision of Managed Services Program Provider for Contingent Labour (Contract):
  - i. For an amount not exceeding \$11,450,000 million (excluding GST); and
  - ii. For a term commencing 1 December 2023 with an initial fixed term ending 31 December 2023 and a further two (2) options of one (1) year each until 31 December 2025.
2. Advises Procurement Australia and Comensura Pty Ltd of its decision on this matter.
3. Authorises the Chief Executive Officer to finalise documentation to formalise the arrangement.
4. Authorises the Chief executive to approve contract extensions options, subject to Contractor performance.

## Resolution

Cr Bolton moved, Cr Pulford seconded -

That Council:

1. **Authorises the Chief Executive Officer to engage Comensura Pty Ltd ACN 120 725 902 (Contractor), under the Procurement Australia Contract PA-2023-476 (2312/0618) for the Provision of Managed Services Program Provider for Contingent Labour (Contract):**
  - i. **For an amount not exceeding \$11,450,000 million (excluding GST); and**
  - ii. **For a term commencing 1 December 2023 with an initial fixed term ending 31 December 2023 and a further two (2) options of one (1) year each until 31 December 2025.**
2. **Advises Procurement Australia and Comensura Pty Ltd of its decision on this matter.**
3. **Authorises the Chief Executive Officer to finalise documentation to formalise the arrangement.**
4. **Authorises the Chief executive to approve contract extensions options, subject to Contractor performance.**

Carried unanimously

10.19 pm Cr Conlan left the meeting.

## 7.18 CONTRACT VARIATION: CONTRACT 493T - MANAGED NETWORK INFRASTRUCTURE AND SERVICES

### Executive Summary

At the Council meeting held on 10 August 2016, Council resolved to enter into a contract with Logicalis Australia Pty Ltd to manage network and infrastructure services for four years, with four one-year extension options under 493T - Managed Network and Infrastructure Services. The contract was resolved by Council for \$2,995,500.35 (excluding GST) for the life of the contract, including extensions. The contract term is from 22 March 2017 to 21 March 2025, inclusive of extension options.

The Managed Network and Infrastructure Services contract includes the provision of and ongoing support for the Wide Area Network (WAN) which provides internet connectivity, Local Area Network (LAN) which provides the physical network within Council sites and the Wireless Local Area Network (WLAN) which provides Wi-Fi connectivity at Council sites.

The contract extensions have been executed, expiring on 21 March 2025. The amount spent to date over the life of the contract has been \$2,755,417 (excluding GST). This report seeks to increase the authorised expenditure to \$4,056,398 excluding GST, an increase of \$1,060,898 excluding GST from the original resolution. The amount specified in the original resolution was not valid as there was no agreed pricing specified in the contract for years 5-8. The proposed increased expenditure addresses this gap and includes contingency for new sites and provision for migrating to a new vendor at the end of the contract should the incumbent vendor be unsuccessful retendering for these services. All expenditure aligning to this contract is within annual budget allocation.

Council's resolution authorised the Director Corporate Services *to do all things necessary to execute the contract and any other required documentation*. However, with this role having been disestablished this report is seeking Council to authorise the Chief Executive Officer to execute all documentation relating to contract 493T.

## Officer Recommendation

That Council:

1. Authorises an increased expenditure amount against contract 493T Managed Network and Infrastructure Services to \$4,056,398 excluding GST (an increase of \$1,060,898 excluding GST) which relates to the period 22 March 2017 to 21 March 2025 including all extensions.
2. Authorises the Chief Executive Officer to execute and complete any required contract documentation.

## Resolution

**Cr Pulford moved, Cr Davidson seconded -**

That Council:

1. **Authorises an increased expenditure amount against contract 493T Managed Network and Infrastructure Services to \$4,056,398 excluding GST (an increase of \$1,060,898 excluding GST) which relates to the period 22 March 2017 to 21 March 2025 including all extensions.**
2. **Authorises the Chief Executive Officer to execute and complete any required contract documentation.**

**Carried unanimously**

## 7.19 CONTRACT VARIATION: CONTRACT 711T - CLOUD INFRASTRUCTURE SERVICES

### Executive Summary

At the Council meeting held on 10 October 2018, Council resolved to enter into contract 711T for the provision, implementation, migration and support of cloud computing infrastructure services with an initial three (3) year term and seven (7) one-year extension options. The contract was resolved by Council for \$2,618,970.37 (excluding GST) for the life of the contract, including extensions. The contract term is from 1 February 2019 until 31 January 2029, inclusive of extension options.

The second contract extension has been executed, expiring on 31 January 2024, with five one-year extension options remaining. The expenditure over the life of the contract has been \$1,763,926 (excluding GST). This report seeks to increase the expenditure required to \$5,331,547 (excluding GST), an increase of \$2,712,577 (excluding GST) from the original resolution. All expenditure aligning to this contract is within annual budget allocation.

The cloud infrastructure services contract includes the server infrastructure which is used to store data and host applications managed by Council. The contract also includes Data Protection (DP) and Disaster Recovery (DR) services to minimise the risk of unplanned outages. The increase in expenditure is due to the amount of data being stored and number of servers being used being higher than originally estimated and because there was no provision for additional usage in future years.

Council's resolution authorised the Director Corporate Services *to do all things necessary to execute the contract and any other required documentation*. However, with this role having been disestablished this report is seeking Council to authorise the Chief Executive Officer to execute all documentation relating to contract 711T.

## Officer Recommendation

That Council:

1. Authorises an increased expenditure amount against contract 711T Cloud Infrastructure Services from \$2,618,970.37 excluding GST to \$5,331,547 excluding GST (an increase of \$2,712,577 excluding GST), and
2. Authorises the Chief Executive Officer to execute contract extensions and complete any other required documentation.

## Resolution

**Cr Pulford moved, Cr Davidson seconded -**

That Council:

1. **Authorises an increased expenditure amount against contract 711T Cloud Infrastructure Services from \$2,618,970.37 excluding GST to \$5,331,547 excluding GST (an increase of \$2,712,577 excluding GST), and**
2. **Authorises the Chief Executive Officer to execute contract extensions and complete any other required documentation.**

**Carried**

## Time Extension

### Resolution

**Cr Riley moved, Cr Pulford seconded -**

**That the Council meeting be extended for a further 30 minutes until 11 pm.**

**Carried**

## NOTICES OF MOTION

10.21 pm *Cr Conlan returned to the meeting.*

### **8.1 REFRESHING MERRI-BEK'S COMMITMENT TO FOOD SYSTEM STRATEGY 2020-24**

#### **Motion**

That Council confirms support for the Victorian Food Systems Consensus Statement, Towards A Healthy, Regenerative and Equitable Food System in Victoria, facilitated by VicHealth and in carriage with Sustain: The Australian Food Network and:

1. Affirms our commitment to the leverage points laid out in the Food Systems Consensus Statement, including support for:
  - a) The legislation for the Right to Food in Victoria.
  - b) Establishing a governmental food systems committee to undertake a food systems inquiry to subsequently develop a Victorian food systems plan.
  - c) The advancement of a comprehensive food systems monitoring framework.
  - d) A regenerative and agro-ecological food production.
  - e) The creation of a local food investment fund.

- f) That all public sector food procurement and retail is healthy and sustainable.
  - g) Actions to strengthen food literacy in schools in collaboration with educators.
  - h) Resourcing and empowerment of all local governments to lead food system strategies.
  - i) The revision of the Victorian planning provisions legislation to promote health.
  - j) Improving dignified access to healthy food through the food relief sector.
2. Supports the Food Systems and Food Security Working Group's advocacy efforts to lobby other jurisdictions, including the submission to the Food Systems Inquiry in NSW (2021-22).
  3. Undertakes to review its Food Systems Strategy in line with the VicHealth “building better food systems for healthier communities” module.

## **Resolution**

**Cr Riley moved, Cr Pulford seconded -**

**That Council confirms support for the Victorian Food Systems Consensus Statement, Towards A Healthy, Regenerative and Equitable Food System in Victoria, facilitated by VicHealth and in carriage with Sustain: The Australian Food Network and:**

1. **Affirms our commitment to the leverage points laid out in the Food Systems Consensus Statement, including support for:**
  - a) **The legislation for the Right to Food in Victoria.**
  - b) **Establishing a governmental food systems committee to undertake a food systems inquiry to subsequently develop a Victorian food systems plan.**
  - c) **The advancement of a comprehensive food systems monitoring framework.**
  - d) **A regenerative and agro-ecological food production.**
  - e) **The creation of a local food investment fund.**
  - f) **That all public sector food procurement and retail is healthy and sustainable.**
  - g) **Actions to strengthen food literacy in schools in collaboration with educators.**
  - h) **Resourcing and empowerment of all local governments to lead food system strategies.**
  - i) **The revision of the Victorian planning provisions legislation to promote health.**
  - j) **Improving dignified access to healthy food through the food relief sector.**
2. **Supports the Food Systems and Food Security Working Group's advocacy efforts to lobby other jurisdictions, including the submission to the Food Systems Inquiry in NSW (2021-22).**
3. **Undertakes to review its Food Systems Strategy in line with the VicHealth “building better food systems for healthier communities” module.**

**Carried unanimously**

## 8.2 SUPPORT FOR NEIGHBOURHOOD HOUSES

### Motion

That Council receives a report at the November Council meeting on options for Council to provide additional public liability insurance to neighbourhood houses for room hire to community groups.

### Resolution

**Cr Bolton moved, Cr Conlan seconded -**

**That Council receives a report at the November Council meeting on options for Council to provide additional public liability insurance to neighbourhood houses for room hire to community groups.**

**Carried unanimously**

## 8.3 COMMUNITY SUPPORT DURING EXTREME HEAT EVENTS

### Motion

That Council:

1. Receives a report on what community centres will be available for people to seek respite from extreme heat in Merri-bek in the 2023-2024 summer.
2. Seeks state government support for opening up community centres to the public in the event of extreme heat events in the 2023-2024 summer.

### Resolution

**Cr Bolton moved, Cr Panopoulos seconded -**

**That Council:**

1. **Receives a report on what community centres will be available for people to seek respite from extreme heat in Merri-bek in the 2023-2024 summer.**
2. **Consults with Blacktown City Council in Western Sydney regarding their experience with heat refuges (Cooling Centres)**
3. **Advocates to the state government to update the State Heatwave Plan to more explicitly state the role of local government in a heatwave, including what resources will be made available to local councils to support the community, including measures such as providing Cooling Centres to members of the community who aren't able to stay cool in their homes.**

**Carried unanimously**



## **8.4 PEDESTRIAN SAFETY PASCOE VALE ROAD, GLENROY ACTIVITY CENTRE**

### **Motion**

That Council:

1. Notes previous resolution from this Council, May 2022, expressing concern for pedestrian safety and road rule non-compliance on Pascoe Vale Road in the Glenroy Activity Centre and advocating for installation of red-light cameras at pedestrian crossings.
2. Writes to Department of Transport and Planning, to advocate for further measures to improve the safety of pedestrians on Pascoe Vale Road, in the Glenroy Activity Centre, requesting:
  - a) Extension of times for 40 km/h from 7.00 am to 9.00 pm every day.
  - a) Extension of 40 km/h zone north beyond the pedestrian crossing near Anslem Avenue.
  - b) Investigation of other design opportunities to improve pedestrian safety, comfort and amenity.
3. Reviews the adequacy of street lighting on this strip, in particular the pedestrian crossing near Post Office Place, with potential advocacy to the Department of Transport and Planning for lighting improvements.

### **Resolution**

**Cr Harte moved, Cr Bolton seconded -**

**That Council:**

1. **Notes previous resolution from this Council, May 2022, expressing concern for pedestrian safety and road rule non-compliance on Pascoe Vale Road in the Glenroy Activity Centre and advocating for installation of red-light cameras at pedestrian crossings.**
2. **Writes to Department of Transport and Planning, to advocate for further measures to improve the safety of pedestrians on Pascoe Vale Road, in the Glenroy Activity Centre, requesting:**
  - a) **Extension of times for 40 km/h from 7.00 am to 9.00 pm every day.**
  - a) **Extension of 40 km/h zone north beyond the pedestrian crossing near Anslem Avenue.**
  - b) **Investigation of other design opportunities to improve pedestrian safety, comfort and amenity.**
3. **Reviews the adequacy of street lighting on this strip, in particular the pedestrian crossing near Post Office Place, with potential advocacy to the Department of Transport and Planning for lighting improvements.**

**Carried unanimously**

*10.37 pm Cr Conlan left the meeting.*

*The order of business was altered and Notice of Motion 8.5 Reinstate Postal Services to Glenroy was considered third after Report 7.2.*

## **NOTICE OF RESCISSION**

It is noted that the Acting Chief Executive Officer received a Notice of Rescission at 10.33pm from Cr Conlan seeking to rescind Council's decision relating to Report 7.1 Conclusion of Kent Road Separated Bike Lane Trial and next steps for Coburg to Glenroy Bike Route.

The Notice of Rescission will appear on the agenda for the Council meeting scheduled Wednesday, 18 October 2023.

## **FORESHADOWED ITEMS**

Nil.

## **URGENT BUSINESS REPORTS**

Nil.

The meeting closed at 10.37 pm.